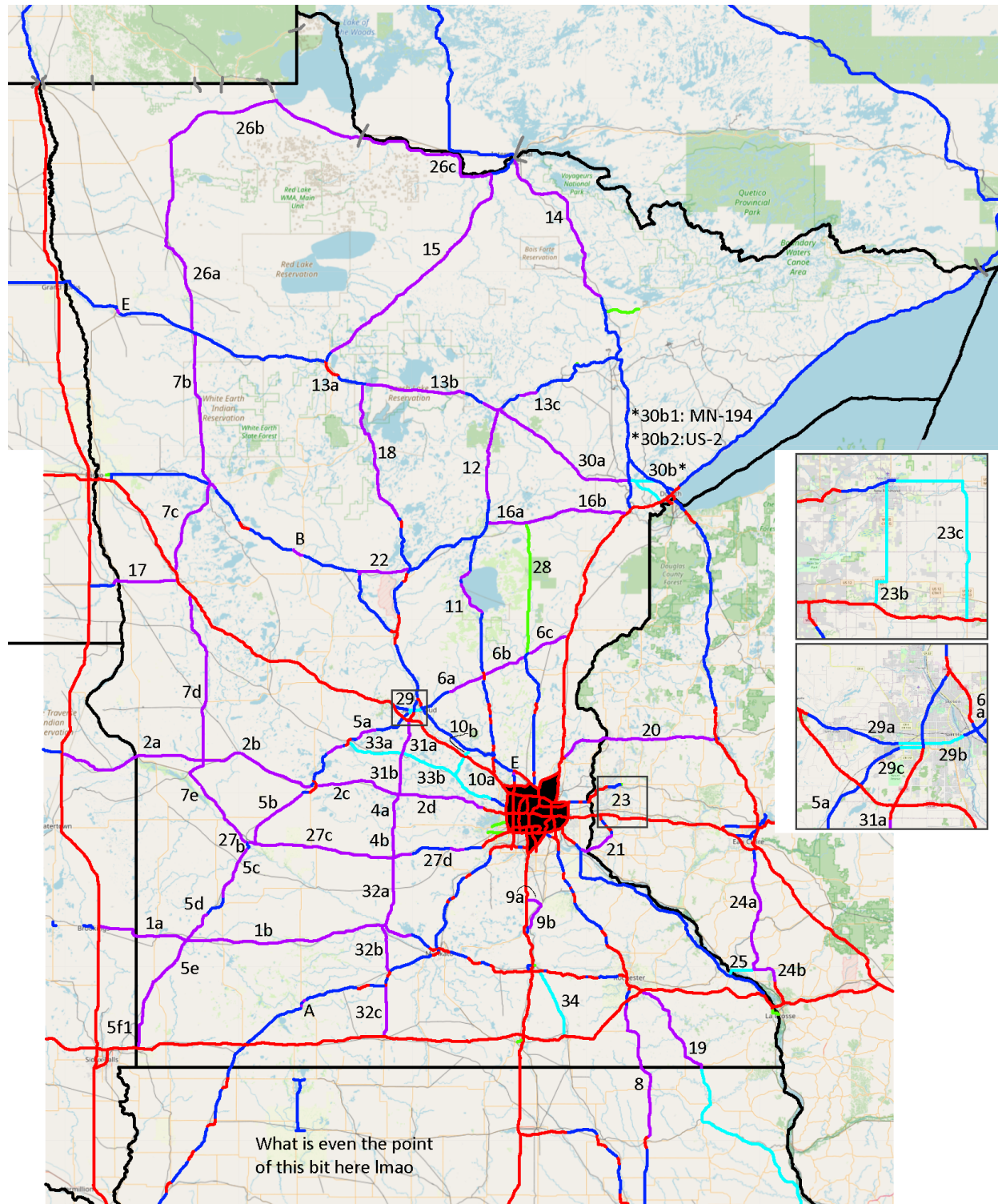


Red is existing motorway, Blue is existing trunk, and Green is existing trunk that will be downgraded.

The important part is Cyan, which are proposed trunk routes, labeled for further detail. Each route has been analyzed for the towns it serves/the population who use it, the physical attributes of the route, the existing road classification, the largest towns served by them, and the daily traffic on each route.

Also Purple, which represents proposed trunk routes that have been agreed upon.



Enter link to open image in greater detail:

<https://cdn.discordapp.com/attachments/749887514956791839/954581054012919828/MNTRUNKS3.png>

VERSION 2.0 EDITS

Accepted routes (Routes that received no complaint in the first viewing period) changed to Purple, on the map and by text.

Routes awaiting further discussion have added descriptions (written under “[Route Description](#)”), marked with Green.

Route C expanded upon into Route 29 with a new separate inset map.

A few new routes (30, 31, 32, 33)

A few routes removed (3b1, 3c, 7a, 7f)

VERSION 3.0 EDITS

Agreed on routes (5f1, 7b-c, 9a, 11, part of 19, 26a-c, 27b, 30a, 31a-b, 32a-c) changed to Purple, on the map and by text.

Routes awaiting further discussion have their descriptions added with some more detail.

Route C inset map improved.

A few new routes (20b, 30b1, 30b2, 34)

A route returned to discussion (25)

A few routes removed (D, 3a-b, 3d, 4c, 23a, 27a, 28)

Route 1

Route: I-29/Brookings, SD (24.1k) -> US-169/Mankato (44.5k)

Has existing sections of motorway/trunk?: Yes [13.4 miles]

Intersections with other motorway/trunk along its path: Route 5d (1a-1b) and 5e (1b-1c)

How many existing (non-route) Primary roads connect outwards from the route?: 6

Largest town served by route: Mankato (44.5k)

Largest town served by only this route:

--->1a: Tyler (1.1k)

--->1b: **New Ulm (14.1k)**

Junction towns: Florence (0.03k, 1a-1b, route 5)

Aggregate population along route: 110,539

--->1a: 25,961

--->1b: 84,578

Average daily traffic along route: 4,715

--->1a: 2,282 (11)

--->1b: 5,240 (51)

Route 2

Route: I-90/Summit, SD (0.3k) -> I-494/Minnetonka (53.8k)

Has existing sections of motorway/trunk?: Yes [8.8 miles]

Intersections with other motorway/trunk along its path: Routes 7 (2a-2b), 5 (2b-2c), and 4 (2c-2d)

How many existing (non-route) Primary roads connect outwards from the route?: 4

Largest town served by route: Minnetonka (53.8k)

Largest town served by only this route:

--->2a: Milbank, SD (3.5k)

--->2b: Benson (3.0k)

--->2c: **Litchfield (6.6k)**

--->2d: **Orono (8.3k, part of existing network)**, Delano (6.4k)

Junction towns: Willmar (21.0k, 2a-2b, route 5), Dassel (1.5k, 2b-2c, route 4)

Aggregate population along route: 133,778

--->2a: 6,331

--->2b: 25,861

--->2c: 10,761

--->2d: 90,825

Average daily traffic along route: 10,326

--->2a: 2,350

--->2b: 5,210

--->2c: 6,977

--->2d: 19,402

Route 3

Route(s):

3a: Farmington (23.6k) → Route 9/Northfield (20.8k)

3b: Farmington (23.6k) → US-52/Hampton (0.7k)

→3b1: Farmington (23.6k) → US-52/Hampton (0.7k) → US-61/Miesville (0.1k)

3c: Farmington (23.6k) → I-35/Lakeville (69.5k)

3d: Farmington (23.6k) → MN-55/Inver Grove Heights (35.8k)

Route Clarification: For the purpose of connecting Farmington (23.6k) to motorway/trunk network. At least two of the four must be chosen to do so.

~~Route Description: Routes 3c and 3b1 were removed due to being unnecessary and seen as the weakest connection for Farmington. Route 3 as a whole is still in question due the potentially unneeded connection to Farmington at all, due to it being a suburb rather than a regional center.~~

~~Has existing sections of motorway/trunk?: No~~

~~Intersections with other motorway/trunk along its path: Route 9 (3a)~~

~~How many existing (non-route) Primary roads connect outwards from the route?: 0 (3a, 3b), 1 (3c), 3 (3d)~~

~~Largest town served by route(s): Lakeville (69.5k, 3c)~~

~~Largest town served by only this route(s):~~

~~→3a, 3b, 3b1, 3c, 3d: Farmington (23.6k)~~

~~Junction Towns: N/A~~

~~Other important towns on the route: Rosemount (25.7k, 3d)~~

~~Aggregate population along route(s): N/A~~

~~→3a: 44,422~~

~~→3b: 24,376~~

~~→3b1: 24,600~~

—>3c: 93,122

—>3d: 85,083

Average daily traffic along route(s):

--->3a: 11,050

—>3b: 5,036

----->3b1: 4,595

—>3c: 14,078

--->3d: 12,734

Route 4

Route(s):

4a: Route 2/Dassel (1.5k) -> Hutchinson (14.6k)

4b: Hutchinson (14.6k) -> Route 27/Brownton (0.7k)

~~4c: Hutchinson (14.6k) -> Shorewood (7.8k)/D~~

Route Clarification: For the purpose of connecting Hutchinson (14.6k) to motorway/trunk network. At least two of the three must be chosen to do so.

Route Description: if Route D is not used, Route 4c is the only connection to what would be a trunk stub with MN-7. 4a is the middle section of what is now the greater southward connection from St. Cloud, made up of routes 4, 31, and 32.

Has existing sections of motorway/trunk?: No

Intersections with other motorway/trunk along its path: ~~Routes D (4c)~~, 2 (4a), and 27 (4b)

How many existing (non-route) Primary roads connect outwards from the route?: 0 (4a, 4b, 4c)

Largest town served by route: Hutchinson (14.6k)

Largest town served by only this route: Hutchinson (14.6k, 4a-4b-4c)

--->4a: N/A

--->4b: N/A

--->4c: ~~Victoria (10.5k)~~

Junction towns: N/A

Other important towns on the route: ~~Minnetrista (8.6k, 4c)~~

Aggregate population along route: N/A

--->4a: 16,071

--->4b: 15,330

—>4c: ~~44,363~~

Average daily traffic along route:

--->4a: 6,825

--->4b: 8,950

—>4c: ~~11,092~~

(1.0) Bob G: 4a and 4b are fine as they are. I believe though that they should be extended north to St. Cloud and to the south as far as Fairmont and possibly the Iowa border. I am familiar with this road and it serves as one of the few N/S highways not going through the Twin Cities. It would be used, for example from Mankato to St. Cloud where there is easy access to the NW quadrant of the state.

Route 5

Route: I-94/St. Cloud (68.8k) -> I-90/Sioux Falls (177.1k)

Route Clarification: Route does not actually enter Sioux Falls, but is only 13 miles down I-90 from it. This route is by far the fastest connection between Sioux Falls and St. Cloud.

Route Description: Route 5 has been accepted, but whether to choose 5f1 and 5f2 is still on the table.

Has existing sections of motorway/trunk?: Yes [57.1 miles]

Intersections with other motorway/trunk along its path?: Routes 2 (5a-5b), 27 (5b-5c), 7 (5c-5d), and 1 (5d-5e)

How many existing (non-route) Primary roads connect outwards from the route?: 6

Largest town served by route?: St. Cloud (68.8k)

Largest town served by only this route?:

--->5a: **Cold Spring (4.2k)**

--->5b: Clara City (1.4k)

--->5c: Cottonwood (1.1k)

--->5d: Lynd (0.4k)

--->5e: Ruthton (0.2k)

--->5f1: Jasper (0.6k)

~~--->5f2: Hardwick (0.2k)~~

Junction towns: Willmar (21.0k, 5a-5b, route 2), Granite Falls (2.7k, 5b-5c, route 27) Marshall (13.6k, 5c-5d, route 7), Florence (0.03k, 5d-5e, route 1), Pipestone (4.2k, 5e-5f1/2), ~~Luverne (4.9k, 5f2/I-90)~~

Aggregate population along route?:

--->5a: 33,918

--->5b: 5,261

--->5c: 15,020

--->5d: 802

--->5e: 4,619

--->5f1: 671

~~--->5f2: 5,233~~

Average daily traffic along route?: 6976 (5f1), 6684 (5f2)

--->5a: 10,743

--->5b: 5,029

--->5c: 6,142

--->5d: 5,350

--->5e: 4,925

--->5f1: 4,840

~~--->5f2: 4,092~~

Additional Note: Route 5 is the most high-trafficked and well-connected road in Southwestern Minnesota, and marks the best alternative for travel between I-94 and I-29 or I-90 west of US-169. Also, 5f1 and 5f2 are both good choices for the end portion of Route 5, but only one of the two should be chosen.

Route 6

Route: US-10/St. Cloud (68.8k) -> I-35/Hinckley (1.9k)

Has existing sections of motorway/trunk?: Yes [12.9 miles]

Intersections with other motorway/trunk along its path: Route 11 (6a-6b), MN-65 (6b-6c)

How many existing (non-route) Primary roads connect outwards from the route?: 0

Largest town served by route: St. Cloud (68.8k)

Largest town served by only this route:

--->6a: **Foley (2.7k)**

--->6b: Ogilvie (0.3k)

--->6c: Brook Park (0.1k)

Junction towns: Milaca (3.0k, 6a-6b, route 11), Mora (3.7k, 6b-6c, MN-65)

Aggregate population along route:

--->6a: 6,358

--->6b: 4,131

--->6c: 2,143

Average daily traffic along route: 8,274

--->6a: 10,808

--->6b: 6,117

--->6c: 5,776

Additional Note: Route 6 is the connection between St. Cloud and Duluth. The intersection between this route and I-35 near Hinckley is the halfway point of this drive, the other half being I-35 itself.

Route 7

Route: CAN-100/Winnipeg (749.5k) -> Route 5/Marshall (13.6k)

Route Description: Routes 7a and 7f were removed, 7a for being too little used and 7f for being redundant compared to 27b. The remaining section of Route 7, 7b-7e, forms a North-South connection between the Grand Forks - Duluth link and the Watertown - Twin Cities link as an alternative to I-29.

Has existing sections of motorway/trunk?: No

Intersections with other motorway/trunk along its path: US-2 (7a-7b), US-10 (7b-7c), I-94 (7c-7d), Route 2 (7d-7e), Route 27 (7e-7f)

How many existing (non-route) Primary roads connect outwards from the route?: 5 (3 in MN, 2 in CAN)

Largest town served by route: Winnipeg (749.5k)

Largest town served by only this route:

--->7a: ~~Saint Malo (1.2k, CAN)~~, **Thief River Falls (8.7k, MN)**

--->7b: Mahnomen (1.2k)

--->7c: Pelican Rapids (2.6k)

--->7d: Morris (5.1k)

--->7e: Appleton (1.4k)

--->7f: ~~Clarkfield (0.9k)~~

Junction towns: Erskine (0.4k, 7a-7b, US-2), Detroit Lakes (9.9k, 7b-7c, US-10), Fergus Falls (14.1k, 7c-7d, I-94), Montevideo (5.4k, 7e-7f)

Aggregate population along route: 822,333

~~--->7a: 753,184 (CAN), 11,277 (MN), 764,461 (total)~~

--->7b: 12,162

--->7c: 16,996

--->7d: 6,747

--->7e: 7,487

~~--->7f: 14,480~~

Average daily traffic along route: 3,794

~~--->7a: 5,229 (CAN, 9), 3,129 (MN, 27), 3,654 (total, 36)~~

--->7b: 5,291 (11)

--->7c: 5,147 (16)

--->7d: 2,164 (18)

--->7e: 2,136 (11)

~~--->7f: 5,240 (10)~~

Route 8

Route: I-90/Rochester (121.4k) -> US-218/Waterloo, IA (67.9k)

Has existing sections of motorway/trunk?: Yes [41.6 miles]

Intersections with other motorway/trunk along its path: N/A

How many existing (non-route) Primary roads connect outwards from the route?: 11

Largest town served by route: Rochester (121.4k)

Largest town served by only this route:

--->8: **Stewartville (6.7k, MN)**, New Hampton (3.6k)

Junction towns: N/A

Aggregate population along route: 83,981

--->8: 9,592 (MN), 74,389 (IA)

Average daily traffic along route: 9,197

--->8: 7,815 (MN), 9,605 (IA)

Route 9

Route: I-35 -> I-35 BUS/Faribault (24.4k)

Route Description: If Route 3 is used, then 3a is a better connection for Northfield than 9a is. If Route 3 is not used though, 9a will suffice.

Route Clarification: For the purpose of connecting Northfield (20.8k) to motorway/trunk network.

Has existing sections of motorway/trunk?: No

Intersections with other motorway/trunk along its path: Route 3 (9a-9b)

How many existing (non-route) Primary roads connect outwards from the route?: 0

Largest town served by route: Faribault (24.4k)

Largest town served by only this route: **Northfield (20.8k)**

--->9a: N/A

--->9b: Dundas (1.7k)

Junction towns: N/A

Aggregate population along route: 46,955

--->9a: 20,790

--->9b: 26,165

Average daily traffic along route: 12,190

--->9a: 12,600

--->9b: 11,917

Route 10

Route: US-10/Big Lake (11.7k) -> I-494/Plymouth (81.0k)

Route Clarification: For the purpose of connecting Buffalo (16.2k) to motorway/trunk network.

Route Description:

(2.0) Buffalo's connection was extended westward with Route 33. This route is the principal artery of many towns of Wright County, and the connection between Buffalo and I-94.

(3.0) Buffalo's Route 10 is contested because although the city is of the same size as Hutchinson (connected by Route 4), it is in an area that is already dense with better utilized and connected trunk roads.

Has existing sections of motorway/trunk?: Yes [6.5 miles]

Intersections with other motorway/trunk along its path: I-94 (10a-10b)

How many existing (non-route) Primary roads connect outwards from the route?: 0

Largest town served by route: Plymouth (81.0k)

Largest town served by only this route:

--->10a: **Buffalo (16.2k)**

--->10b: N/A

Junction towns: Monticello (14.5k, 10a-10b, I-94)

Other important towns on the route: Medina (6.8k, 10a), Rockford (4.5k, 10a)

Aggregate population along route: 137,575

--->10a: 125,889

--->10b: 11,686

Average daily traffic along route: 23,961

--->10a: 24,761

--->10b: 21,080

(1.0) **Bob G:** I would extend this route to the NW along Highway 55 at least to Glenwood and possibly to the junction with 7d and maybe further to the ND border. This road (55) seems to be part of the national network at least as far as Glenwood. See

<https://wiki.openstreetmap.org/wiki/Key:hgv:national%20network?uselang=en>

Route 11

Route: Route 6/Milaca (3.0k) -> MN-210/Aitkin (2.2k)

Route Description: The more utilized of the two north-south connections between Route 16 and Route 6. Higher trafficked and with larger towns, but is not currently all trunk, whereas Route 28 is.

Has existing sections of motorway/trunk?: Yes [39.3 miles]

Intersections with other motorway/trunk along its path: N/A

How many existing (non-route) Primary roads connect outwards from the route?: 0

Largest town served by route: Milaca (3.0k)

Largest town served by only this route: **Vineland (1.0k)**

Junction towns: N/A

Aggregate population along route: 7,168

Average daily traffic along route: 8,003

Additional Note: This route is a northward continuation of US-169 north of the Twin Cities past Route 6. Between Route 6 and the Twin Cities the road jumps between Trunk and Motorway a few times, but never primary. Route 11 is the same excluding next to Mille Lacs, where it is Primary. MN-65, another North-South route that serves the same routing purpose further to the east, does not have a Primary section.

Route 12

Route: Route 16 -> Route 13/Grand Rapids (11.1k)

Has existing sections of motorway/trunk?: Yes [9.2 miles]

Intersections with other motorway/trunk along its path: N/A

How many existing (non-route) Primary roads connect outwards from the route?: No

Largest town served by route: Grand Rapids (11.1k)

Largest town served by only this route: **Hill City (0.6k)**

Junction towns: N/A

Aggregate population along route: 11,739

Average daily traffic along route: 7,827

Route 13

Route: US-2/Bemidji (14.6k) -> US-53/Virginia (8.4k)

Has existing sections of motorway/trunk?: Yes [74.8 miles]

Intersections with other motorway/trunk along its path: Routes 18 (13a-13b), 12 (13a-13c)

How many existing (non-route) Primary roads connect outwards from the route?: 1

Largest town served by route:

Largest town served by only this route:

--->13a: N/A

--->13b: Cohasset (2.7k)

--->13c: **Hibbing (16.2k)**

Junction towns: Cass Lake (0.7k, 13a-13b, Route 18), Grand Rapids (11.1k, 13b-13c, Route 12)

Aggregate population along route: 69,763

--->13a: 15,249

--->13b: 14,724

--->13c: 39,790

Average daily traffic along route: 9,673

--->13a: 8,938

--->13b: 8,626

--->13c: 10,529

Routes 14 & 15

Route 14: Route 13/Virginia (8.4k) -> ON-11/International Falls (5.8k)

Route 15: Route 13/Bemidji (14.6k) -> ON-11/International Falls (5.8k)

Route(s) Clarification: For the purpose of connecting International Falls (5.8k) and the Canadian trunk stub ON-11 to motorway/trunk network. One or both could be chosen for this task, or neither.

Has existing sections of motorway/trunk?: 14: Yes [16.7 miles], 15: Yes [11.8 miles]

Intersections with other motorway/trunk along its path: 14, 15: No

How many existing (non-route) Primary roads connect outwards from the route?: 14, 15: 1

Largest town served by route: 14: Virginia (8.4k), 15: Bemidji (14.6k)

Largest town served by only this route: **International Falls: 5.8k**

--->14: Cook (0.5k)

--->15: Blackduck (0.8k)

Junction towns: N/A

Aggregate population along route:

--->14: 15,023

--->15: 21,987

Average daily traffic along route:

--->14: 4,355

--->15: 3,626

(1.0) **Bob G: I believe both 14 and 15 should be trunk.**

Route 16

Route: Route 12 -> I-94/Cloquet (12.6k)

Has existing sections of motorway/trunk?: No

Intersections with other motorway/trunk along its path: MN-65 (16a-16b)

How many existing (non-route) Primary roads connect outwards from the route?: 0

Largest town served by route: Cloquet (12.6k)

Largest town served by only this route: N/A

--->16a: N/A

--->16b: **Cromwell (0.2k)**

Junction towns: McGregor (0.3k, 16a-16b, MN-65)

Aggregate population along route: 13,422

--->16a: 384

--->16b: 13,038

Average daily traffic along route: 3,717

--->16a: 3,117

--->16b: 4,017

Additional Note: Route 16 serves as the last leg on the cross-state route between Duluth and Fargo, and therefore also the most important chain in Northern Minnesota. It is also the endpoint of MN-65.

Route 17

Route: I-29 -> I-94/Fergus Falls (14.1k)

Has existing sections of motorway/trunk?: Yes [10.5 miles]

Intersections with other motorway/trunk along its path: N/A

How many existing (non-route) Primary roads connect outwards from the route?:
Largest town served by route: Fergus Falls (14.1k)
Largest town served by only this route: **Wahpeton (7.8k, ND)**, Breckenridge (3.4k, MN)
Junction towns: N/A
Aggregate population along route: 25,477
Average daily traffic along route: 5,582 (ND), 6,694 (MN), 6,390 (total)

Route 18

Route: Route 13/Cass Lake (0.7k) -> MN-210/Baxter (8.6k)
Has existing sections of motorway/trunk?: Yes [21.9 miles]
Intersections with other motorway/trunk along its path: N/A
How many existing (non-route) Primary roads connect outwards from the route?: 1
Largest town served by route: Brainerd (14.4k)
Largest town served by only this route: **Nisswa (2.0k)**
Junction towns: N/A
Aggregate population along route: 14,396
Average daily traffic along route: 11,724
Additional Note: Route 18 is the most high-trafficked Route between US-2/Route 13 (Grand Forks-Iron Range) and US-10/Route 28/Route 16 (Fargo-Duluth.)

Route 19

Route: I-90/Rochester (121.4k) -> US-20/Dubuque (57.6k)
Route Description: Route is an essential connecting link to Dubuque, but covers a very long distance between the two with little to show for it along the way.
Route Clarification: Route does not actually enter Rochester or Dubuque, but is close to both. This route is by far the fastest connection between Rochester (plus the Twin Cities) and Dubuque.
Has existing sections of motorway/trunk?: No
Intersections with other motorway/trunk along its path: N/A
How many existing (non-route) Primary roads connect outwards from the route?: 13
Largest town served by route: **Decorah (8.1k, IA)**
Largest town served by only this route: Chatfield (3.0k, MN), Decorah (8.1k, IA)
Junction towns: N/A
Aggregate population along route: 3,383 (MN), 21,684 (IA), 25,067 (total)
Average daily traffic along route: 5,609 (MN), 3,580 (IA), 4,006 (total)

Route 20

Route: I-35/Forest Lake (20.6k) -> US-53/Cameron (1.8k)
Has existing sections of motorway/trunk?: Yes [2.2 miles]
Intersections with other motorway/trunk along its path: N/A
How many existing (non-route) Primary roads connect outwards from the route?: 13
Largest town served by route: Forest Lake (20.6k, MN), Barron (3.4k, WI)
Largest town served by only this route: **Chisago City (5.6k, MN)**, Barron (3.4k, WI)
Junction towns: N/A

Aggregate population along route: 24,803 (MN), 9,080 (WI), 33,883 (total)
Average daily traffic along route: 14,227 (MN, 16), 39,739 (IA), 9,982 (total)

Route 21

Route: I-94/Hudson, WI (12.7k) -> US-61/Hastings (22.2k)
Has existing sections of motorway/trunk?: Yes [9.5 miles]
Intersections with other motorway/trunk along its path: N/A
How many existing (non-route) Primary roads connect outwards from the route?: 5
Largest town served by route: Hastings (22.2k, MN), River Falls (16.0k, WI)
Largest town served by only this route: **River Falls (16.0k, WI)**
Junction towns: N/A
Aggregate population along route: 22,154 (MN), 33,004 (WI), 55,158 (total)
Average daily traffic along route: 16,200 (MN, 16), 10,111 (WI), 10,432 (total)

Route 22

Route: US-10/Motley (0.7k) -> MN-210/Baxter (8.6k)
Has existing sections of motorway/trunk?: No
Intersections with other motorway/trunk along its path: N/A
How many existing (non-route) Primary roads connect outwards from the route?: 0
Largest town served by route: Baxter (8.6k, MN)
Largest town served by only this route: **Pillager (0.5k)**
Junction towns: N/A
Aggregate population along route: 9,799
Average daily traffic along route: 9,580
Additional Note: Route 22 serves a small part on the cross-state route between Duluth and Fargo, and therefore also the most important chain in Northern Minnesota. It is not a necessary addition, because the Duluth-Fargo route is still connected immediately south of here via Little Falls, but the alternative is obviously not used by the D-F travel.

Route 23

Route(s):

~~23a: WI-64/New Richmond, WI (8.4k) -> I-35/Hudson, WI (12.7k)~~

23b: WI-64/New Richmond, WI (8.4k) -> I-35/Roberts (1.7k)

23c: WI-64/New Richmond, WI (8.4k) -> I-35/Baldwin (4.0k)

Route Clarification: For the purpose of connecting the large motorway/trunk stub from the TC to Stillwater to New Richmond to the rest of the motorway/trunk network. Only one of these three routes should be chosen for this purpose.

Route Description:

(2.0) 23b and 23c are the main contenders here. It may be the case that this route remains undecided until Wisconsin mappers make their own choice.

(3.0) 23a was removed, due to the fact that "fastest" is generally irrelevant to regional connectivity.

Has existing sections of motorway/trunk?: 23a, 23b: No, 23c: Yes [0.7 miles]

Intersections with other motorway/trunk along its path: N/A

How many existing (non-route) Primary roads connect outwards from the route?: ~~23a: 4~~, 23b: 2, 23c: 5

Largest town served by route:

--->23a: ~~Hudson, WI (12.7k)~~

--->23b: New Richmond, WI (8.4k)

--->23c: New Richmond, WI (8.4k)

Largest town served by only this route: **N/A**

Junction towns: N/A

Aggregate population along route:

--->23a: ~~21,094~~

--->23b: 10,026

--->23c: 12,332

Average daily traffic along route:

--->23a: ~~9,820~~

--->23b: 9,993

--->23c: 7,956

Additional Note: 23a is the fastest connection between New Richmond and the TC, 23b has the advantage in physical attributes of the route and traffic counts, and 23c has the advantage in connectivity and a small part of existing trunk road. Honestly, I don't have a clue which of the three I prefer.

Route 24

Route: I-94/Eau Claire, WI (68.8k) -> I-90/La Crosse (51.7k)

Has existing sections of motorway/trunk?: Yes [15.1 miles]

Intersections with other motorway/trunk along its path: Route 25 (24a-24b)

How many existing (non-route) Primary roads connect outwards from the route?: 12

Largest town served by route: Eau Claire, WI (68.8k)

Largest town served by only this route:

--->24a: Arcadia, WI (2.9k)

--->24b: **Holmen, WI (10.7k)**

Junction towns: N/A

Aggregate population along route: 156,344

--->24a: 73,733

--->24b: 82,611

Average daily traffic along route: 10,526

--->24a: 5,761

--->24b: 17,123

Route 25

Route: US-61/Winona (25.9k) -> Route 24

Route Description: I downgraded this one back to just a proposal because I changed my mind about it. All of this route's traffic comes from it going through the city of Winona, of which its physical conditions do not come even close to that of a trunk road, especially through an urban area. Nevertheless, it is still an important regional connection worth considering.

Has existing sections of motorway/trunk?: No
Intersections with other motorway/trunk along its path: N/A
How many existing (non-route) Primary roads connect outwards from the route?: 1
Largest town served by route: Winona (25.9k)
Largest town served by only this route: **N/A**
Junction towns: N/A
Aggregate population along route: 25,948
Average daily traffic along route: 10,588 (MN), 7,383 (WI), 8,840 (total)

Route 26

Route: US-2/Erskine (0.4k) -> Route 14/International Falls (5.8k)

Route Description: By far the least trafficked proposed trunk route on the map, but still the highest trafficked route throughout the northwestern corner of the state.

Has existing sections of motorway/trunk?: No
Intersections with other motorway/trunk along its path: Route 15
How many existing (non-route) Primary roads connect outwards from the route?: 3
Largest town served by route: Thief River Falls (8.7k)
Largest town served by only this route:
--->26a: Plummer (0.3k)
--->26b: **Roseau (2.7k)**
--->26c: N/A

Junction towns: **Thief River Falls (8.7k, 26a-26b, route 7)**, Baudette (1.0k, 26b-26c)

Aggregate population along route: 22,727

--->26a: 9,545

--->26b: 7,380

--->26c: 5,802

Average daily traffic along route: 4,043

--->26a: 4,940

--->26b: 4,054

--->26c: 3,422

(1.0) **Bob G:** I suspect that there should be trunk spurs from 26 into Canada in both Baudette and Warroad. I might even go further and code the route through Sprague, Canada to Angle Inlet as trunk.

Route 27

Route: I-29/Watertown, SD (22.2k) -> I-494/Eden Prairie (64.2k)

Route Description: The westernmost section of Route 27 is little utilized, but it still performs an important connection, doubly so following the removal of Route 7f.

Has existing sections of motorway/trunk?: Yes [37.3 miles]

Intersections with other motorway/trunk along its path: Route 7 (27a-27b), 5 (27b-27c), and 4 (27c-27d)

How many existing (non-route) Primary roads connect outwards from the route?: 9

Largest town served by route: Eden Prairie (64.2k)

Largest town served by only this route:

~~--->27a: Kranzburg (0.2k, SD), Dawson (1.5k, MN)~~

~~--->27b: N/A~~

~~--->27c: Olivia (2.3k)~~

~~--->27d: Chaska (27.8k)~~

~~Junction towns: Montevideo (5.4k, 27a-27b, route 7), Granite Falls (2.7k, 27b-27c, route 5),
Brownton (0.7k, 27c-27d, route 4)~~

~~Other important towns on the route: Carver (5.8k, 27d), Glencoe (5.7k, 27d)~~

~~Aggregate population along route: 176,215~~

~~--->27a: 22,338 (SD), 6,864 (MN), 29,202 (total)~~

~~--->27b: 2,737~~

~~--->27c: 8,509~~

~~--->27d: 135,767~~

~~Average daily traffic along route: 12,409~~

~~--->27a: 3,348 (SD), 3,114 (MN), 3,187 (total)~~

~~--->27b: 4,558~~

~~--->27c: 4,931~~

~~--->27d: 26,752~~

Route 28

~~Route: Route 6/Mora (3.7k) -> Route 16/McGregor (0.4k)~~

~~Route Description: The less utilized of the two north-south connections between Route 16 and
Route 6. Less trafficked and with smaller towns, but the route is currently all trunk, whereas
Route 14 is not.~~

~~Has existing sections of motorway/trunk?: Yes, along the entire Route~~

~~Intersections with other motorway/trunk along its path: N/A~~

~~How many existing (non-route) Primary roads connect outwards from the route?: 0~~

~~Largest town served by route: Mora (3.7k)~~

~~Largest town served by only this route: McGrath (0.04k)~~

~~Junction towns: N/A~~

~~Aggregate population along route: 4,090~~

~~Average daily traffic along route: 3,077~~

~~Additional Note: At present, the entire route is Trunk. But, the road does not meet the physical
conditions of trunk, doesn't have any important towns on the ends or along it, and isn't high
trafficked. This is the only current trunk road in this condition.~~

(1.0) Bob G: I am not sure I would remove highway 65 from being a trunk especially since it
already is. I think it is a very reasonable alternative to 169 depending on your departure point
from the Twin Cities. The south half of it, to Mora is tagged:

<https://wiki.openstreetmap.org/wiki/Key:hgv:national%20network?uselang=en>

Routes A, B, E

All of these are small sections of primary road within existing trunk routes that are inside of towns, due to the road slimming down within them & lowering the speed limit. I think all of these can be promoted to trunk without argument.

(1.0) **Bob G:** General comments. This proposal includes almost all of the roads I would have considered trunk highways. I understand it does not address whether any motorways should be downgraded, say to trunk+expressway, but I see that as a future step. Every single city that was identified in the regional center analysis is connected with this network except Ely.

Route D

~~Route is a short connection between the existing trunk routes MN-7 and MN-5 in Chanhassen. Route does not meet physical conditions or traffic count limitations for a trunk road in the metro area, but without Route D or 4c both MN-7 and MN-5 will be trunk stubs.~~

Route 29

Route Clarification: To determine the existence of Trunk roads in urban St. Cloud. 29b added as it is the route for travel between I-94 and MN-23 east of St. Cloud (Route 6) that includes a lot of regional and city traffic at the same time.

Has existing sections of motorway/trunk?: 29a: Yes [6.6 mi], 29b: Yes [0.8 mi], 29c: Yes [3.5 mi]

Intersections with other motorway/trunk along its path: MN-15

How many existing (non-route) Primary roads connect outwards from the route?: 29a+b: 0, 29c: 1

Largest town served by route: St. Cloud (68.8k)

Largest town served by only this route: N/A

Junction towns: N/A

Aggregate population along route: 68,881

Average daily traffic along route:

--->29a: 21,167

--->29b: 31,333

--->29c: 22,267

Additional Note: (2.0) Two trunk stubs exist in urban St. Cloud, CR-75 [29a] and MN-23 [29c] (which is the same as Route 5). They both stop just short of MN-15 (which is a fully connected trunk/motorway road that goes through St. Cloud) due to the urban low-speed nature of the road during this portion of the drive. The point at which they transition from trunk to primary seems random to me. Either both can be connected to MN-15, just one, or neither. I'm not sure. I think the opinions of St. Cloud specific residents would be appreciated significantly here.

Route 30

Route: Route 13/Grand Rapids (11.1k) -> MN-33/Duluth (86.7k)

Route Description: Due to the fact that Route 30 (US-2) splits into two parts after hitting trunk MN-33, MN-194 (30b1, higher trafficked but lower designation) and US-2 (30b2, lower trafficked but higher designation), the end of the Route remains contested. But it has been agreed already to continue the Route past MN-33.

Has existing sections of motorway/trunk?: No

Intersections with other motorway/trunk along its path: MN-33

How many existing (non-route) Primary roads connect outwards from the route?: 0

Largest town served by route: Grand Rapids (11.1k)

Largest town served by only this route: **Floodwood (0.5k)**

Junction towns: N/A

Aggregate population along route:

--->30a: 11,811

--->30b1: 10,221

--->30b2: 100,038

Average daily traffic along route:

--->30a: 4,417

--->30b1: 4,825

--->30b2: 5,557 (4,750 without the final segment, 4,200 without the final 2)

Additional Note: Route 30 connects Duluth to Grand Rapids, and also to Grand Forks by virtue of being connected to Route 13.

Route 31

Route: I-94/St. Cloud (68.8k) -> Route 2/Dassel (1.5k)

Has existing sections of motorway/trunk?: No

Intersections with other motorway/trunk along its path: Route 33 (31a-31b)

How many existing (non-route) Primary roads connect outwards from the route?: 0

Largest town served by route: St. Cloud (68.8k)

Largest town served by only this route:

--->31a: **St Augusta (3.5k)**

--->31b: Kingston (0.2k)

Junction towns: Kimball (0.8k, 31a-31b, Route 33)

Aggregate population along route: 74,833

--->31a: 73,177

--->31b: 1,656

Average daily traffic along route: 5,917

--->16a: 8,233

--->16b: 4,758

Additional Note: Route 31 is the northern extension of Route 4, connecting Hutchinson to St. Cloud (and to New Ulm and Fairmont if Route 32 is also included)

Route 32

Route: Route 27/Brownton (0.7k) -> I-90/Fairmont (10.5k)

Has existing sections of motorway/trunk?: No

Intersections with other motorway/trunk along its path: Route 1 (32a-32b), MN-60 (32b-32c)

How many existing (non-route) Primary roads connect outwards from the route?: 0

Largest town served by route: New Ulm (14.1k)

Largest town served by only this route:

--->32a: **Winthrop (1.3k)**

--->32b: N/A

--->32c: Truman (1.1k)

Junction towns: New Ulm (14.1k, 32a-32b, Route 1), Madelia (2.4k, 32b-32c, US-169)

Aggregate population along route: 31,077

--->32a: 16,675

--->32b: 2,396

--->32c: 12,006

Average daily traffic along route: 4,009

--->32a: 4,040

--->32b: 3,914

--->32c: 4,110

Additional Note: Route 32 is the southern extension of Route 4, connecting Hutchinson to New Ulm and Fairmont (and to St. Cloud if Route 31 is also included)

Route 33

Route: Route 5/Paynesville (2.4k) -> Route 10/Buffalo (16.2k)

Route Description: Route 33 is a westward extension of Buffalo's connection via Route 10. It is contested because although the city is of the same size as Hutchinson (connected by Route 4), it is in an area that is already dense with better utilized and connected trunk roads.

Has existing sections of motorway/trunk?: No

Intersections with other motorway/trunk along its path: Route 31 (33a-33b)

How many existing (non-route) Primary roads connect outwards from the route?: 0

Largest town served by route: Buffalo (16.2k)

Largest town served by only this route:

--->33a: Eden Valley (1.0k)

--->33b: **Annandale (3.3k)**

Junction towns: Kimball (0.8k, 33a-33b, Route 31)

Aggregate population along route: 27,047

--->33a: 5,205

--->33b: 21,842

Average daily traffic along route: 6,044

--->33a: 4,277

--->33b: 7,811

Additional Note: Route 33 is the western extension of Route 10, connecting Buffalo to Route 31/4/32 and Route 5.

Route 34

Route: US-14/Owatonna (26.4k) -> I-90/Austin (26.2k)

Has existing sections of motorway/trunk?: No

Intersections with other motorway/trunk along its path: N/A

How many existing (non-route) Primary roads connect outwards from the route?: 0

Largest town served by route: Owatonna (26.4k)

Largest town served by only this route: **Blooming Prairie (2.0k)**

Junction towns: N/A

Aggregate population along route: 54,568

Average daily traffic along route: 5,822