

APPENDIX I. ILLUSTRATIVE PROJECT LIST OF UNMET NEEDS

I-1: Roadway Preservation Challenges

Sections of poor pavement (urban and rural) in need of reconstruction.

	County	Area	Route	From/To	Length (miles)/ADT	Average Ride Quality Index	Importance of Facility to Regional and State Travel	Description of Challenge/Deficiency	Improvement Needed	Estimated Cost of Improvement Needed
1	Multiple	Multiple	18 Routes (i.e. MN 11, MN 65, and other locations)	Non-Principal Arterials in Northeast Minnesota (District 1)	108 miles/1,427 Average ADT	1.5	Supports regional movement of goods and services	Poor pavement on non-principal arterials in Northeast Minnesota (District 1)	Road Reconstruction	\$218,000,000-\$294,000,000
2	Multiple	Multiple	6 Routes (i.e. US 53, US 61 and other locations)	Principal Arterials in Northeast Minnesota (District 1)	28.1 miles/3,000 Average ADT	1.2	Supports regional movement of goods and services	Poor pavement on principal arterials in Northeast Minnesota (US 53, US 61 and other locations)	Road Reconstruction	\$56,000,000-\$76,000,000
3	Multiple	Multiple	2 Routes (i.e. MN 46, MN 220)	Non-Principal Arterials in Northwest Minnesota (District 2)	25.7 miles/613 Average ADT	1.5	Supports regional movement of goods and services	Poor pavement on non-principal arterials in Northwest Minnesota (MN 46 and MN 220)	Road Reconstruction	\$52,000,000-\$70,000,000
4	Multiple	Multiple	2 Routes (i.e. US 2, US 71)	Principal Arterials in Northwest Minnesota (District 2)	10 miles/4,907 Average ADT	2.6	Supports regional movement of goods and services	Poor pavement on principal arterials in Northwest Minnesota (US 2 and US 71)	Road Reconstruction	\$20,000,000-\$27,000,000
5	Multiple	Multiple	5 Routes (i.e. MN 25 and other locations)	Non-Principal Arterials in Central Minnesota (District 3)	55.3 miles/1,851 Average ADT	1.4	Supports regional movement of goods and services	Poor pavement on non-principal arterials in Central Minnesota (District 3)	Road Reconstruction	\$113,000,000-\$153,000,000
6	Multiple	Multiple	MN 371	Principal Arterials in Central Minnesota (District 3)	7.9 miles/5,200 Average ADT	1.5	Supports regional movement of goods and services	Poor pavement on principal arterials in Central Minnesota (District 3)	Road Reconstruction	\$16,000,000-\$21,000,000
7	Multiple	Multiple	4 Routes (i.e. MN 28 and other locations)	Non-Principal Arterials in West Central Minnesota (District 4)	22.3 miles/722 Average ADT	1.7	Supports regional movement of goods and services	Poor pavement on non-principal arterials in West Central Minnesota (District 4)	Road Reconstruction	\$45,000,000-\$60,000,000
8	Multiple	Multiple	2 Routes (i.e. I-94, MN 28)	Principal Arterials in West Central Minnesota (District 4)	2.9 miles/10,555 Average ADT	2.4	Supports regional movement of goods and services	Poor pavement on principal arterials in West Central Minnesota (District 4)	Road Reconstruction	\$7,000,000-\$10,000,000
9	Multiple	Multiple	8 Routes (i.e. MN 19, MN 30 and other locations)	Non-Principal Arterials in Southeastern Minnesota (District 6)	45.9 miles/1,855 Average ADT	1.4	Supports regional movement of goods and services	Poor pavement on non-principal arterials in Southeastern Minnesota (District 6)	Road Reconstruction	\$92,000,000-\$124,000,000
10	Multiple	Multiple	10 Routes (i.e. US 14, I-90 and other locations)	Principal Arterials in Southeastern Minnesota (District 6)	39.9 miles/10,496 Average ADT	1.5	Supports regional movement of goods and services	Poor pavement on principal arterials in Southeastern Minnesota (District 6)	Road Reconstruction	\$92,000,000-\$124,000,000
11	Multiple	Multiple	13 Routes (i.e. MN 22, US 75 and other locations)	Non-Principal Arterials in Southern Minnesota (District 7)	55 miles/1,380 Average ADT	1.4	Supports regional movement of goods and services	Poor pavement on non-principal arterials in Southern Minnesota (District 7)	Road Reconstruction	\$113,000,000-\$153,000,000
12	Multiple	Multiple	6 Routes (i.e. US 14, I-90 and other locations)	Principal Arterials in Southern Minnesota (District 7)	23.4 miles/6,927 Average ADT	1.6	Supports regional movement of goods and services	Poor pavement on principal arterials in Southern Minnesota (District 7)	Road Reconstruction	\$49,000,000-\$66,000,000
13	Multiple	Multiple	3 Routes (i.e. MN 4 and other locations)	Non-Principal Arterials in Southwestern Minnesota (District 8)	11.7 miles/483 Average ADT	1.8	Supports regional movement of goods and services	Poor pavement on non-principal arterials in Southwestern Minnesota (District 8)	Road Reconstruction	\$23,000,000-\$31,000,000
14	Multiple	Multiple	12 Routes (i.e. MN 15, US 212 and other locations)	Principal Arterials in Southwestern Minnesota (District 8)	40.5 miles/3,492 Average ADT	1.7	Supports regional movement of goods and services	Poor pavement on principal arterials in Southwestern Minnesota (District 8)	Road Reconstruction	\$84,000,000-\$114,000,000

County	Area	Route	From/To	Length (miles)/ADT	Average Ride Quality Index	Importance of Facility to Regional and State Travel	Description of Challenge/Deficiency	Improvement Needed	Estimated Cost of Improvement Needed	
15	Multiple	Multiple	2 Routes(i.e. MN 3 and MN 5)	Non-Principal Arterials in Twin Cities Metro Area	12.3 miles/9,899 Average ADT	0.3	Supports regional movement of goods and services	Poor pavement on non-principal arterials in Twin Cities Metro	Road Reconstruction	\$25,000,000-\$33,000,000
16	Multiple	Multiple	4 Routes(i.e. I-94 and other locations)	Principal Arterials in Twin Cities Metro Area	12.4 miles/61,066 Average ADT	2.2	Supports regional movement of goods and services	Poor pavement on principal arterials in Twin Cities Metro	Road Reconstruction	\$51,000,000-\$69,000,000
17	Goodhue	Red Wing	US 61	Potter St to 0.1 Mi. S. Carol Ln.	3 miles/18,000 Average ADT	2.6	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$14,000,000-\$19,000,000
18	Winona	Winona	MN 43	T.H. 61 to Jct. Mankato Ave.	0.5 miles/15,000 Average ADT	1.5	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$4,500,000-\$6,000,000
19	Goodhue	Zumbrota	MN 58	T.H. 52 to 3rd St	0.9 miles/7,000 Average ADT	2.2	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$3,500,000-\$5,000,000
20	Rice	Faribault	MN 60	0.4 Mi. E. T.H. 21 to Central Ave	0.7 miles/10,000 Average ADT	2	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$6,000,000-\$8,000,000
21	Wabasha	Lake City	US 61	S. City Limits to N. City Limits	2 miles/9,000 Average ADT	2.8	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$14,000,000-\$18,000,000
22	St Louis	Duluth	MN 194	Duluth	2 miles/23,000 Average ADT	1.5	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$12,000,000-\$16,000,000
23	St Louis	Duluth	US 61	Duluth	1 mile/14,000 Average ADT	2.8	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$7,000,000-\$9,000,000
24	Carlton	Cloquet	MN 33	Cloquet	1 mile/13,000 Average ADT	1.9	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$8,000,000-\$10,000,000
25	Lake	Two Harbors	US 61	Two Harbors	1.5 miles/10,000 Average ADT	3.2	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$7,000,000-\$9,000,000
26	St Louis	Tower	MN 169	Tower	0.5 mile/3,700 Average ADT	2	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$3,500,000-\$5,000,000
27	Beltrami	Red Lake	MN 1	Red Lake	1 mile/5,000 Average ADT	3.7	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$4,500,000-\$6,000,000
28	Itasca	Deer River	US 2	Deer River	0.5 mile/6,000 Average ADT	3.2	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$1,500,000-\$2,500,000
29	Hubbard	Akeley	MN 34	Akeley	0.5 mile/3,500 Average ADT	4.1	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$1,500,000-\$2,500,000
30	Clearwater	Bagley	MN 92	Bagley	1 mile/4,000 Average ADT	3.2	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$3,500,000-\$5,000,000
31	Cass	Walker	MN 371	Walker	1 mile/8,000 Average ADT	3.5	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$4,500,000-\$6,000,000
32	Crow Wing	Brainerd	MN 371B	Brainerd	1 mile/12,000 Average ADT	3	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$4,500,000-\$6,000,000
33	Stearns	St Cloud	MN 23	St Cloud	2.5 miles/25,000 Average ADT	2.8	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$14,000,000-\$19,000,000
34	Sherburne	Elk River	US 10	Elk River	2.5 miles/30,000 Average ADT	2.2	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$9,000,000-\$13,000,000
35	Kanabec	Mora	MN 65/MN 23	Mora	1 mile/12,000 Average ADT	2.3	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$3,000,000-\$4,500,000
36	Wadena	Wadena	US 10	Wadena	0.5 miles/9,500 Average ADT	2.4	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$400,000-\$600,000
37	Douglas	Alexandria	MN 29	Alexandria	2 miles/18,000 Average ADT	2.3	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$8,000,000-\$11,000,000
38	Clay	Dilworth	US 10	Dilworth	2 miles/14,000 Average ADT	3.7	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$8,000,000-\$11,000,000
39	Pope	Glenwood	MN 29/28	Glenwood	2 miles/5,000 Average ADT	2	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$13,000,000-\$18,000,000
40	Swift	Benson	MN 9/12	Benson	2 miles/4,000 Average ADT	2.5	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$13,000,000-\$17,000,000
41	Otter Tail	Parkers Prairie	MN 29	Parkers Prairie	1 mile/4,000 Average ADT	2.6	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$2,500,000-\$3,500,000
42	Renville	Hector	MN 4	Hector	1.5 miles/2,000 Average ADT	1.6	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$5,000,000-\$7,000,000
43	Lyon	Marshall	MN 19	Marshall	2 miles/9,000 Average ADT	2.2	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$11,000,000-\$14,000,000
44	Chippewa	Montevideo	MN 29	Montevideo	1.5 miles/3,000 Average ADT	2	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$7,000,000-\$10,000,000
45	Pipestone	Pipestone	MN 30	Pipestone	1.5 miles/5,000 Average ADT	2.3	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$7,000,000-\$10,000,000
46	Yellow Medicine	Clarkfield	MN 67	Clarkfield	1 mile/1,500 Average ADT	2.6	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$6,000,000-\$8,000,000
47	Martin	Fairmont	MN 15	Fairmont	3 miles/10,000 Average ADT	2.3	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$17,000,000-\$23,000,000
48	Cottonwood	Windom	MN 60	Windom	2 miles/7,000 Average ADT	2	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$10,000,000-\$13,000,000
49	Le Sueur	New Prague	MN 19	New Prague	1.5 miles/4,000 Average ADT	2.4	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$7,000,000-\$10,000,000
50	Martin	Truman	MN 15	Truman	1 mile/4,200 Average ADT	2	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$4,000,000-\$5,000,000
51	Brown	Comfrey	MN 258	Comfrey	0.5 miles/750 ADT	3.6	Regional Trade Center	Poor pavement in urban area	Road Reconstruction	\$1,500,000-\$2,000,000

I-2: Congestion and Chokepoint Challenges

In the Twin Cities, projects to implement Met Council/MnDOT Metro Transportation Policy Plan. For Greater Minnesota, projects include enhancements that expand the economic and quality of life access of selected major highways.

County	Area	Route	From/To	Length/ADT	Importance of Facility to Regional and State Travel	Description of Challenge/Deficiency	Improvement Needed	Estimated Cost of Improvement Needed	
1	Multiple	Twin Cities Metro	Systemwide	Twin Cities Metro Area	N/A	Interstate/Freeway System	Decreased travel time reliability due to accidents, other traffic characteristics	System-wide Active Traffic Management (e.g. Traveler information systems, dynamic signing and re-routing, dynamic shoulder lanes, and other improvements)	\$255,000,000-\$345,000,000
2	Multiple	Twin Cities Metro	11 Routes (I-35W at I-694, I-394 at MN 100, I-694 at I-94/MN 252, MN 101, MN 47, MN 7, MN 51, MN 65, US 8, MN 55 at US 61, I-494)	Twin Cities Metro Area	N/A	Interstate/Freeway System	Traffic congestion bottlenecks (Tier 1 Congestion Mitigation and Safety Projects)	High return on investment capacity enhancements and spot improvements (e.g. interchange reconstruction, auxiliary lanes, and other improvements)	\$500,000,000-\$675,000,000
3	Multiple	Twin Cities Metro	17 Routes (I-35, I-35E, I-35W at I-694, I-394 at US 169 and I-94, I-494, I-694, I-94 at I-35W, I-94 at I-35E, US 10 at MN 47 and I-35W, MN 101 at I-94, MN 120, MN 13, US 169, MN 36 at I-35E and MN 120, MN 5, MN 55 at MN 100, MN 62 at MN 100, MN 7)	Twin Cities Metro Area	N/A	Interstate/Freeway System	Traffic congestion bottlenecks (Tier 2 Congestion Mitigation and Safety Projects)	High return on investment capacity enhancements and spot improvements (e.g. interchange reconstruction, auxiliary lanes, and other improvements)	\$500,000,000-\$675,000,000
4	Multiple	Twin Cities Metro	8 Routes (I-35E, I-35W, I-494, I-94 at I-494, US 169 at MN 41, MN 252, MN 62, US 8)	Twin Cities Metro Area	N/A	Interstate/Freeway System	Traffic congestion bottlenecks (Tier 3 Congestion Mitigation and Safety Projects)	High return on investment capacity enhancements and spot improvements (e.g. interchange reconstruction, auxiliary lanes, and other improvements)	\$500,000,000-\$675,000,000
5	Hennepin/Ramsey	Twin Cities Metro	I-35E/MN 610	Twin Cities Metro Area	33,500-120,000 AADT	Interstate/Freeway System	Lack of freeway connection in North Metro, peak period traffic congestion, lack of transportation options on 35E	New freeway connection (MN 610), Extend managed lane on I-35E, one other managed lane corridor	\$400,000,000-\$600,000,000
6	Multiple	Twin Cities Metro	6 Routes (MN 36, I-94, I-35W, I-494, US 169, MN 77)	Twin Cities Metro Area	45,000-190,000 AADT	Interstate/Freeway System	Peak Period traffic congestion, lack of transportation options	Managed lanes	\$1,500,000,000-\$2,000,000,000
7	Hennepin/Wright	Twin Cities Metro & Northwest	I-94	Rogers heading Northwest	60,000-90,000 AADT	IRC	Chokepoint on a critical statewide connector route	Enhancements that expand the economic and quality of life access to areas served by the corridor.	\$40,000,000-\$60,000,000
8	Itasca	NA	US 169	Taconite/Pengily	9 miles/6,000 Average ADT	IRC	Chokepoint on a critical statewide connector route	Enhancements that expand the economic and quality of life access to areas served by the corridor.	\$103,000,000-\$207,000,000
9	Stearns	NA	MN 23	Paynesville/Richmond	8 miles/8,000 Average ADT	IRC	Chokepoint on a critical statewide connector route	Enhancements that expand the economic and quality of life access to areas served by the corridor.	\$23,000,000-45,000,000
10	Otter Tail/Wadena	Wadena	US 10	Wadena	6 miles/8,000 Average ADT	IRC	Chokepoint on a critical statewide connector route	Enhancements that expand the economic and quality of life access to areas served by the corridor.	\$39,000,000-74,000,000
11	Dodge/Steele	NA	US 14	Owatonna/Dodge Center	15 miles/8,000 Average ADT	IRC	Chokepoint on a critical statewide connector route	Enhancements that expand the economic and quality of life access to areas served by the corridor.	\$100,000,000 - 200,000,000

County	Area	Route	From/To	Length/ADT	Importance of Facility to Regional and State Travel	Description of Challenge/ Deficiency	Improvement Needed	Estimated Cost of Improvement Needed	
12	Kandiyohi/ Stearns	NA	MN 23	New London/ Paynesville	7 miles/7,000 Average ADT	IRC	Chokepoint on a critical statewide connector route	Enhancements that expand the economic and quality of life access to areas served by the corridor.	\$23,000,000-45,000,000
13	Crow Wing	NA	MN 371	Jenkins / Pine River	16 miles/7,500 Average ADT	IRC	Chokepoint on a critical statewide connector route	Enhancements that expand the economic and quality of life access to areas served by the corridor.	\$78,000,000 - \$150,000,000
14	Nicollet	NA	US 14	Nicollet/New Ulm	14 miles/7,000 Average ADT	IRC	Chokepoint on a critical statewide connector route	Enhancements that expand the economic and quality of life access to areas served by the corridor.	\$80,000,000-\$129,000,000
15	Multiple	Multiple	Multiple	LaCrosse - Twin Cities (Rail Crossings)	N/A	Supports regional movement of people, good and services	At-grade railroad crossing along potential future high-speed rail rail (LaCrosse to Twin Cities)	Grade Separations	\$26,000,000-\$34,000,000

I-3: Bridge Challenges

Major bridges requiring repair or replacement after 2022. Historic bridges requiring rehabilitation/repair.

	County	Area	Route	Feature Intersected	Length/ ADT	Deck/Superstructure/ Substructure rating (or other bridge rating)	Importance of facility to regional and state travel	Description of challenge/ deficiency	Improvement Needed	Estimated Cost of Improvement Needed
1	Hennepin	Minneapolis	TH 65 (3rd Ave S)	Mississippi River	2,000 ft/18,300 AADT	Fair	Culturally historic structure	Historic bridge that needs repair	Bridge Repair	\$21,000,000-\$29,000,000
2	Dakota/Hennepin	Bloomington	TH 55 (Mendota Bridge)	Minnesota River	4,000 ft/44,500 AADT	Good	Culturally historic structure	Historic bridge that needs repair	Bridge Repair/Replacement	\$66,000,000-\$76,000,000
3	Anoka/Hennepin	Anoka	US 169	Mississippi River	1,000 ft/45,000 AADT	Good	Culturally historic structure	Historic bridge that needs repair	Bridge Repair	\$13,000,000-\$17,000,000
4	Morrison	NA	TH 115	Mississippi River	400 ft/2,300 AADT	Satisfactory	Culturally historic structure	Historic bridge that needs repair	Bridge Repair	\$150,000-\$250,000
5	Lyon	Marshall	TH 19	Redwood River	100 ft/9,600 AADT	Satisfactory	Culturally historic structure	Historic bridge that needs repair	Bridge Repair	\$1,500,000-\$2,500,000
6	Ramsey	St. Paul	US 952A (Robert Street)	Mississippi River	1,500 ft/17,600 AADT	Good	Culturally historic structure	Historic bridge that needs repair	Bridge Repair	\$22,000,000-\$30,000,000
7	Hennepin	Minneapolis	St. Anthony Pedestrian bridge	Mississippi River	2,000 ft/NA	N/A	Culturally historic structure	Historic bridge that needs repair	Bridge Repair	\$2,500,000-\$4,000,000
8	St Louis	Duluth	I-35	Unstable material	2,000 ft/51,000 AADT	Satisfactory	Major Interstate	Bridge in need of repair/ replacement	Bridge Repair/Replacement	\$36,000,000-\$49,000,000
9	Blue Earth	Mankato	US 169	Minnesota River	1,500 ft/32,500 AADT	Good	IRC	Bridge in need of repair/ replacement	Bridge Repair/Replacement	\$32,000,000-\$43,000,000
10	Hennepin	Minneapolis	I-94	Mississippi River	1,000 ft/150,000 AADT	Satisfactory	Major Interstate	Bridge in need of repair/ replacement	Bridge Repair/Replacement	\$27,000,000-\$37,000,000
11	St Louis	Duluth	I-35	CP Railroad	3,000 ft/35,500 AADT	Satisfactory	Major Interstate	Bridge in need of repair/ replacement	Bridge Repair/Replacement	\$24,000,000-\$32,000,000
12	Ramsey	St Paul	TH 280	Robbins Street, U of M Transitway, Railroad	1,000 ft/56,000 AADT	Satisfactory	Multimodal Connector	Bridge in need of repair/ replacement	Bridge Repair/Replacement	\$17,000,000-\$22,000,000
13	Blue Earth	Mankato	US 14	Minnesota River and Railroad	1,000 ft/37,000 AADt	Satisfactory	IRC	Bridge in need of repair/ replacement	Bridge Repair/Replacement	\$15,000,000-\$21,000,000

I-4: Roadway Safety Challenges

System-wide high return on investment improvements such as rumble strips, cable median barriers, or reduced conflict intersections. Other statewide safety investments. Grade separation of railroad crossings on major highways.

	County	Area	Route	Importance of facility to regional and state travel	Description of challenge/deficiency	Improvement Needed	Estimated Cost of Improvement Needed
1	Multiple	Multiple	Trunk Highways in Northeast MN	Supports regional movement of people, good and services	Locations with higher than average safety risk factors	System-wide high return on investment safety improvements (e.g. rumble strips, cable median barriers, signage, reduced conflict intersections)	\$12,000,000-\$16,000,000
2	Multiple	Multiple	Trunk Highways in Northwest MN	Supports regional movement of people, good and services	Locations with higher than average safety risk factors	System-wide high return on investment safety improvements (e.g. rumble strips, cable median barriers, signage, reduced conflict intersections)	\$3,500,000-\$4,500,000
3	Multiple	Multiple	Trunk Highways in Central MN	Supports regional movement of people, good and services	Locations with higher than average safety risk factors	System-wide high return on investment safety improvements (e.g. rumble strips, cable median barriers, signage, reduced conflict intersections)	\$4,500,000-\$6,000,000
4	Multiple	Multiple	Trunk Highways in West Central MN	Supports regional movement of people, good and services	Locations with higher than average safety risk factors	System-wide high return on investment safety improvements (e.g. rumble strips, cable median barriers, signage, reduced conflict intersections)	\$11,000,000-\$15,000,000
5	Multiple	Multiple	Trunk Highways in Southeast MN	Supports regional movement of people, good and services	Locations with higher than average safety risk factors	System-wide high return on investment safety improvements (e.g. rumble strips, cable median barriers, signage, reduced conflict intersections)	\$12,000,000-\$17,000,000
6	Multiple	Multiple	Trunk Highways in Southern MN	Supports regional movement of people, good and services	Locations with higher than average safety risk factors	System-wide high return on investment safety improvements (e.g. rumble strips, cable median barriers, signage, reduced conflict intersections)	\$19,000,000-\$26,000,000
7	Multiple	Multiple	Trunk Highways in Southwestern MN	Supports regional movement of people, good and services	Locations with higher than average safety risk factors	System-wide high return on investment safety improvements (e.g. rumble strips, cable median barriers, signage, reduced conflict intersections)	\$16,000,000-\$22,000,000
8	Multiple	Multiple	Trunk Highways in Twin Cities Metro Area	Supports regional movement of people, good and services	Locations with higher than average safety risk factors	System-wide high return on investment safety improvements (e.g. rumble strips, cable median barriers, signage, reduced conflict intersections)	\$44,000,000-\$60,000,000
9	Multiple	Multiple	100 Intersections Statewide	Supports regional movement of people, good and services	Intersections with higher than average safety risk factors and crash rates	Statewide Implementation of Rural Intersection Conflict Warning Systems	\$7,000,000-\$9,000,000
10	Anoka	Anoka	MN 47	Supports regional movement of people, good and services	At-grade railroad crossing	Grade Separation	\$13,000,000-\$17,000,000
11	Goodhue	Cannon Falls	US 52	Supports regional movement of people, good and services	At-grade railroad crossing of major highway	Grade Separation	\$17,000,000-\$23,000,000
12	Crow Wing	Crosby	MN 210/6	Supports regional movement of people, good and services	At-grade railroad crossing of major highway	Traffic signal for railroad pre-emption	\$600,000-\$800,000
13	Anoka	Ramsey	US 10/Ramsey Blvd	Supports regional movement of people, good and services	At-grade railroad crossing of major highway	Grade Separation	\$68,000,000-\$92,000,000