

District Rank	Route	From Intersection	To Intersection	From Reference Point	To Reference Point	Length (Miles)	LOTR Score (20%)	Speed Index Score (20%)	Mobility Bonus (20%)	Crash Rate Score (15%)	Fatal & Serious Crash Rate Score (15%)	HCAADT Score (6%)	Average Trip Length Score (2%)	Railroad Crossing Score (1%)	Tourism Score (1%)	Overall Weighted Score (100%)	Standalone Project	Input for Planned Project	Additional Study Needed	Potential Solution
D2-2	MN 371	MN 34	MN 200	086+00.811	091+00.508	4.697	6	8	10	9	3	2	1	0	10	6.84			x	Additional study needed
D2-3	US 2	MN 89	MN 89	108+00.148	108+00.322	0.174	10	7	10	6	0	2	1	0	0	6.44		x		2021 Project
D2-5	US 2 B	ND Border	2nd St NW	000+00.000	000+00.126	0.126	10	8	10	0	0	2	0	0	0	5.72				
D2-6	MSAS 120	MSAS 102 (10 St NW)	US 2	999+00.909	999+00.999	0.09	8	8	10	0	0	4	0	0	0	5.44				
D2-7	US 71	US 2	CSAH 15	312+00.399	315+00.781	3.382	5	8	10	3	0	2	1	0	10	5.29			x	Additional study needed

Mobility Only Problem Areas

District Rank	Route	From Intersection	To Intersection	From Reference Point	To Reference Point	Length (Miles)
D2-M1	MSAS 120	2nd St NW	Sherlock Pkwy	999+00.000	999+00.463	0.463
D2-M2	MN 32	CSAH 2	MN 1	104+00.593	110+00.690	6.097
D2-M3	US 2	McIntosh	Fosston	063+00.127	070+00.864	7.737

Removed Projects

District Rank	Route	From Intersection	To Intersection	From Reference Point	To Reference Point	Length (Miles)	Reason Removed
-	US 2	MN 220	US 2B	000+00.813	040+00.405	3.959	Updated Scoring
-	US 2	MN 32	MN 32	042+00.935	043+00.038	0.103	Updated Scoring
D2-1	US 2	Downtown Crookston	US 75	024+00.363	026+00.677	2.314	District Feedback
D2-4	MN 32	MSAS 109	MN 1	104+00.457	104+00.593	0.136	District Feedback
D2-M4	US 2	CSAH 7	MN 92	081+00.958	088+00.351	6.393	District Feedback

$$LOTR = \frac{80th\ Percentile\ TT}{50th\ Percentile\ TT}$$

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D3-2	MN 210	MN 371B	MN 25	122+00.663	123+00.709	1.046	10	8	10	8	10	2	1	0	10	8.54		x	x	Additional study 2025 Project	Future study on this corridor. Data shows issue is eastbound which could be influenced by the school. District unsure why issue is only one direction. They have known minor issue at westbound right at signal. 2025 project. County doing work at 4th Street.
D3-3	MN 25	I 94	I 94	067+00.946	068+00.710	0.764	10	6	10	10	10	4	1	0	0	8.46			x	Study currently underway	At capacity. Surprised scores aren't higher. Study currently underway showing existing AADT is closer to 35,000. I-94 data is 45,000 - 72,000. Study to recommend improvements.
D3-4	MN 15	MN 23	CSAH 33	150+00.405	153+00.944	3.539	10	7	10	10	5	9	1	0	0	8.21			x	Additional study needed. Signal timing; acceleration lanes; continuous RT lane on MN 15 2020 Study	This is a known issue that likely requires a bigger fix. In top 5 for safety issues. Number 1 crash cost in state. District has a planning study programmed for 2020.
D3-5	MN 371 B	MN 371	MN 210	000+00.185	006+00.521	6.336	10	8	10	10	4	4	1	1	10	8.07					
D3-6	US 71	Wadena	Hewitt	216+00.244	225+00.068	8.824	5	9	10	10	10	2	1	10	0	8.04		x		2023-24 Project	Many trains through Wadena. No issues once out of town. Previous crash issue but did some realignment work and has been better. Project in CHIP 2023-2024. US 10 improvements next year. Will improve US 10/71 signal.
D3-7	US 10	MSAS 109 (Benton Ave)	CSAH 7	177+00.244	179+00.222	1.978	10	6	10	8	7	6	1	0	0	7.83		x		Additional study Access management Potential grade separation 2022 Project	St. Germain Street signal with frontage road is closely spaced to US 10/St. Germain St intersection. Heavy left turns off US 10. Project at 23/10 in 2022 will include looking at this.
D3-8	MN 23	MN 15	MSAS 106 (Wilson Ave)	204+00.390	207+00.216	2.826	10	8	10	10	2	6	1	0	0	7.78		x		Signal timing Access management 2022 Project	Many signals on this corridor. US 10/TH 23 project programmed in 2022 to replace bridges & pavement and will look at interchange operations.
D3-9	MN 25	US 10	US 10	071+00.555	071+00.737	0.182	10	10	10	10	0	1	0	9	0	7.65			x	Additional study	District does not recall a crash issue at this location. Travel time variability is likely due to railroad influence. Many trains per day which create long delays. Leave it on the list but not highest priority for District.
D3-10	US 10	CSAH 42	US 169	213+00.356	214+00.101	0.745	10	7	10	10	3	4	0	0	0	7.59	x			Signal coordination with railroad	Issues related to traffic signals and proximity to railroad. Very little access. First signal westbound backs up. Signal at Main Street is pre-empted by railroad.
D3-11	MN 371	CSAH 77	MN 371B	025+00.483	035+00.039	9.556	10	7	10	10	1	4	1	1	10	7.42			x	Signal coordination with railroad Reduced conflict signalized intersections Displaced left turns	District surprised the rail score is not higher but issues may be related to train sidings which reset the traffic signal. Signal spacing close and railroad compounds issue.
D3-12	MN 23	MSAS 103	MN 15	203+00.041	204+00.158	1.117	10	7	10	10	0	6	0	0	0	7.26	x			Signal timing Side street geometry.	Heavy signalized corridor with many access points. Technical issues with four of the signals. Most side streets have shared thru/right.
D3-13	MN 55	MN 25	MSAS 34	155+00.193	156+00.430	1.237	9	8	10	6	5	2	0	0	0	7.17	x			Signal coordination	Lots of construction on north side of MN 25 last few years which could have some influence but District is not surprised that segment is on here. District gets complaints about signal timing often. District feels there is adequate capacity. Changed to protected lefts to address safety issue. District will not go back to permitted or flashing yellows due to safety concerns. Sacrifice in mobility necessary to ensure safety in this case.
D3-14	US 10	CSAH 6	CSAH 6	188+00.659	188+00.737	0.078	10	7	10	10	0	4	1	0	0	7.16	x			Signal coordination with railroad	Short segment. Signal next to railroad tracks. Heavy right turns as people using this as a cut through from eastbound US 10 to southbound I-94. Very busy on weekends and heavy trucks. Weekends are showing less issues which could be due to fewer trains.
D3-15	US 169	MN 210	Aitkin	252+00.105	260+00.454	8.349	4	8	10	7	10	1	1	1	10	7.14					Location was not reviewed at the workshop.
D3-16	MN 24	I 94	US 10	044+00.075	047+00.831	3.756	7	8	10	3	2	4	0	9	0	6.08					
D3-18	US 71	MN 28	I 94	166+00.993	167+00.370	0.377	8	8	10	4	0	2	1	0	0	5.94		x		Project planned soon	Reconstruction project in STIP. Ramp terminals offset. Didn't plan to look at interchange. Historic road (Sinclair-Lewis). Surprised HCAADT score not higher.
D3-19	US 12	CR 139	CR 139	140+00.451	140+00.55	0.099	6	6	0	10	10	4	1	0	0	5.66					
D3-20	US 71	MN 27	MN 287	186+00.171	186+00.637	0.466	6	8	10	4	0	2	1	0	0	5.54					Location was not reviewed at the workshop.
D3-21	US 10	CSAH 14/15	CSAH 14/15	207+00.888	208+00.319	0.431	10	6	10	1	0	2	1	0	0	5.49			x	Additional study	Not aware of issues but could be due to short merge area.
SC MPO-1	MN 23	Waite Ave	Waite Ave	-	-	-	10	7	10	10	0	6	0	0	0	7.26					MPO project.
SC MPO-2	MN 15	MN 23	CSAH 75	-	-	-	10	7	10	10	1	6	1	0	0	7.43					MPO project.
SC MPO-3	MN 15	3rd St	3rd St	-	-	-	10	6	10	9	0	6	1	0	0	6.93					MPO project.
SC MPO-4	MN 15	8th St	8th St	-	-	-	10	6	10	9	2	9	1	0	0	7.41					MPO project.
SC MPO-5	MN 15	18th St	CR 1	-	-	-	10	7	10	5	5	4	1	0	0	7.16					MPO project.

Mobility Only Problem Areas

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D3-M1	MN 210	US 71	US 71	077+00.496	077+00.564	0.068

Removed Projects

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-	I 94	W of CSAH 19	CSAH 19	200+00.936	201+00.288	0.352	Updated Scoring
-	MN 210	US 10	US 10	100+00.714	100+00.774	0.06	Updated Scoring
-	I 94	MN 25	MN 25	193+00.201	193+00.777	0.576	Updated Scoring
-	US 10	MN 210	MN 210	114+00.770	114+00.810	0.04	Updated Scoring
-	MN 23	I 94	I 94	199+00.328	199+00.558	0.23	Updated Scoring
-	I 94	MN 23	MN 23	163+00.755	164+00.440	0.685	Updated Scoring
D3-1	US 169	CSAH 4	CSAH 4	169+00.191	169+00.251	0.06	District Feedback
D3-17	US 169	CSAH 33	CSAH 33	161+00.397	162+00.210	0.813	District Feedback

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D4-4	US 12	MN 29	CSAH 33 (Murdock)	042+00.632	054+00.956	12.324	7	9	10	6	10	1	1	2	0	7.7			x	Additional study needed Turn lanes, underpass, frontage road, Potential to close one crossing	At-grade railroad in Benson - underpass. River and rail siding constraints. HCADT-lots of trucks entering/exiting. 2 signals. NHS. 2017 ADA in Benson.
D4-5	US 10	US 75	US 75	000+00.402	001+00.483	1.081	10	8	10	9	0	2	0	10	0	7.17	x			Current study underway Signal coordination with railroad RR Underpass. 75/10 merge improvement.	Uncoordinated signals west of 21st. 11th St. underpass being proposed. Metro COG Study.
D4-7	MN 210	I 94	I 94	024+00.157	024+00.252	0.095	6	7	10	7	0	2	1	0	0	5.79			x	Additional study needed Lengthen Left turn lanes Add right turns Widen medians for trucks	Very short turn lane. Ramp separation issue with offset. Heavy truck traffic. Heavy left turns off of I-94. Short turn lanes.
D4-16	MN 7	Appleton	Appleton	048+00.347	049+00.173	0.826	4	9	10	3	0	1	1	0	0	5.13	X			Current study underway	4 way stop & railroad. Study currently underway which will identify potential improvements.
FM MPO-1	I-94	North Dakota	8th St	-	-	-	10	0	0	3	2	10	2	0	0	3.39					MPO project.
FM MPO-2	I-94	8th St	North Dakota	-	-	-	10	0	0	3	2	10	2	0	0	3.39					MPO project.
FM MPO-3	I-94	20th St	20th St	-	-	-	10	4	0	3	0	10	2	0	0	3.89					MPO project.

Removed Projects

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-	I 94	MN 114	MN 114	097+00.283	097+00.713	0.43	Updated Scoring
-	I 94	MN 29	MN 29	102+00.792	103+00.280	0.488	Updated Scoring
D4-1	US 59	MN 34	CSAH 6	261+00.789	264+00.232	2.443	District Feedback
D4-2	MN 28	MN 29/MN 104	MN 29/MN 104	076+00.163	076+00.314	0.151	District Feedback
D4-3	US 71	Wadena	Hewitt	216+00.244	225+00.068	8.824	District Feedback
D4-6	US 10	MN 336	MN 336	005+00.587	006+00.260	0.673	District Feedback
D4-8	MN 28	CSAH 35	CSAH 22	079+00.411	080+00.173	0.762	District Feedback
D4-9	MN 210	US 75	US 75	000+00.773	000+00.821	0.048	District Feedback
D4-10	MN 34	US 59	US 59	035+00.515	035+00.551	0.036	District Feedback
D4-11	US 59	CSAH 24	CSAH 4	234+00.484	243+00.061	8.577	District Feedback
D4-12	US 75	I 94	I 94	248+00.257	248+00.512	0.255	District Feedback
D4-13	US 12	Danvers	MN 29	034+00.087	042+00.632	8.545	District Feedback
D4-14	US 10	US 59	MSAS 110 (Roosevelt Ave)	044+00.421	045+00.298	0.877	District Feedback
D4-15	US 10	CSAH 15	US 59	038+00.698	044+00.421	5.723	District Feedback
D4-M1	US 12	CSAH 33 (Murdock)	CSAH 6 (Kerkhoven)	054+00.956	059+00.431	4.475	District Feedback
D4-M2	MN 7	Appleton	Appleton	047+00.508	048+00.347	0.839	District Feedback
D4-M3	US 59	MN 119	CSAH 38	135+00.995	142+00.441	6.446	District Feedback

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D6-2	US 61	MN 16/CSAH 6	MN 16/CSAH 6	001+00.598	001+00.658	0.06	10	8	10	10	0	2	1	0	0	7.24	x			Geometric improvements Signal timing/modifications	Intersection related. PM weekend issues; commuter traffic. Southbound left turn lane is very long which may be taking a lot of green time.
D6-3	US 61	CSAH 19	Downtown Red Wing	091+00.049	092+00.759	1.71	10	7	10	6	2	4	1	0	10	6.96	x			Signal timing/coordination	Reconstruction in 2012-14. Issues likely related to downtown environment. Look into signal timing or coordination opportunities. District and City decision to not sacrifice pedestrian mobility/safety for NHS mobility through a downtown.
D6-4	I 90	US 14	US 14	271+00.168	271+00.466	0.298	10	8	10	4	0	9	2	0	10	6.88			x	Additional study	70 mph posted speed may not be comfortable for most drivers. Left exits, curves, weaving/merging.
D6-6	MN 19	I 35	I 35	169+00.243	169+00.495	0.252	5	9	10	10	0	2	1	0	0	6.44		x	x	20XX Project Potential for auxiliary lanes	Speed issues with trucks going to/from Flying J. CSAH 46 will be realigned west of interchange.
D6-7	I 90	US 63	US 63	209+00.304	209+00.601	0.297	5	8	10	10	0	4	2	0	0	6.38		x		2020 Project	Short merge and deceleration areas. 2020 interchange improvement planned and will include redesign and access changes. Keep on list to confirm both issues are addressed (eastbound to northbound loop).
D6-8	US 61	US 14	CR 129	029+00.512	030+00.314	0.802	7	7	10	3	5	2	1	0	10	6.24			x	Additional study	2018 signal replacement at Huff Street. Known issues on segment to south that include CSAH 43.
D6-9	US 218	I 90	CSAH 27	015+00.000	015+00.280	0.28	10	10	10	0	0	2	0	0	0	6.12					
D6-11	I 90	Oakland PI SE	Oakland PI SE	180+00.021	180+00.140	0.119	10	7	10	2	0	4	2	0	0	5.98			x	Additional study Potential ramp consolidation	Issues related to short weave area.
D6-12	US 52	I 90	I 90	046+00.351	046+00.704	0.353	6	6	0	9	10	2	1	0	0	5.39					
D6-13	MN 19	MSAS 118 (Armstrong Rd)	MN 3	175+00.708	176+00.190	0.482	5	8	0	9	8	2	1	2	0	5.31					
R MPO-1	US 63	CSAH 16	CSAH 16	-	-	-	3	8	0	8	8	2	0	0	0	4.86					MPO project.
R MPO-2	US 52	55th St	55th St	-	-	-	10	1	0	10	2	10	1	0	0	4.62					MPO project.
R MPO-3	US 63	I-90	I-90	-	-	-	7	8	10	10	3	6	1	0	0	7.39					MPO project.
R MPO-4	US 14	Byron	Byron	-	-	-	7	6	0	4	3	6	1	0	0	4.03					MPO project.
R MPO-5	US 52	I-90	I-90	-	-	-	7	8	0	9	10	10	1	0	0	6.53					MPO project.

Removed Projects

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-	US 52	US 14	CSAH 25	053+00.940	054+00.312	0.372	Updated Scoring
-	US 63	Downtown Spring Valley	Downtown Spring Valley	215+00.212	215+00.440	0.228	Updated Scoring
-	I 35	MN 21	MN 21	058+00.776	059+00.113	0.337	Updated Scoring
D6-1	I 90	Dresbach	Dresbach	273+00.843	274+00.038	0.195	District Feedback
D6-5	MN 3	MN 246	MN 246	012+00.372	012+00.533	0.161	District Feedback
D6-10	I 90	US 14	Wisconsin	003+00.914	004+00.377	0.463	District Feedback

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D7-1	MN 22	US 14	CSAH 3	052+00.524	053+00.272	0.748	10	8	10	10	0	2	0	0	0	7.22		x		2023 Project Study currently underway	Operations and safety issues at TH 22/Augusta; LOS at TH 22/CSAH 26. No signal coordination on corridor. District has a 2023 pavement preservation project planned. MnDOT and MAPO have TH 22 Study currently underway and will provide recommendations on improvements.
D7-3	US 59	I 90	MN 60	010+00.837	012+00.220	1.383	6	9	10	10	0	4	1	0	0	6.76		x		2027 Project Study currently underway	2027 project planned. Current study underway. Roundabout operates best but not viable due to business impacts. Traffic signals are likely to stay. Frontage Road proximity to highway an issue - limited stacking distance. Focus on access management. Study will recommend improvements.
D7-4	US 169	MN 112	MN 112	078+00.998	079+00.199	0.201	10	7	10	3	0	9	1	0	0	6.41	x			Extend acceleration lanes	District aware of issue but not District's highest priority. Considering extension of acceleration lanes.
D7-7	US 169	I 90	CSAH 16	010+00.187	011+00.442	1.255	5	9	10	5	0	2	1	0	0	5.69					Location was not reviewed at workshop
D7-8	US 169	MN 22	MN 99	065+00.454	066+00.424	0.97	9	6	0	7	5	10	1	0	10	5.52		x		2021-22 Project Signal coordination Potential roundabout	Signalized corridor. Back-ups on TH 22/169 overflowing into adjacent intersection (Jefferson Ave). Signal coordination and potential for roundabout on TH 22. High priority for District. 2021-22 Project planned.
D7-9	US 14	Essig	Sleey Eye	089+00.080	095+00.536	6.456	4	8	10	3	2	1	1	0	0	5.23					Location was not reviewed at workshop
D7-10	US 71	I 90	I 90	009+00.924	009+00.987	0.063	2	9	0	8	10	2	1	0	0	5.04			x		Speeds are lower. Could be related to tourist traffic to Okoboji.
M MPO-1	MN 22	TH 14	Victory Dr	-	-	-	10	8	10	10	0	2	1	0	0	7.24					MPO project.
M MPO-2	MN 22	CSAH 57	CSAH 21	-	-	-	3	7	0	4	4	4	1	0	0	3.46					MPO project.
M MPO-3	US 14	Riverfront Dr	Riverfront Dr	-	-	-	7	4	0	2	0	9	1	0	10	3.16					MPO project.
M MPO-4	US 14	CSAH 5	CSAH 5	-	-	-	8	4	0	2	0	9	1	0	10	3.36					MPO project.
M MPO-5	MN 22	Victory Dr	Victory Dr	-	-	-	9	8	10	7	0	1	1	0	0	6.53					MPO project.
M MPO-6	MN 22	Augusta Dr	Augusta Dr	-	-	-	6	7	0	4	0	1	1	0	0	3.28					MPO project.
M MPO-7	US 14	US 169	US 169	-	-	-	8	6	0	5	2	9	2	0	10	4.53					MPO project.

Mobility Only Problem Areas

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D7-M1	MN 15	I 90	CSAH 38	012+00.480	016+00.226	3.746
D7-M2	US 71	CSAH 14	CSAH 4	001+00.505	008+00.885	7.38

Removed Projects

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-	US 169	US 14	US 14	055+00.486	056+00.900	1.414	Updated Scoring
-	US 169	CSAH 90	Belgrade Ave	052+00.634	054+00.273	1.639	Updated Scoring
-	US 14	US 169	US 169	129+00.582	130+00.233	0.651	Updated Scoring
D7-2	MN 60	I 90	US 59	011+00.164	012+00.380	1.216	District Feedback
D7-5	MN 15	CSAH 26	I 90	010+00.473	012+00.480	2.007	District Feedback
D7-6	US 14	MN 15	CSAH 21	104+00.308	104+00.333	0.025	District Feedback

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District Rank	Route	From Intersection	To Intersection	From Reference Point	To Reference Point	Length (Miles)	LOTR Score (20%)	Speed Index Score (20%)	Mobility Bonus (20%)	Crash Rate Score (15%)	Fatal & Serious Crash Rate Score (15%)	HCAADT Score (6%)	Average Trip Length Score (2%)	Railroad Crossing Score (1%)	Tourism Score (1%)	Overall Weighted Score (100%)	Standalone Project	Input for Planned Project	Additional Study Needed	Potential Solution	Notes
D8-1	MN 7	MN 15	CSAH 7	141+00.970	142+00.293	0.323	10	8	10	10	10	2	1	0	0	8.74			x	Signal timing Access management	2 signals along corridor. Lots of access. Issues more associated with MN 15 intersections
D8-2	MN 19	MN 23	MN 23	036+00.422	036+00.513	0.091	6	8	10	10	10	1	1	0	0	7.88	x			Potential intersection redesign (for left turns)	At-grade signalized intersection. 20,000 ADT. Top 3 intersection in District. Speed concerns. Recent safety assessment completed.
D8-3	MN 23	MN 19	MN 19	074+00.973	075+00.075	0.102	5	8	10	10	10	2	1	0	0	7.74	x			Potential intersection redesign (for left turns)	At-grade signalized intersection. 20,000 ADT. Top 3 worst intersection in District. Speed concerns. Safety assessment concluded few potential solutions available.
D8-5	MN 19	MSAS 105	CSAH 101	072+00.491	073+00.245	0.754	6	8	10	7	8	2	1	0	10	7.29		x		2019 Project	2019 project adding TWCLTL & signal improvements.
D8-6	US 12	Downtown Litchfield	MN 22	098+00.756	100+00.776	2.02	6	9	10	5	4	2	1	0	0	6.49			x	Additional study	Slow moving. Lots of truck traffic.
D8-7	MN 22	Glencoe	Glencoe	107+00.023	107+00.693	0.67	5	9	10	10	0	2	0	0	0	6.42			x	2019 Study	2019 study is planned
D8-8	MN 29	MN 7	US 212	000+00.000	000+00.223	0.223	4	9	10	10	0	2	1	0	0	6.24			x	Additional study Intersection improvements	Previous construction near segment could be influencing data. Intersection improvements may help.
D8-9	MN 7	CSAH 15	CSAH 15	074+00.962	075+00.174	0.212	7	8	10	7	0	2	1	0	0	6.19			x	Additional study	Lots of heavy commercial traffic. Needs further study to understand issues.
D8-10	MN 15	CSAH 3	MSAS 101 (Lynn Rd SW)	093+00.019	100+00.231	7.212	5	8	10	4	5	2	1	0	0	6.09		x		2020 Project Signal modifications Geometric improvements	2020 five block reconstruction planned. Narrow lanes and signal improvements.
D8-12	MN 7	CSAH 41	CSAH 41	074+00.449	074+00.541	0.092	5	8	10	8	0	2	1	0	0	5.94	x			Signal modifications	
D8-14	MN 22	US 212	US 212	106+00.630	106+00.680	0.05	2	10	0	10	10	2	0	0	0	5.52			x	Additional study	2019 study planned through Glencoe
D8-15	US 212	MN 23	MN 23	049+00.073	049+00.120	0.047	3	8	0	10	10	2	2	0	10	5.46					
D8-16	MN 23	US 212	US 212	103+00.337	103+00.369	0.032	3	8	0	10	10	2	0	0	10	5.42					
D8-17	US 212	US 71	US 71	075+00.583	076+00.660	1.077	5	8	10	1	0	4	2	0	0	5.03			x	Additional study Green-T opportunity	Heavy truck traffic. Ag/Freight - U of M Study concluded this was one of busiest areas in region.

Removed Projects

District Rank	Route	From Intersection	To Intersection	From Reference Point	To Reference Point	Length (Miles)	Reason Removed
-	US 12	Downtown Willmar	Downtown Willmar	072+00.658	073+00.775	1.117	Updated Scoring
D8-4	MN 7	CSAH 15	MN 29	071+00.571	072+00.615	1.044	District Feedback
D8-11	MN 7	MN 23	MN 23	090+00.754	090+00.887	0.133	District Feedback
D8-13	MN 7	N 8th St	N 11th St	073+00.934	074+00.109	0.175	District Feedback

$$LOTR = \frac{80th\ Percentile\ TT}{50th\ Percentile\ TT}$$

$$Speed\ Index = \frac{Historic\ Average\ Speed}{Posted\ Speed}$$