



Location Map – Project D3-2 Brainerd, Crow Wing County



Overall Weighted Score: **8.54**

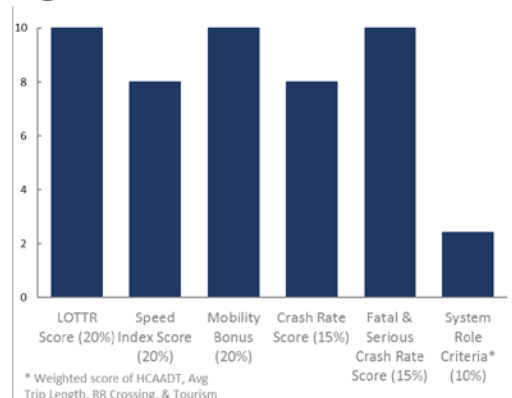
Figure 1: Mobility and Reliability Summary

		Travel Time Reliability ¹	Speed Index ²
Weekday		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

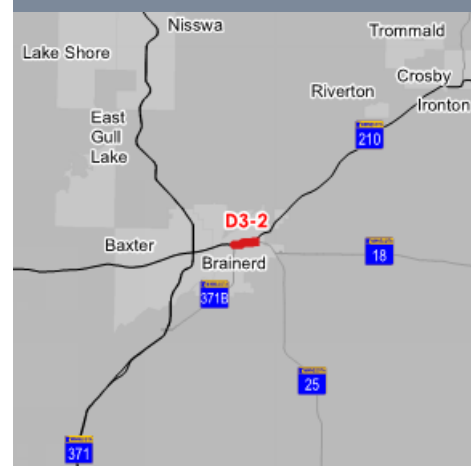


Location Description:

Divided four-lane highway with designated left turn and many accesses and signalized intersections.

District Input: 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.

Potential Follow-Up: None





Location Map – Project D3-3 Monticello, Wright County



Overall Weighted Score: **8.46**

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

Location Description:

Divided four lane highway with no shoulder and several accesses and signalized intersections.

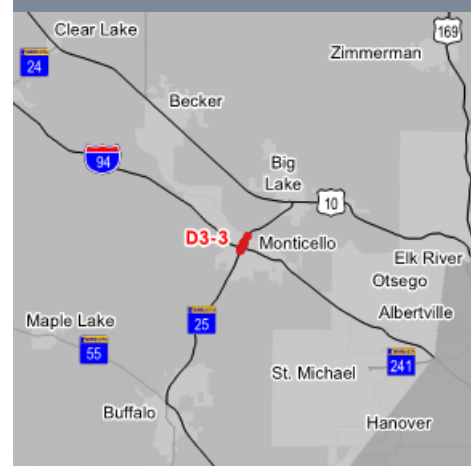
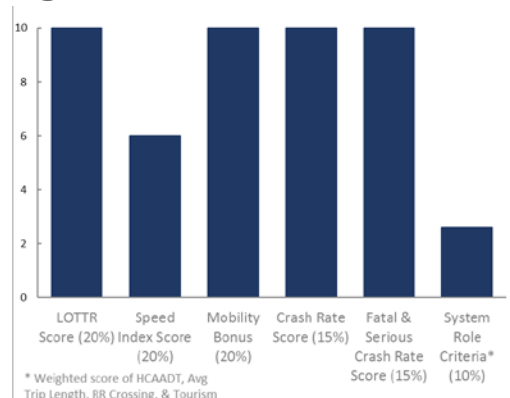
District Input: At capacity.

Surprised scores aren't higher.

Study currently under way showing existing AADT is closer to 35,000. I-94 data is 45,000 - 72,000. Study to recommend improvements.

Potential Follow-Up: Additional study needed

Figure 2: Evaluation Criteria Scores





Location Map – Project D3-5 Brainerd, Crow Wing County



Overall Weighted Score: **8.07**

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

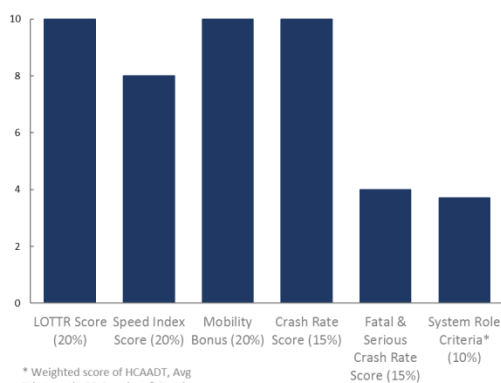
Location Description:

Four lane divided highway with designated turn lanes. Many accesses and signalized intersections. Wide shoulders.

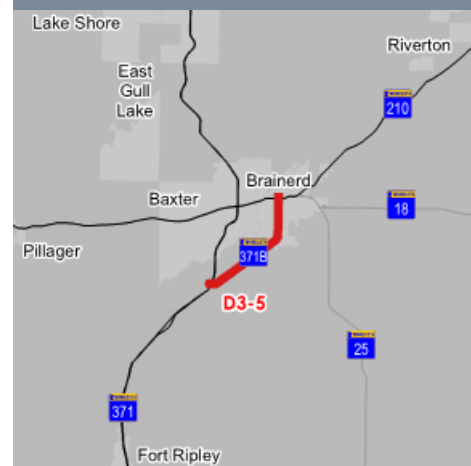
District Input: None

Potential Follow-Up: None

Figure 2: Evaluation Criteria Scores



* Weighted score of HCAADT, Avg Trip Length, RR Crossing, & Tourism





Location Map – Project D3-6 Wadena, Otter Tail County; Hewitt, Todd County



Overall Weighted Score: **8.04**

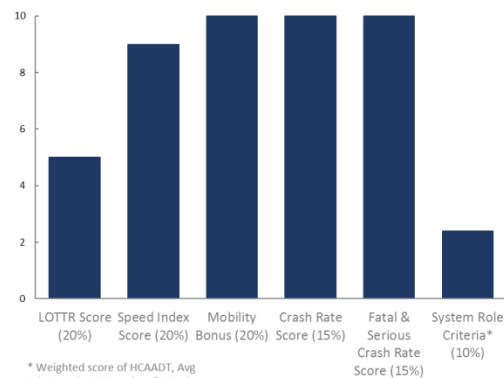
Figure 1: Mobility and Reliability Summary

		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



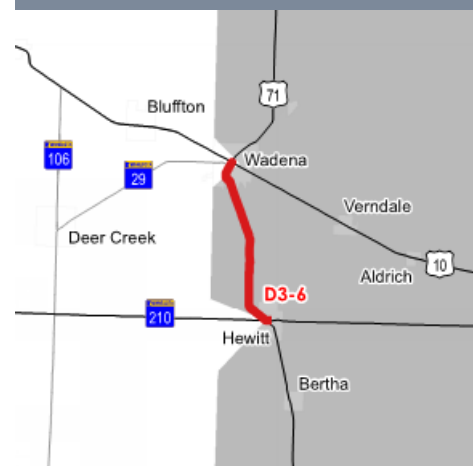
* Weighted score of HCAADT, Avg Trip Length, RR Crossing, & Tourism

Location Description:

Two lane roadway with wide shoulder from Hewitt to Wadena. Downtown has designated left turn lanes, multiple access points and signalized intersections.

District Input: 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.

Potential Follow-Up: None





Location Map – Project D3-7 St Cloud, Stearns County



Overall Weighted Score: **7.83**

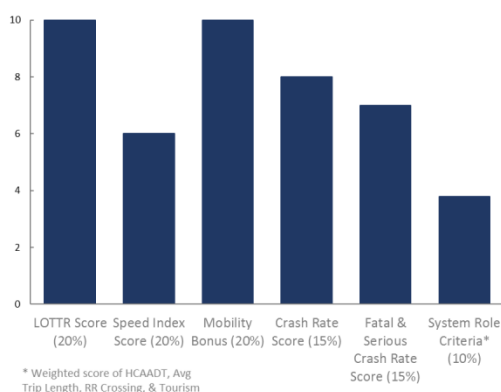
Figure 1: Mobility and Reliability Summary

		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



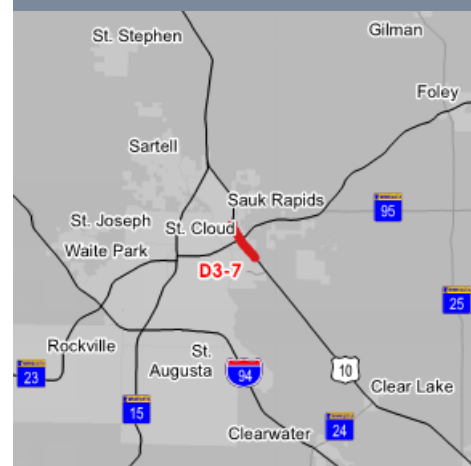
Location Description:

Four-lane divided highway with wide shoulder. Many access points, two signalized intersections, and a railroad crossing.

District Input:

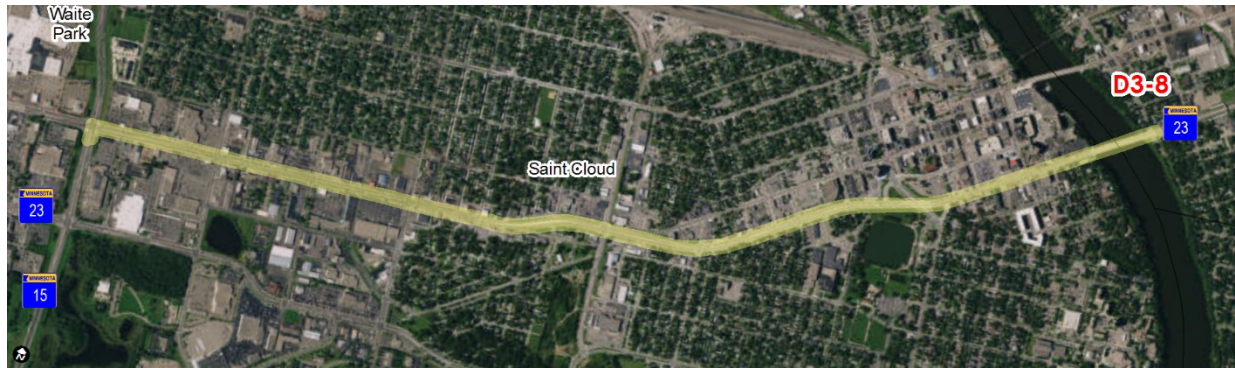
St. Germain Street signal with frontage road is closely spaced to US 10/St. Germain St intersection. Heavy left turns off US 10. Project at 23/10 in 2022 will include looking at this.

Potential Follow-Up: None





Location Map – Project D3-8 St Cloud, Stearns County



Overall Weighted Score: **7.78**

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

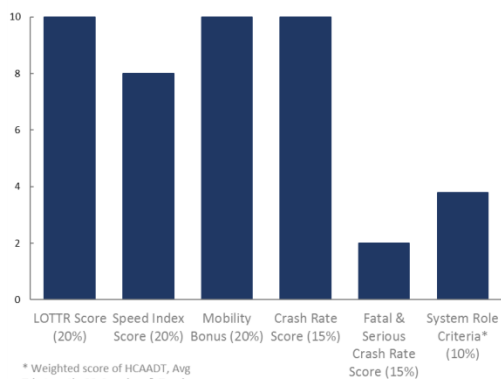
Location Description:

Divided four-lane highway with designated left turn and many accesses and signalized intersections.

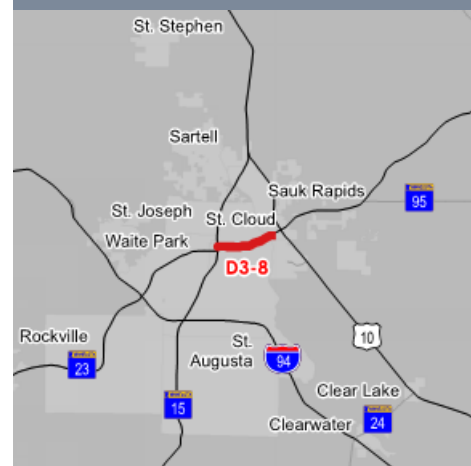
District Input: None

Potential Follow-Up: None

Figure 2: Evaluation Criteria Scores



* Weighted score of HCAADT, Avg Trip Length, RR Crossing, & Tourism





Location Map – Project D3-9 Big Lake, Wright County



Overall Weighted Score: **7.65**

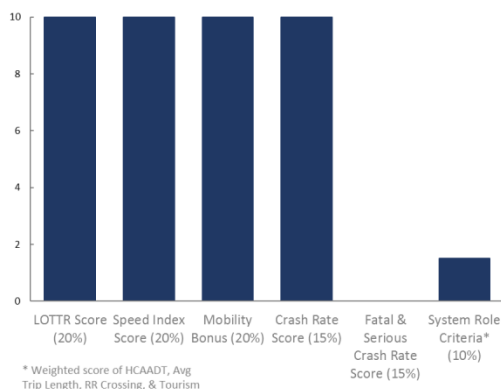
Figure 1: Mobility and Reliability Summary

		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

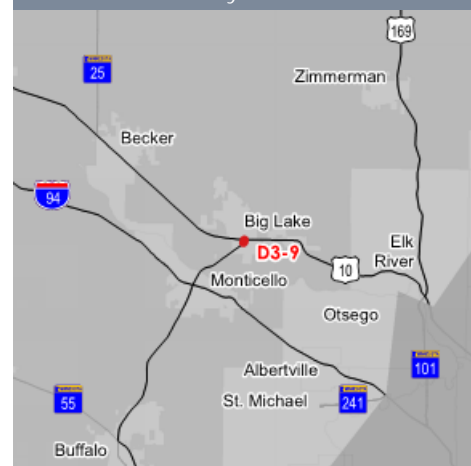
Figure 2: Evaluation Criteria Scores



Location Description: Three lane roadway with a center turn lane. Signalized intersection to the north. Railroad crossing located a block west of US 10.

District Input: 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.

Potential Follow-Up:
Additional study needed





Location Map – Project D3-10 Otsego, Wright County



Overall Weighted Score: **7.59**

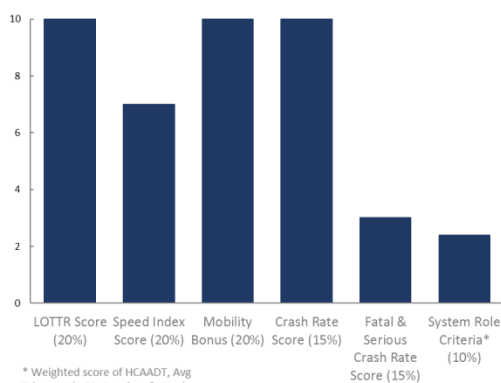
Figure 1: Mobility and Reliability Summary

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

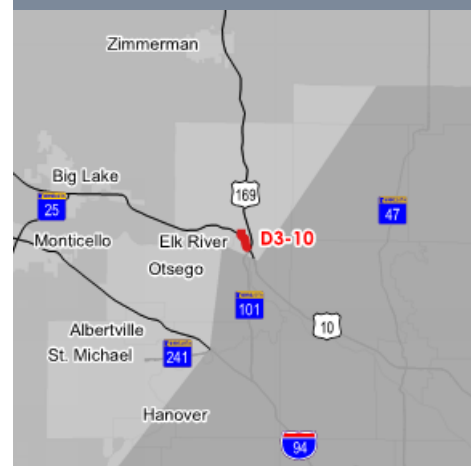


Location Description:

Four lane divided highway with intermittent access point. Signalized intersection to north.

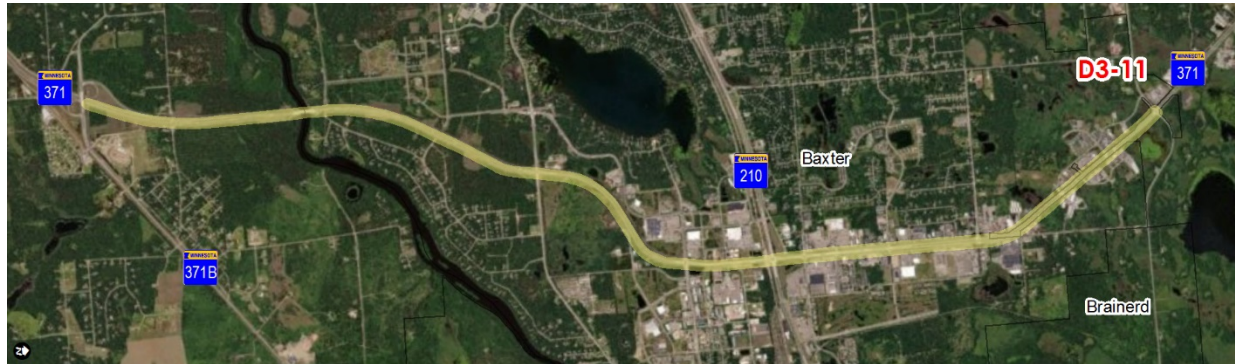
District Input: Issues related to traffic signals and proximity to rail. Very little access. First signal westbound backs up. Signal at Main Street is preempted by railroad.

Potential Follow-Up: None





Location Map – Project D3-11 Brainerd, Crow Wing County



Overall Weighted Score: **7.42**

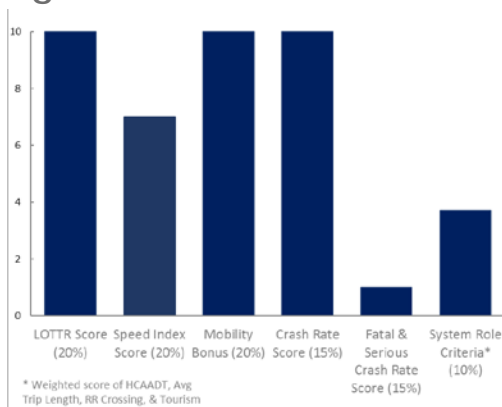
Figure 1: Mobility and Reliability Summary

		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:

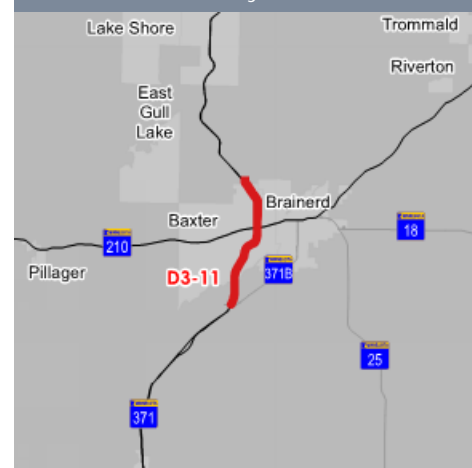
North/South 4-lane divided roadway. Railroad crossing just south of TH 210 signalized intersection.

District Input:

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.

Potential Follow-Up:

Additional study needed





Location Map – Project D3-12 St Cloud, Stearns County



Overall Weighted Score: **7.26**

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

Location Description:

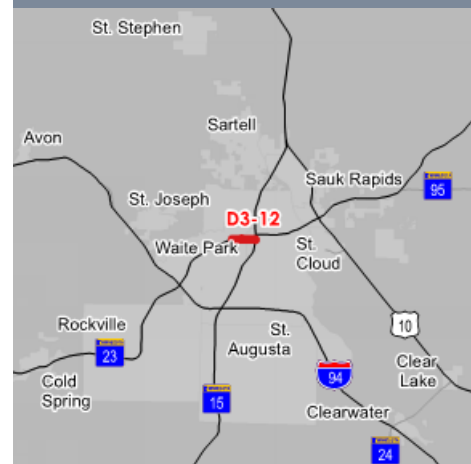
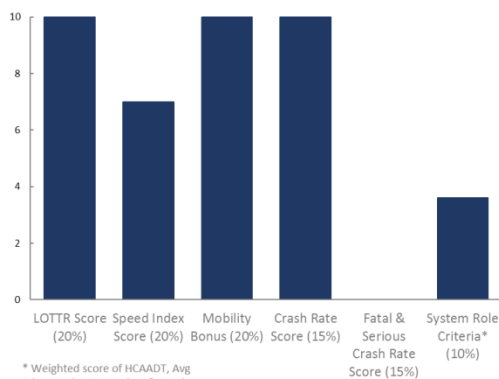
Four lane divided urban roadway with multiple signalized intersections.

District Input:

Heavy signalized corridor with many access points. Technical issues with four of the signals. Most side streets have shared thru/right.

Potential Follow-Up: None

Figure 2: Evaluation Criteria Scores





Location Map – Project D3-13 Buffalo, Wright County



Overall Weighted Score: **7.17**

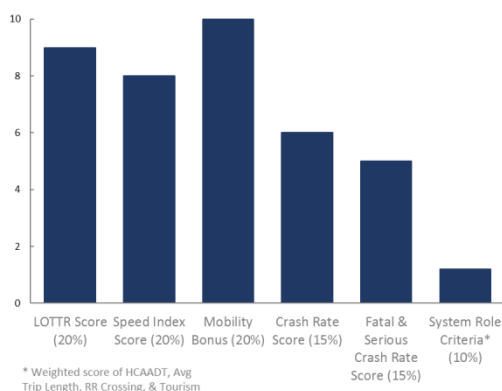
Figure 1: Mobility and Reliability Summary

		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

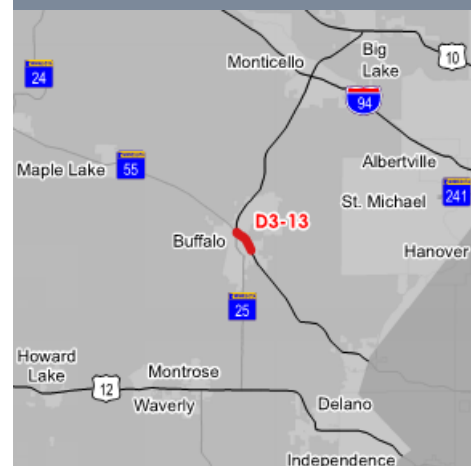


Location Description:

Four lane divided highway with designated right-turn lane at all access points. Multiple signalized intersections.

District Input: 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.

Potential Follow-Up: None





Location Map – Project D3-14 Clear Lake, Sherburne County



Overall Weighted Score: **7.16**

Figure 1: Mobility and Reliability Summary

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

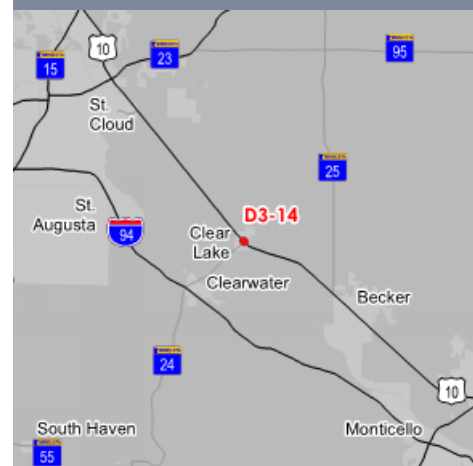
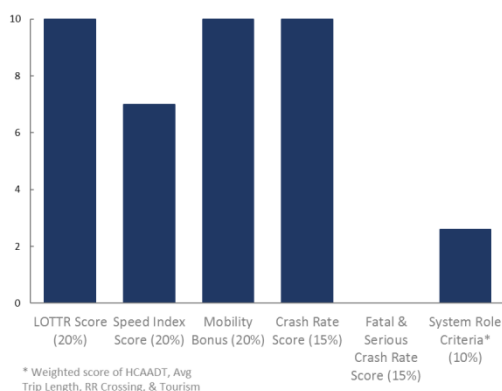
Signalized intersection of a four lane divided highway and a two lane roadway. Railroad track located one block south of intersection.

District Input:

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.

Potential Follow-Up: None

Figure 2: Evaluation Criteria Scores





Location Map – Project D3-15 Aitkin, Aitkin County



Overall Weighted Score: **7.14**

Figure 1: Mobility and Reliability Summary

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

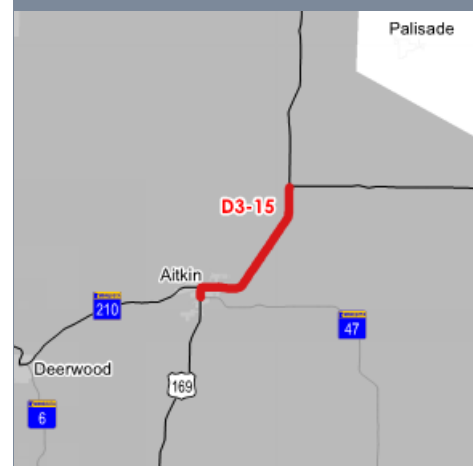
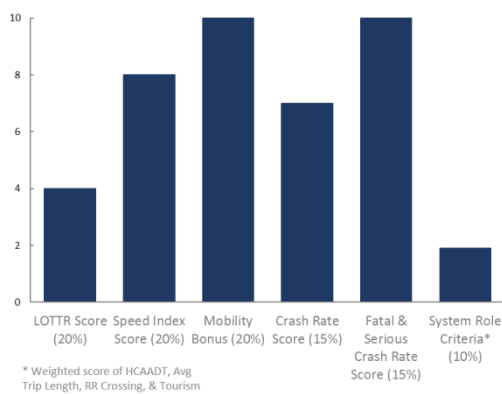
Location Description:

Two-lane highway with short shoulders and occasional access points.

District Input: None

Potential Follow-Up: None

Figure 2: Evaluation Criteria Scores





Location Map – Project D3-16 Clear Lake, Sherburne County



Overall Weighted Score: **6.08**

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	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

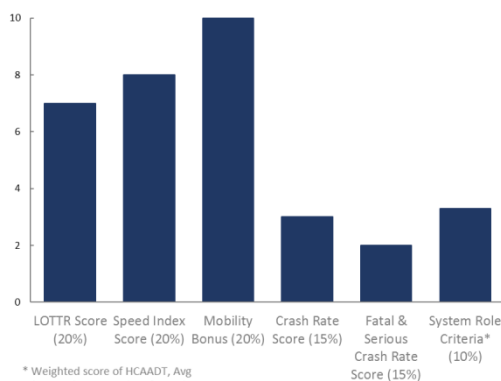
Location Description:

Two lane highway with wide shoulders and few access points between cities. One signalized intersection between cities.

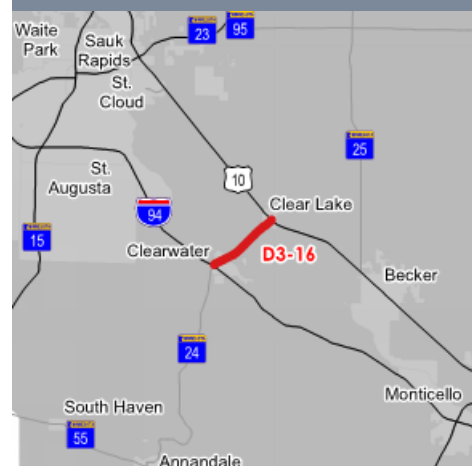
District Input: Problem is located at all-way stop.

Potential Follow-Up: None

Figure 2: Evaluation Criteria Scores



* Weighted score of HCAADT, Avg Trip Length, RR Crossing, & Tourism





Location Map – Project D3-18 Sauk Centre, Stearns County



Overall Weighted Score: **5.94**

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

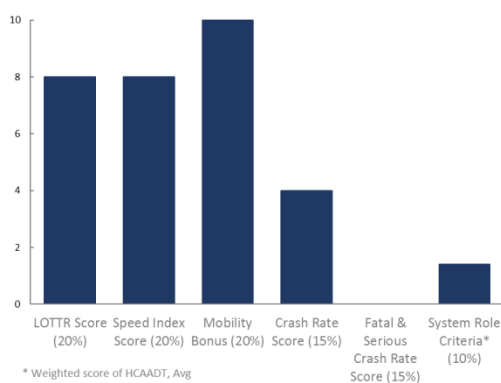
Location Description:

Two lane highway with designated left turn lanes and wide shoulders. Several access points.

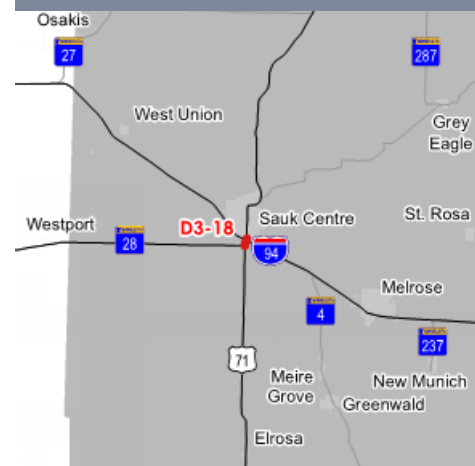
District Input: None

Potential Follow-Up: None

Figure 2: Evaluation Criteria Scores



* Weighted score of HCAADT, Avg Trip Length, RR Crossing, & Tourism





Location Map – Project D3-19 Delano, Wright County



Overall Weighted Score: **5.66**

Figure 1: Mobility and Reliability Summary

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

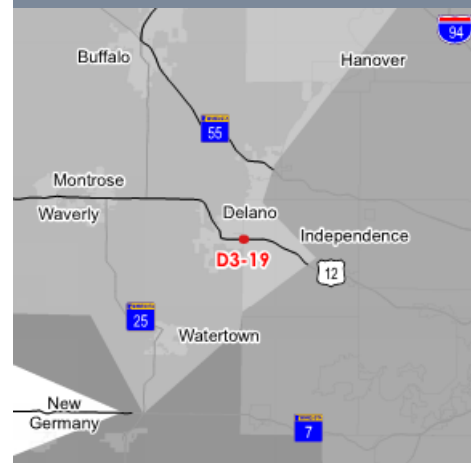
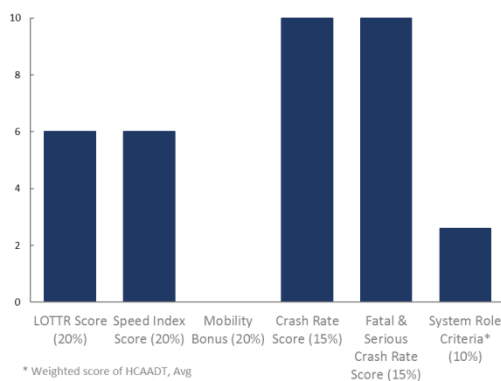
Location Description:

Signalized intersection of two two-lane divided highways with designated turn lanes.

District Input: None

Potential Follow-Up: None

Figure 2: Evaluation Criteria Scores





Location Map – Project D3-20 Long Prairie, Todd County



Overall Weighted Score: **5.54**

Figure 1: Mobility and Reliability Summary

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

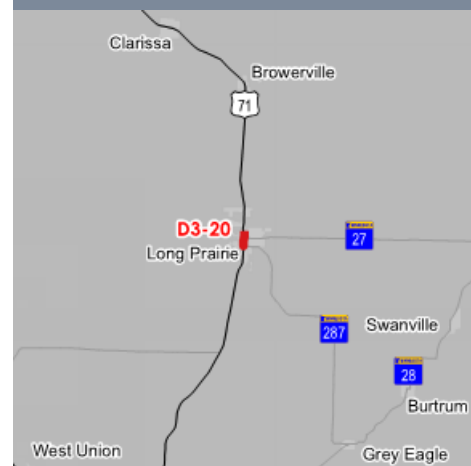
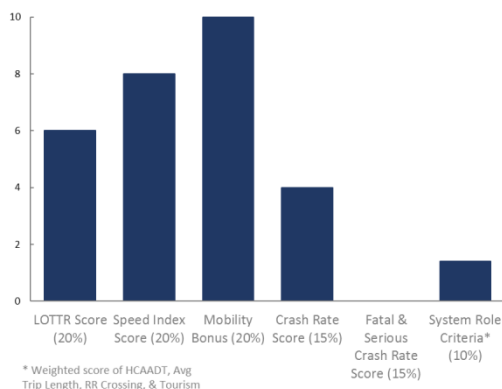
Location Description:

Two lane highway with small shoulders and center turn lane. Many accesses and a signalized intersection.

District Input: None

Potential Follow-Up: None

Figure 2: Evaluation Criteria Scores





Location Map – Project D3-21 Bailey, Sherburne County



Overall Weighted Score: **5.49**

Figure 1: Mobility and Reliability Summary

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

Location Description:

Four lane divided freeway with wide shoulders at a diamond interchange.

District Input: Not aware of issues but could be due to short merge area.

Potential Follow-Up:
Additional study needed

Figure 2: Evaluation Criteria Scores

