

Appendix B: Greater Minnesota Transportation Priorities



Urban Area / County	Facility/Route/Corridor/System	From-To/Route Intersected	ADT/Ridership	Importance of Facility to Local, Regional Mobility and why Improvements are Needed	Improvement Needed	How Improvement will Benefit/Support State's Future Development/Quality of Life	Likely Status (Including Funding) of Project in 2019 under Current Funding	Light	Estimated Cost (millions)
Statewide	District Safety Plans	Statewide	NA	It is the State's goal to move continually toward zero deaths due to traffic crashes.	Various safety improvements such as ...	These safety improvements have been proven to reduce the incidence of fatal and serious injury crashes.	Likely that current levels of spending can be maintained, but additional funding could accelerate improvements.		varies
Jenkins	TH 371	Nisswa to Jenkins	10,700	This segment is needed to extend the four-lane design of this inter-regional corridor to Jenkins.	2-lane to 4-lane expansion.	This improvement will improve the movement of traffic, enhance economic development prospects for the area, and improve safety.	Funding is planned for 2018.		Greater than \$62 million
Rochester	I-90	TH 52 and Ramps	18,000	Interregional Corridor/Access to Regional Trade Center	Bridge rehab/replacement		In 10-Year Work Plan for 2018-2023		Greater than \$4 million
District 6	I-90	TH 63 and Ramps	22,000	Interregional Corridor/Access to Regional Trade Center	Bridge rehab/replacement		In 10-Year Work Plan for 2018-2023		Greater than \$3 million
Deer River	TH 2	Deer River	6,700	Interregional Corridor	Pavement preservation, resurfacing and reconstruction projects to replace badly deteriorated pavement surfaces, ADA compliance.	Eliminate Poor pavement	In 10-Year Work Plan for 2018-2023		<\$1 million
Brainerd	TH 371B	Brainerd	25,000	Main Street/Complete Streets Project	Reconstruction and improvements to streetscape including pedestrian and bicycle amenities, ADA compliance.	This project is expected to leverage efficiencies by providing need pavement replacement in conjunction with improvements for all modes of travel, thereby enhancing the quality of life for users.	In current STIP for 2017.		Greater than \$12 million
Brainerd	TH 210	Bridge # 5060 over Mississippi River	26,000	Main link between Baxter and Brainerd	Bridge replacement	Improve mobility and safety by removing this functionally obsolete bridge.	In 10-Year Work Plan for 2018-2023		Greater than \$75 million
Virginia	TH 53	Eveleth to Virginia	23,000	TH 53 is an Interregional Corridor providing a critical connection from all points south to the city of Virginia.	Restoration of the highway connection being lost due to mining activity.	The connection is vital to the economic vitality of Virginia	The project is currently has a budget of \$90 million dollars which will not be sufficient to complete the project.		\$30 million
Clearwater to Monticello	I-94	Clearwater to Monticello	45,000	I-94 is an interstate, freight route, and primary corridor from the Twin Cities to the northwest.	Unbonded overlay	This improvement will preserve the pavement to enhance the movement of traffic and freight.	In the 10-year Work Plan for 2020		Greater than \$26 million
Statewide	Maintenance and Operations of All Trunk Highways	NA	NA	Continued growth of the size of the system and inflationary cost increases erode the ability to maintain the infrastructure in a sound condition and operate it efficiently.	System-wide maintenance and operations improvements, such as pavement patching, bridge maintenance, guardrail repairs, snow and ice control, traffic signal timing, etc.	Proper maintenance keeps the infrastructure in a good condition longer and extends the time between rehabilitation or reconstruction resulting in savings to the taxpayer. Keeping roads clear of snow and ice and operating efficiently improves safety and saves time for drivers.	MnSHIP projects that maintenance and operations funding will not keep pace with inflation.		Greater than \$10 million per year
Walker	TH 371	City of Walker	9,200	It is the State's goal to move continually toward zero deaths due to traffic crashes.	Center turn lane	These safety improvements have been proven to reduce the incidence of fatal and serious injury crashes.	Not funded in 20-year plan		Greater than \$7 million
Statewide	Pavement and roadside infrastructure preservation on minor arterial and collector trunk highways	NA	NA	Minor arterials and collectors on the trunk highways are important regional arterials depended upon for regional connections to the rest of the state. Funding shortages will divert scarce resources to the principal arterial and interstate systems.	Pavement preservation, resurfacing and reconstruction projects to replace badly deteriorated pavement surfaces.	Minor arterial and collector trunk highways serve as vital corridors to rural areas of the state and provide critical farm to market connections.	Inflation and higher priority needs will divert funding from the preservation of the minor arterial and collector trunk highways, which are projected to steadily decline each year without additional funding.		Average of over \$275 million per year to meet all pavement targets.

Appendix B: Greater Minnesota Transportation Priorities



Greater MN	Various	all	N/A		Provide additional operating and capital revenues to support bus and paratransit systems	Transit in Greater MN provides residents with access to jobs, education, health care, shopping and recreation. These systems enhance the mobility of the elderly and persons with disabilities			Transit
St Michael to St Cloud	I-94	St Michael to St Cloud	65,000	I-94 is an interstate, freight route, and primary corridor from the Twin Cities to the northwest that experiences peak-time delays due to congestion.	Congestion relief.	Reduction in travel delays will improve freight movement and reduce lost time for travelers.	No funding is identified in the 20-year plan.		Not available
Detroit Lakes	TH 34	TH 59/TH 34 to Highland Drive in Detroit Lakes	12,000	Interregional Corridor	Passing Lanes	This improvement will improve the movement of traffic, enhance economic development prospects for the area, and improve safety.	No funding is identified in the 20-year plan.		Greater than \$2 million
Hackensack	TH 371	Hackensack	5,100	Main Street/Complete Streets Project	Reconstruction and improvements to streetscape including pedestrian and bicycle amenities, ADA compliance.	This project is expected to leverage efficiencies by providing need pavement replacement in conjunction with improvements for all modes of travel, thereby enhancing the quality of life for users.	Not funded in 20-year plan		Greater than \$6 million
Greater Minnesota	Bicycle and Pedestrian Facilities	Greater Minnesota	NA	There is an increasing need and demand for improved bicycle and pedestrian facilities to create a better network.	Expansion of the bicycle and pedestrian network and an accelerated program of main street/complete street projects.	This project will allow for expanded bicycle and pedestrian facility investments such as high ROI stand-alone projects as well as major investments such as trail segments, highway grade-separated crossings, and major accessibility projects.	Current funding levels are sufficient to cover investments embedded in existing projects, with no additional funding identified in the 20-year plan.		Statewide Needs Bicycle = \$14 million/year Pedestrian = \$8 million/year
Dodge & Steele	TH 14	CR 43 to Dodge Center	7,500	This segment is needed to complete the four-lane connection between Rochester and Mankato.	2-lane to 4-lane expansion.	This improvement will improve the movement of traffic, enhance economic development prospects for the area, and improve safety.	No funding is identified in the 20-year plan.		Greater than \$150 million
District 1	TH 169	Scenic to Pengilly	5,600	This segment is needed to complete the four-lane connection between Grand Rapids and Hibbing.	2-lane to 4-lane expansion.	This improvement will improve the movement of traffic, enhance economic development prospects for the area, and improve safety.	No funding is identified in the 20-year plan.		\$35-\$46 million
Northfield	TH 19	Northfield to I-35	11,000	This facility serves as the primary access between I-35 and Northfield, a major educational center.	2-lane to 4-lane expansion.	This improvement will improve the movement of traffic, enhance economic development prospects for the area, and improve safety.	No funding is identified in the 20-year plan.		\$35-\$40 million
Nicollet	TH 14	Nicollet to TH 15 near New Ulm	7,800	This segment is needed to extend the four-lane design of this inter-regional corridor to New Ulm.	2-lane to 4-lane expansion.	This area is listed as a "freight bottleneck". This improvement will improve the movement of traffic, enhance economic development prospects for the area, and improve safety.	No funding is identified in the 20-year plan.		\$70-\$140 million
Wadena	TH 10	Wadena Phase I & II	9,700	Interregional Corridor	Improve connection to TH 10 east and west through Wadena area	This improvement will improve the movement of traffic, enhance economic development prospects for the area, and improve safety.	No funding is identified in the 20-year plan.		\$45-\$55 million
Willmar	TH 23	New London to Paynesville to Richmond	9,200	Interregional Corridor. This segment is needed to complete the four-lane connection between Willmar and I-90.	2-lane to 4-lane expansion.	This improvement will improve the movement of traffic, enhance economic development prospects for the area, and improve safety.	No funding is identified in the 20-year plan.		Greater than \$70 million

Appendix B: Greater Minnesota Transportation Priorities



Duluth	TH 61	TH 61/40th Ave E in Duluth	21,000	It is the State's goal to move continually toward zero deaths due to traffic crashes.	Intersection improvements (i.e. conflict reduction, improve sight distances, access management)	These safety improvements have been proven to reduce the incidence of fatal and serious injury crashes.	No funding in 20-year plan.		Greater than\$3 million
Dakota County	TH 52	TH 52/CR 86	20,000/2,000	It is the State's goal to move continually toward zero deaths due to traffic crashes.	Interchange	This improvement will improve the movement of traffic, enhance economic development prospects for the area, and improve safety.	No funding in 20-year plan.		\$7-13 million
New Ulm	TH 14	TH 14/TH 15 in New Ulm	8,000/17,000	It is the State's goal to move continually toward zero deaths due to traffic crashes.	Intersection improvements (i.e. conflict reduction, improve sight distances, access management)	These safety improvements have been proven to reduce the incidence of fatal and serious injury crashes.	No funding is identified in the 20-year plan.		\$5-\$50 million
City of Eagle Lake	TH 14	City of Eagle Lake	15,000	It is the State's goal to move continually toward zero deaths due to traffic crashes.	Intersection improvements (i.e. conflict reduction, improve sight distances, access management)	These safety improvements have been proven to reduce the incidence of fatal and serious injury crashes.	No funding is identified in the 20-year plan.		Greater than\$3 million
Windom	TH 60	TH 60/TH 71 Intersection in Windom	12,000/4000	It is the State's goal to move continually toward zero deaths due to traffic crashes.	Intersection improvements (i.e. conflict reduction, improve sight distances, access management)	These safety improvements have been proven to reduce the incidence of fatal and serious injury crashes.	No funding is identified in the 20-year plan.		\$2-\$3 million
Zimmerman	TH 169	TH 169/CR 4 in Zimmerman	26,000/12,000	It is the State's goal to move continually toward zero deaths due to traffic crashes.	Intersection improvements (i.e. conflict reduction, improve sight distances, access management)	These safety improvements have been proven to reduce the incidence of fatal and serious injury crashes.	No funding is identified in the 20-year plan.		Greater than\$40 million
Cromwell	TH 210	City of Cromwell	3,300	It is the State's goal to move continually toward zero deaths due to traffic crashes.	Reconstruction through Cromwell for flood mitigation.	These safety improvements have been proven to reduce the incidence of fatal and serious injury crashes.	No funding is identified in the 20-year plan.		Greater than\$3 million