



Location Map – Project D1-1 Duluth, St Louis County



Overall Weighted Score: **8.84**

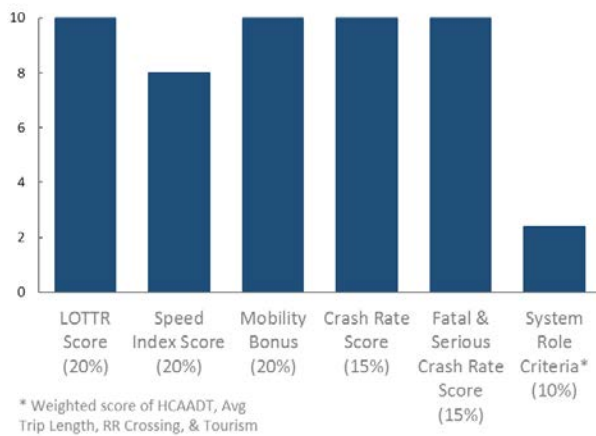
Figure 1: Mobility and Reliability Summary

		Travel Time Reliability ¹	Speed Index ²
Weekday	6a-10a	Unreliable	Slow
Weekday	10a-4p	Unreliable	Slow
Weekday	4p-8p	Unreliable	Slow
Weekend	6a-8p	Unreliable	Slow

¹ Segment considered unreliable if Level of Travel Time Reliability index is greater than 1.5

² Segment considered slow if Speed Index is less than 0.9

Figure 2: Evaluation Criteria Scores

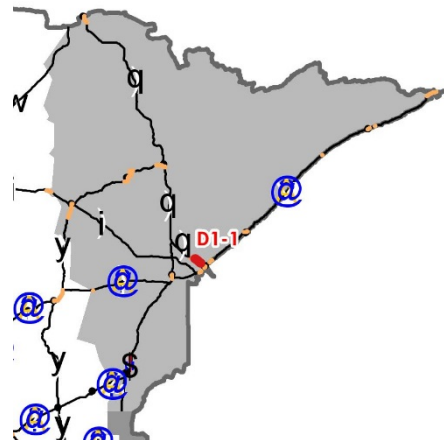


Location Description:

Divided four lane highway with many accesses. There is one access on a curve. Only the intersections with MN 194 and CSAH 48 have stop signs. There are large shoulders which are utilized as turn lanes to each access.

District Input: None

Potential Follow-Up: None





Location Map – Project D1-2 Hibbing, St Louis County



Overall Weighted Score: **8.77**

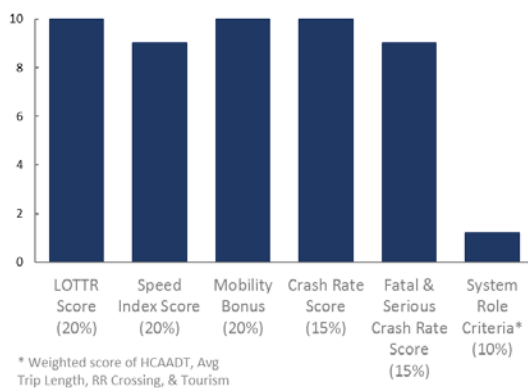
Figure 1: Mobility and Reliability Summary

		Travel Time Reliability ¹	Speed Index ²
Weekday	6a-10a	Unreliable	Slow
Weekday	10a-4p	Unreliable	Slow
Weekday	4p-8p	Unreliable	Slow
Weekend	6a-8p	Unreliable	Slow

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Figure 2: Evaluation Criteria Scores

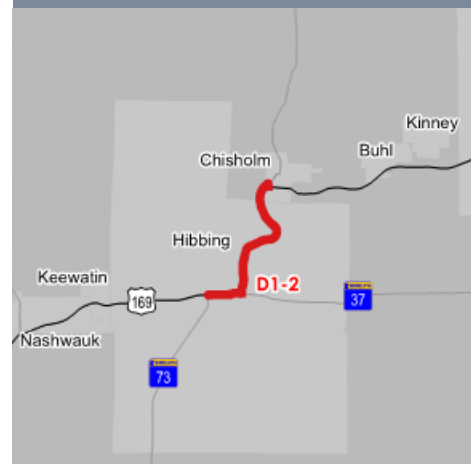


Location Description:

Divided four-lane highway with wide shoulders and many accesses.

District Input: 2018 signal timing project and will add signal back plates. Crash history. Potential additional future opportunity for signal modifications.

Potential Follow-Up: None





Location Map – Project D1-3 Cloquet, Carlton County



Overall Weighted Score: **7.94**

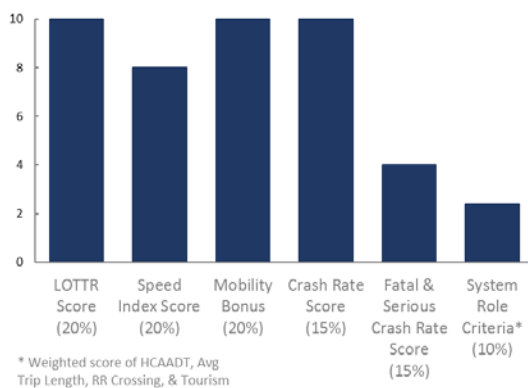
Figure 1: Mobility and Reliability Summary

		Travel Time Reliability ¹	Speed Index ²
Weekday	6a-10a	Unreliable	OK
Weekday	10a-4p	Unreliable	OK
Weekday	4p-8p	Unreliable	OK
Weekend	6a-8p	Unreliable	OK

¹ Segment considered unreliable if Level of Travel Time Reliability index is greater than 1.5

² Segment considered slow if Speed Index is less than 0.9

Figure 2: Evaluation Criteria Scores

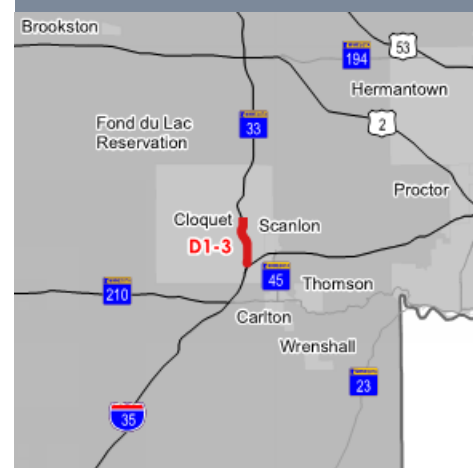


Location Description:

Divided four lane highway with many accesses, accesses on curves, and signalized intersections. Shoulders are medium when in between access turnoffs.

District Input: None

Potential Follow-Up: None





Location Map – Project D1-4 Grand Rapids, Itasca County



Overall Weighted Score: **7.58**

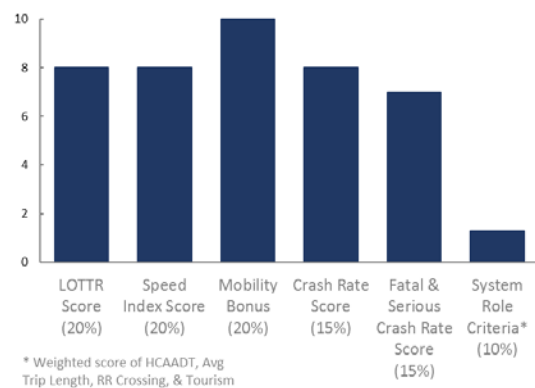
Figure 1: Mobility and Reliability Summary

		Travel Time Reliability ¹	Speed Index ²
Weekday	6a-10a	Reliable	Slow
Weekday	10a-4p	Unreliable	Slow
Weekday	4p-8p	Reliable	Slow
Weekend	6a-8p	Reliable	Slow

¹ Segment considered unreliable if Level of Travel Time Reliability index is greater than 1.5

² Segment considered slow if Speed Index is less than 0.9

Figure 2: Evaluation Criteria Scores



Location Description:

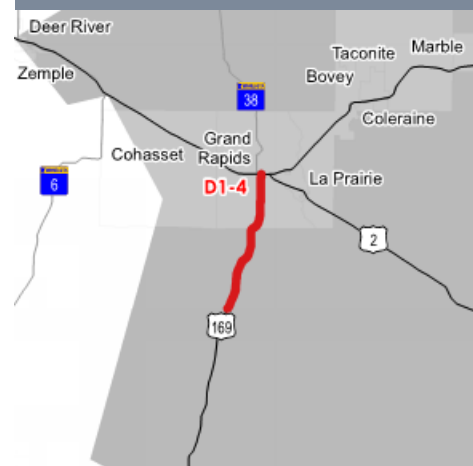
Four-lane highway with wide shoulders and many accesses on curves.

District Input:

Recently reconstructed (new signals, dual left turn lanes). Need additional study for signal timing, potential roundabouts, reduced conflicts, and access management.

Potential Follow-Up:

Additional study needed





Location Map – Project D1-5 Duluth, St Louis County



Overall Weighted Score: **7.58**

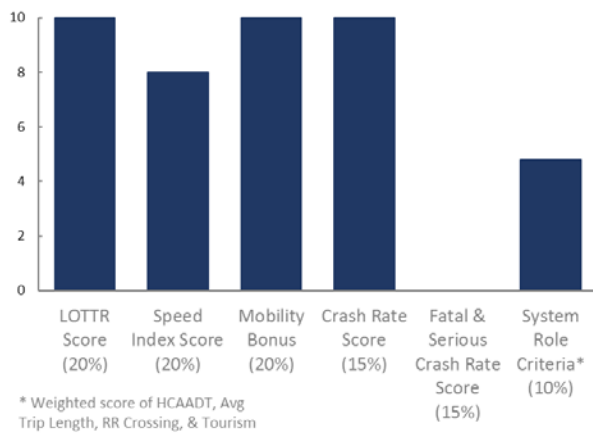
Figure 1: Mobility and Reliability Summary

		Travel Time Reliability ¹	Speed Index ²
Weekday	6a-10a	Unreliable	Slow
Weekday	10a-4p	Unreliable	Slow
Weekday	4p-8p	Reliable	Slow
Weekend	6a-8p	Reliable	Slow

¹ Segment considered unreliable if Level of Travel Time Reliability index is greater than 1.5

² Segment considered slow if Speed Index is less than 0.9

Figure 2: Evaluation Criteria Scores

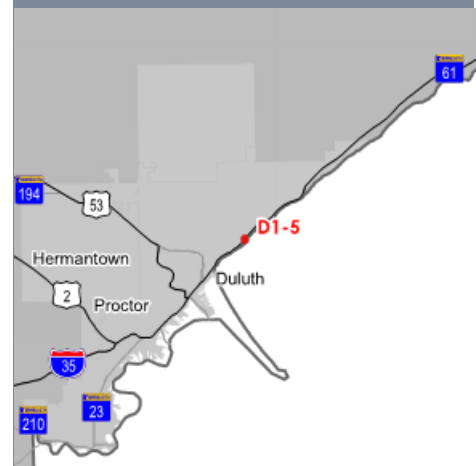


Location Description:

East leg access of signalized intersection of a freeway (end/start of) and an urban highway.

District Input: Issue is actually on I-35/MN 61 from 26th to 40th Avenue. Traffic signal at I-35/26th Avenue queues to I-35. MN 61 reliably slow from 26th to 40th Avenue.

Potential Follow-Up: Additional Study Needed





Location Map – Project D1-8 Grand Marais, Cook County



Overall Weighted Score: **7.14**

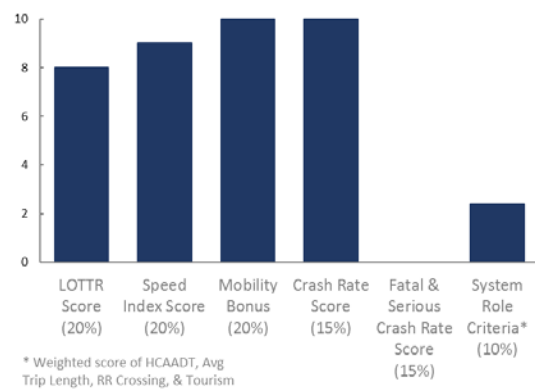
Figure 1: Mobility and Reliability Summary

		Travel Time Reliability ¹	Speed Index ²
Weekday	6a-10a	Unreliable	Slow
Weekday	10a-4p	Unreliable	Slow
Weekday	4p-8p	Unreliable	Slow
Weekend	6a-8p	Unreliable	Slow

¹ Segment considered unreliable if Level of Travel Time Reliability index is greater than 1.5

² Segment considered slow if Speed Index is less than 0.9

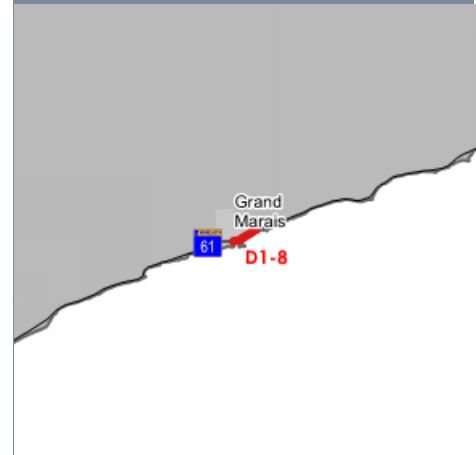
Figure 2: Evaluation Criteria Scores



Location Description:
Two lane highway with residential access every block.

District Input: 2019 project will add turn lanes.

Potential Follow-Up: Input for Planned Project





Location Map – Project D1-9 Duluth, St Louis County



Overall Weighted Score: **7.08**

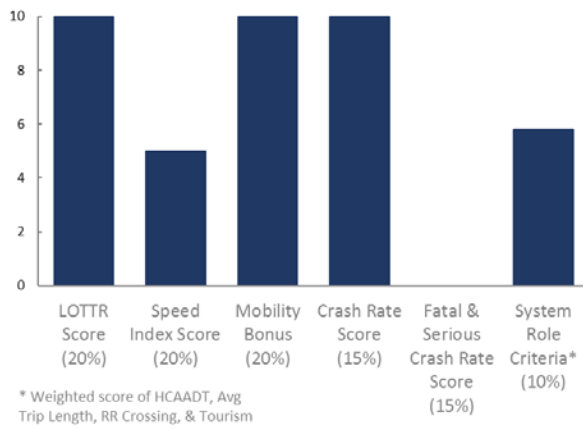
Figure 1: Mobility and Reliability Summary

		Travel Time Reliability ¹	Speed Index ²
Weekday	6a-10a	Unreliable	Slow
Weekday	10a-4p	Unreliable	Slow
Weekday	4p-8p	Unreliable	Slow
Weekend	6a-8p	Unreliable	Slow

¹ Segment considered unreliable if Level of Travel Time Reliability index is greater than 1.5

² Segment considered slow if Speed Index is less than 0.9

Figure 2: Evaluation Criteria Scores



Location Description:

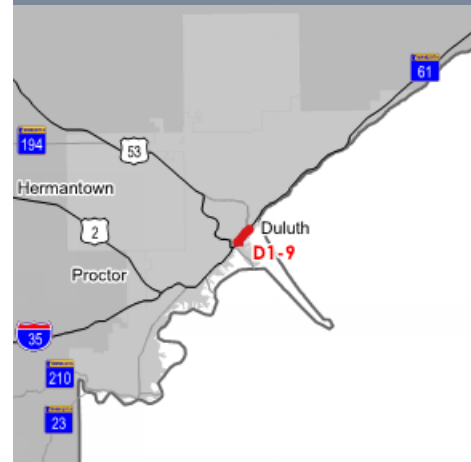
Divided four lane freeway with no accesses.

District Input:

Complex issues. Not likely a low-cost solution.

Potential Follow-Up:

Additional Study Needed





Location Map – Project D1-10 Two Harbors, Lake County



Overall Weighted Score: **7.06**

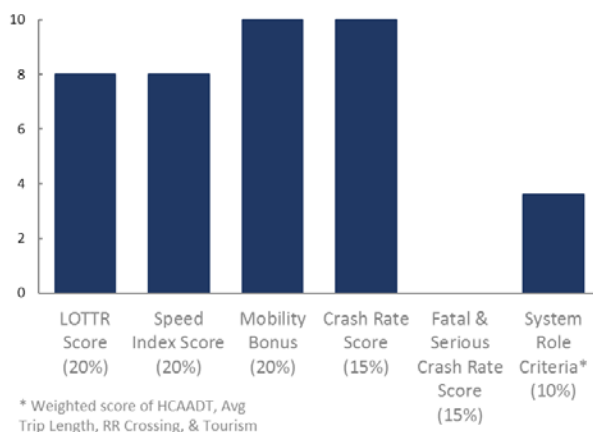
Figure 1: Mobility and Reliability Summary

		Travel Time Reliability ¹	Speed Index ²
Weekday	6a-10a	Unreliable	Slow
Weekday	10a-4p	Unreliable	Slow
Weekday	4p-8p	Unreliable	Slow
Weekend	6a-8p	Unreliable	Slow

¹ Segment considered unreliable if Level of Travel Time Reliability index is greater than 1.5

² Segment considered slow if Speed Index is less than 0.9

Figure 2: Evaluation Criteria Scores

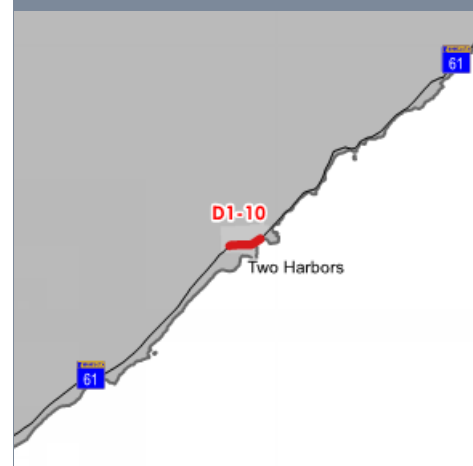


Location Description:

Two lane highway through city. Has a center turn lane and no shoulder. Many accesses including signalized accesses and accesses on turns.

District Input: Upcoming project to interconnect signals and add turn lanes. A comprehensive long-term solution is still needed.

Potential Follow-Up: None





Location Map – Project D1-11 Grand Rapids, Itasca County



Overall Weighted Score: **6.84**

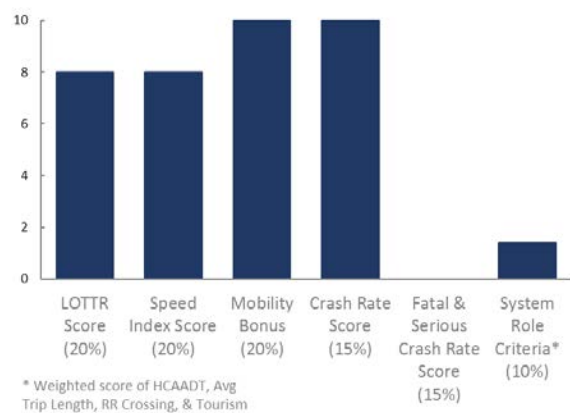
Figure 1: Mobility and Reliability Summary

		Travel Time Reliability ¹	Speed Index ²
Weekday	6a-10a	Unreliable	Slow
Weekday	10a-4p	Unreliable	Slow
Weekday	4p-8p	Unreliable	Slow
Weekend	6a-8p	Unreliable	Slow

¹ Segment considered unreliable if Level of Travel Time Reliability index is greater than 1.5

² Segment considered slow if Speed Index is less than 0.9

Figure 2: Evaluation Criteria Scores

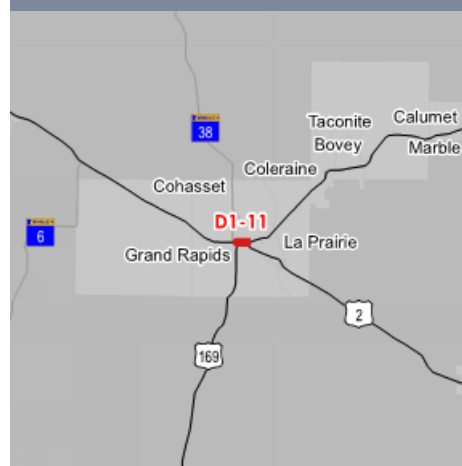


Location Description:

Four lane urban roadway with center turn lane. Train crossing within one block south of west TH 169 signalized intersection. East TH 169 intersection also signalized.

District Input: None

Potential Follow-Up:
Additional study needed





Location Map – Project D1-12 McGregor, Aitkin County



Overall Weighted Score: **6.8**

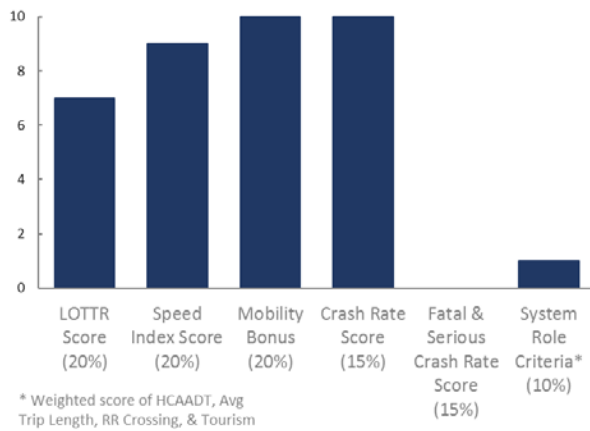
Figure 1: Mobility and Reliability Summary

		Travel Time Reliability ¹	Speed Index ²
Weekday	6a-10a	Unreliable	Slow
Weekday	10a-4p	Unreliable	Slow
Weekday	4p-8p	Unreliable	Slow
Weekend	6a-8p	Reliable	Slow

¹ Segment considered unreliable if Level of Travel Time Reliability index is greater than 1.5

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Figure 2: Evaluation Criteria Scores

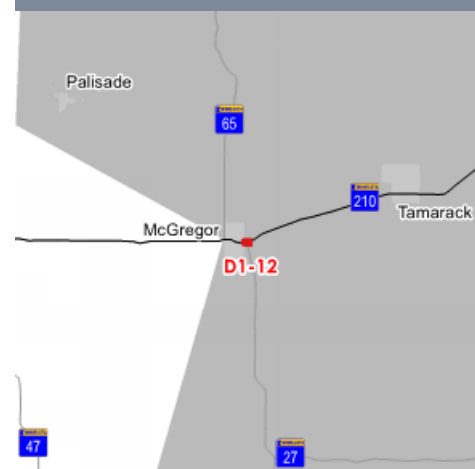


Location Description:

Signalized intersection on a two-lane highway with right turn lanes instead of shoulders.

District Input: Problem is located at all-way stop.

Potential Follow-Up: None





Location Map – Project D1-13 Virginia, St Louis County



Overall Weighted Score: **6.71**

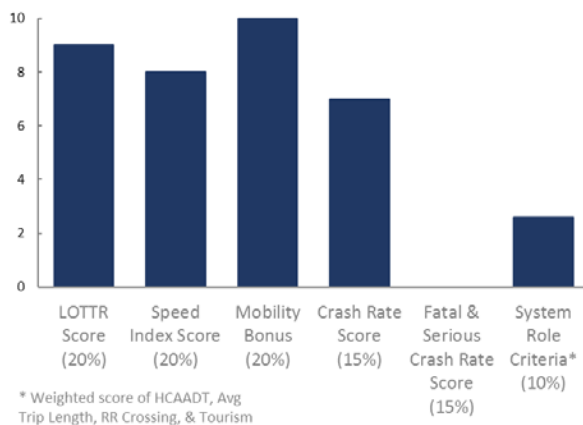
Figure 1: Mobility and Reliability Summary

		Travel Time Reliability ¹	Speed Index ²
Weekday	6a-10a	Unreliable	Slow
Weekday	10a-4p	Unreliable	Slow
Weekday	4p-8p	Unreliable	Slow
Weekend	6a-8p	Reliable	Slow

¹ Segment considered unreliable if Level of Travel Time Reliability index is greater than 1.5

² Segment considered slow if Speed Index is less than 0.9

Figure 2: Evaluation Criteria Scores

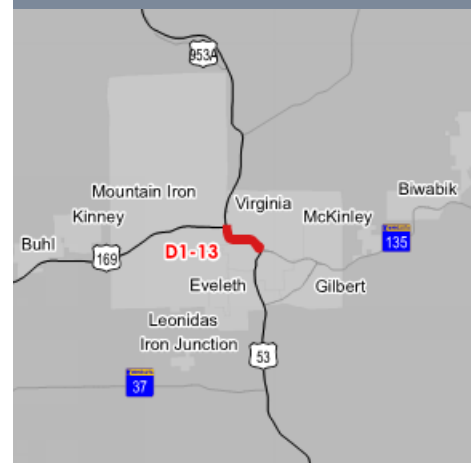


Location Description:

Divided four lane highway. Two signalized accesses on the west curve. Wide shoulders.

District Input: Review data next year to see if recent improvements addressed issues.

Potential Follow-Up: None





Location Map – Project D1-14 Duluth, St Louis County



Overall Weighted Score: **6.61**

Figure 1: Mobility and Reliability Summary

		Travel Time Reliability ¹	Speed Index ²
Weekday	6a-10a	Reliable	OK
Weekday	10a-4p	Unreliable	Slow
Weekday	4p-8p	Reliable	Slow
Weekend	6a-8p	Reliable	Slow

¹ Segment considered unreliable if Level of Travel Time Reliability index is greater than 1.5

² Segment considered slow if Speed Index is less than 0.9

Location Description:

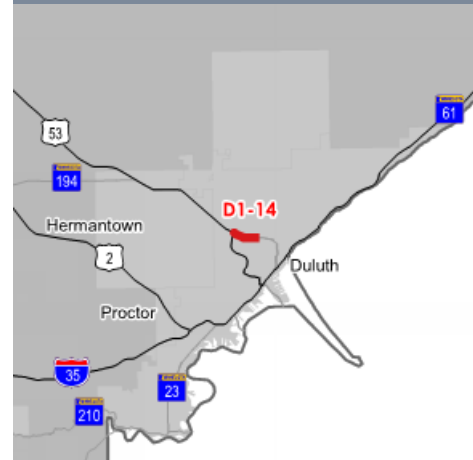
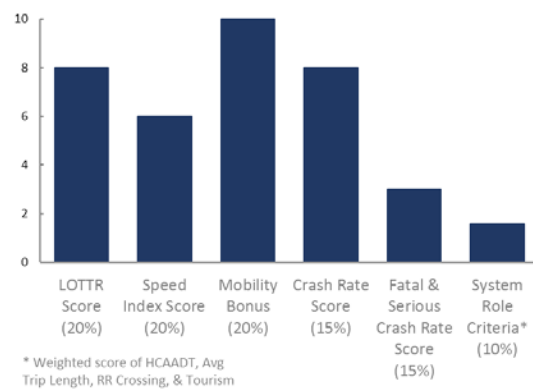
Divided four lane highway with wide shoulders. Several accesses on turns and signalized accesses.

District Input: 2024

reconstruction planned.

Potential Follow-Up: Input for planned project

Figure 2: Evaluation Criteria Scores





Location Map – Project D1-15 Duluth, St Louis County



Overall Weighted Score: **6.11**

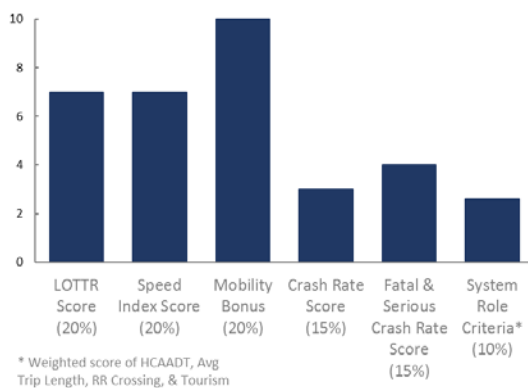
Figure 1: Mobility and Reliability Summary

		Travel Time Reliability ¹	Speed Index ²
Weekday	6a-10a	Unreliable	Slow
Weekday	10a-4p	Unreliable	Slow
Weekday	4p-8p	Reliable	Slow
Weekend	6a-8p	Reliable	Slow

¹ Segment considered unreliable if Level of Travel Time Reliability index is greater than 1.5

² Segment considered slow if Speed Index is less than 0.9

Figure 2: Evaluation Criteria Scores

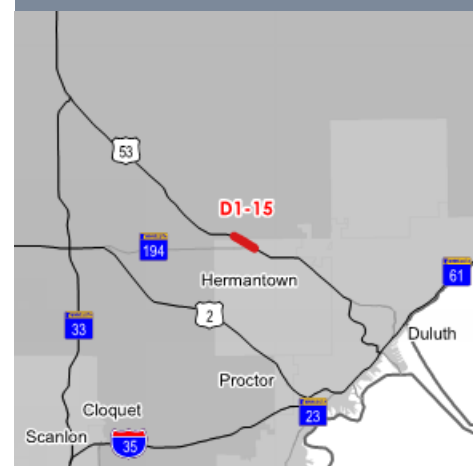


Location Description:

Four lane divided highway with many accesses and wide shoulders.

District Input: Review data next year to see if recent improvements addressed issues.

Potential Follow-Up: None





Location Map – Project D1-18 Virginia, St Louis County



Overall Weighted Score: **5.37**

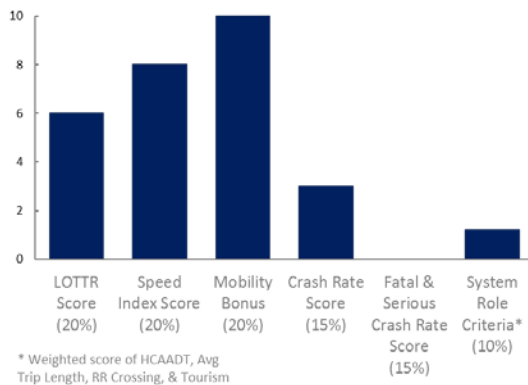
Figure 1: Mobility and Reliability Summary

		Travel Time Reliability ¹	Speed Index ²
Weekday	6a-10a	Unreliable	Slow
Weekday	10a-4p	Unreliable	Slow
Weekday	4p-8p	Unreliable	Slow
Weekend	6a-8p	Unreliable	Slow

¹ Segment considered unreliable if Level of Travel Time Reliability index is greater than 1.5

² Segment considered slow if Speed Index is less than 0.9

Figure 2: Evaluation Criteria Scores

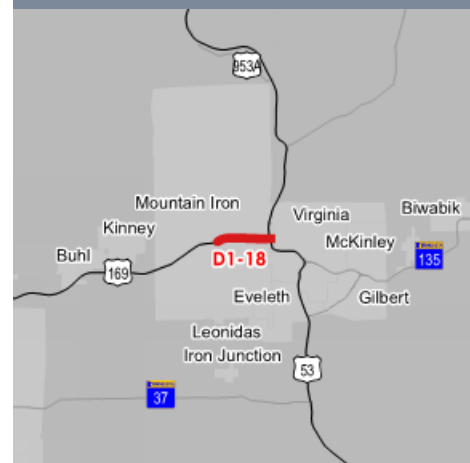


Location Description:

Divided four-lane highway with two signalized intersections and one unsignalized intersection. The entry ramps to US 53 are signalized, but the entry ramps to CSAH 102 are not. There are large shoulders.

District Input: None.

Potential Follow-Up: None





Location Map – Project D1-20 Duluth, St Louis County



Overall Weighted Score: **5.18**

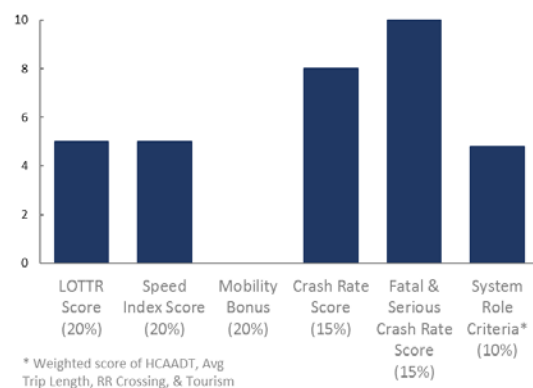
Figure 1: Mobility and Reliability Summary

		Travel Time Reliability ¹	Speed Index ²
Weekday	6a-10a	Reliable	OK
Weekday	10a-4p	Reliable	OK
Weekday	4p-8p	Reliable	OK
Weekend	6a-8p	Reliable	OK

¹ Segment considered unreliable if Level of Travel Time Reliability index is greater than 1.5

² Segment considered slow if Speed Index is less than 0.9

Figure 2: Evaluation Criteria Scores

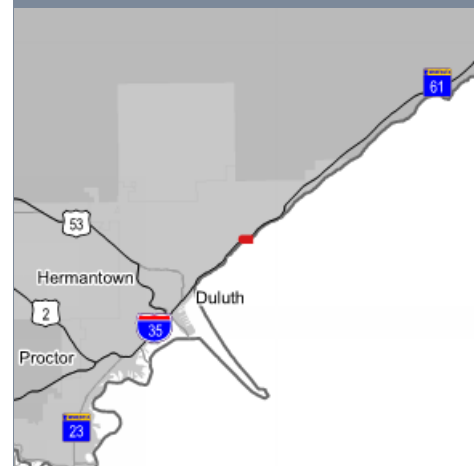


Location Description:

Two lane highway with many residential accesses and a wide shoulder.

District Input: None

Potential Follow-Up: None





Location Map – Project D1-21 Grand Rapids, Itasca County



Overall Weighted Score: **5.11**

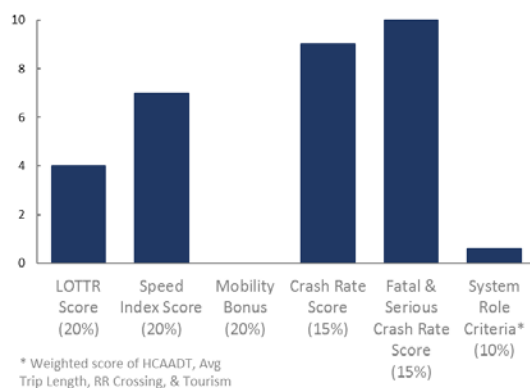
Figure 1: Mobility and Reliability Summary

		Travel Time Reliability ¹	Speed Index ²
Weekday	6a-10a	Reliable	OK
Weekday	10a-4p	Reliable	OK
Weekday	4p-8p	Reliable	OK
Weekend	6a-8p	Reliable	OK

¹ Segment considered unreliable if Level of Travel Time Reliability index is greater than 1.5

² Segment considered slow if Speed Index is less than 0.9

Figure 2: Evaluation Criteria Scores

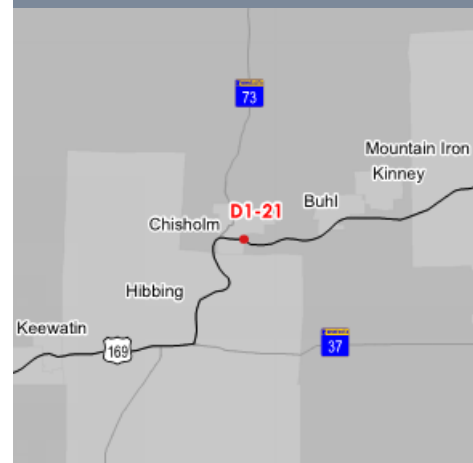


Location Description:

Intersection of two two-lane highways. US 169 has designated left and right turn lanes. CSAH 67 has a stop sign control.

District Input: None

Potential Follow-Up: None





Location Map – Project D1-22 Duluth, St Louis County



Overall Weighted Score: **5.08**

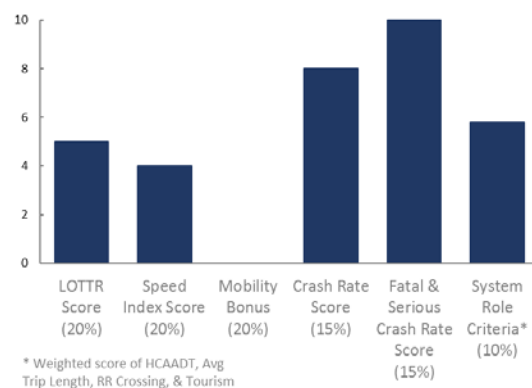
Figure 1: Mobility and Reliability Summary

		Travel Time Reliability ¹	Speed Index ²
Weekday	6a-10a	Reliable	OK
Weekday	10a-4p	Reliable	OK
Weekday	4p-8p	Reliable	OK
Weekend	6a-8p	Reliable	OK

¹ Segment considered unreliable if Level of Travel Time Reliability index is greater than 1.5

² Segment considered slow if Speed Index is less than 0.9

Figure 2: Evaluation Criteria Scores



Location Description:

Signalized intersection of two four lane divided highways. Three legs use one lane as a left turn lane. Accesses begin within one block of three legs of the intersection.

District Input: None

Potential Follow-Up: None

