

Highway 10 Corridor Study

Dilworth, Minnesota



Study Partners

Consultants



Today's Agenda

- Study Overview
- Existing and Future Conditions
- Public Input Responses
- Present Alternatives
- Get Your Feedback



Why is the Study Needed?

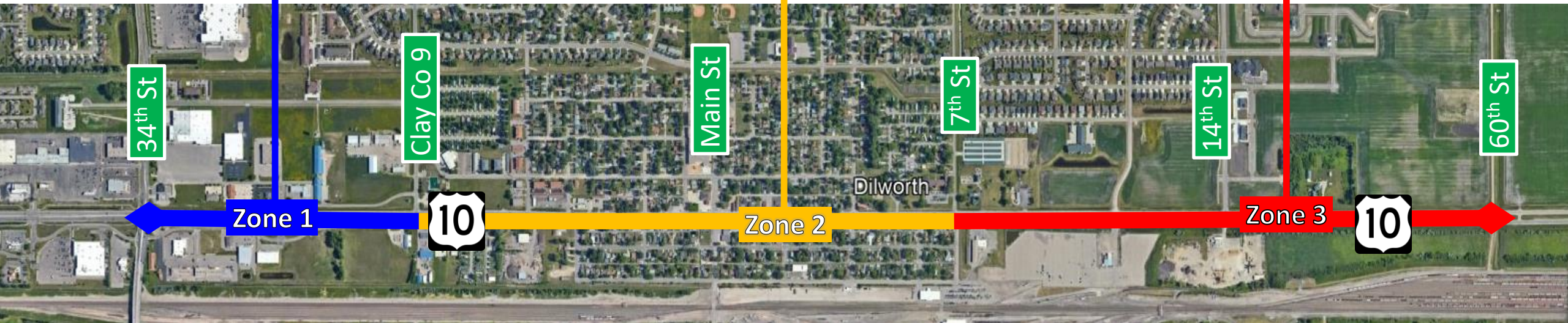
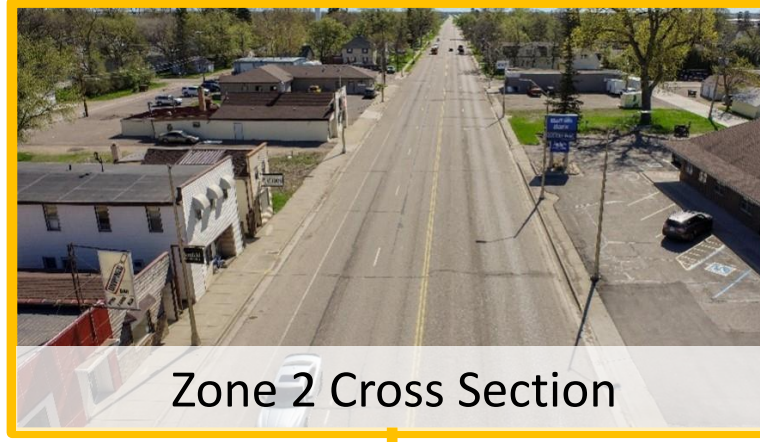
- Hwy 10 is a Vital East-West Corridor
- Future Construction Projects
- Evaluate Current and Future Needs
- Land Use and Reinvestment
- Develop Alternatives
 - Meet the Needs of All Users
 - Align with Community's Vision
- Gather Public Input



Study Location



Understanding the Corridor



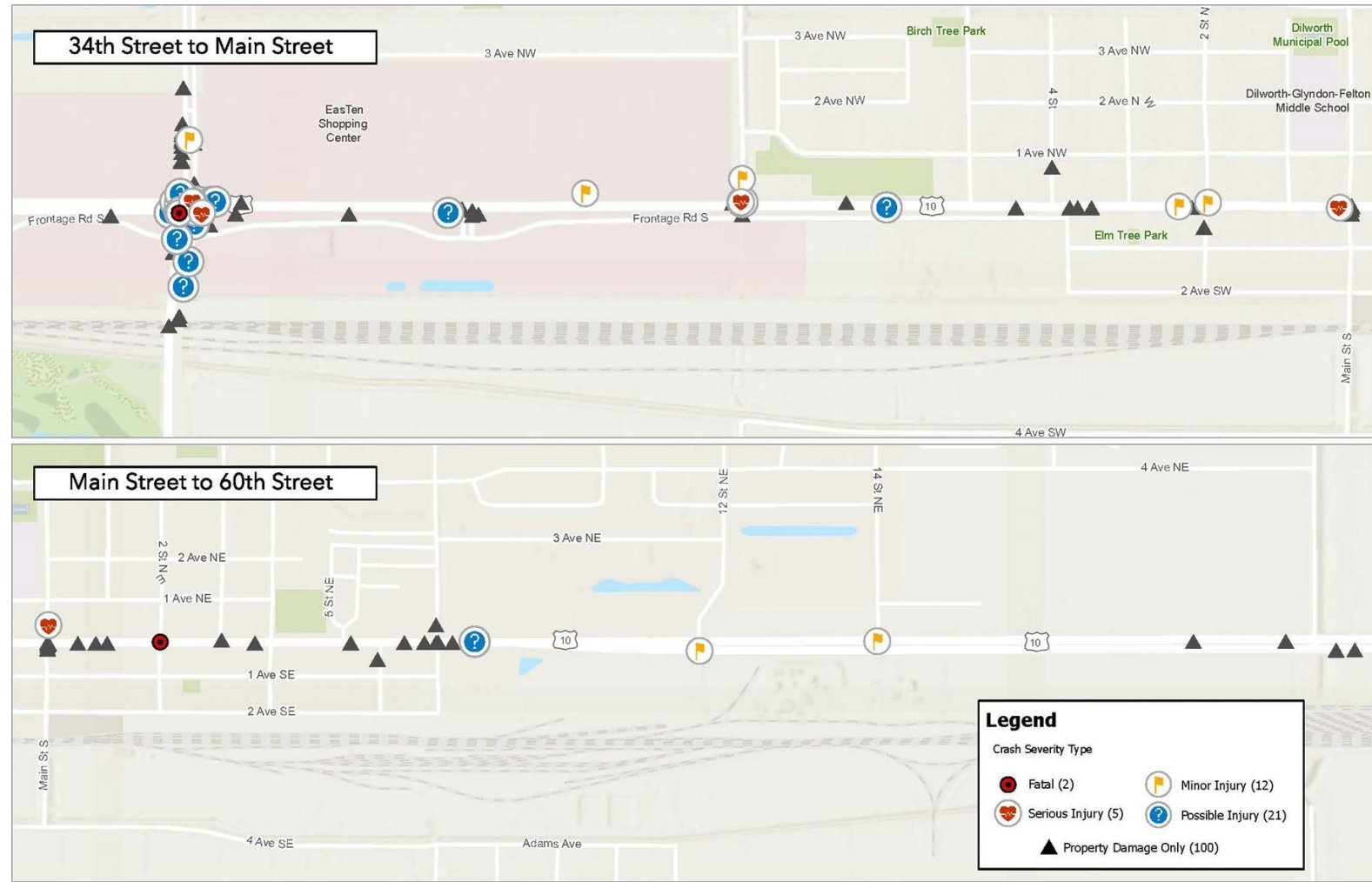
Traffic & Safety Analysis

- Review Crash History
- Existing and Future (2045) Traffic Projections
- Determine Capacity
- Evaluate Level of Service



Crash Review

- 149 Total Crashes (2017 – 2021)
- Over 60% of Crashes Occurred at 34th Street
- No Other Intersection Had More Than 10 Crashes
- Mostly Rear-End or Angle
- 70% Property Damage Only
- 2 Fatal Crashes

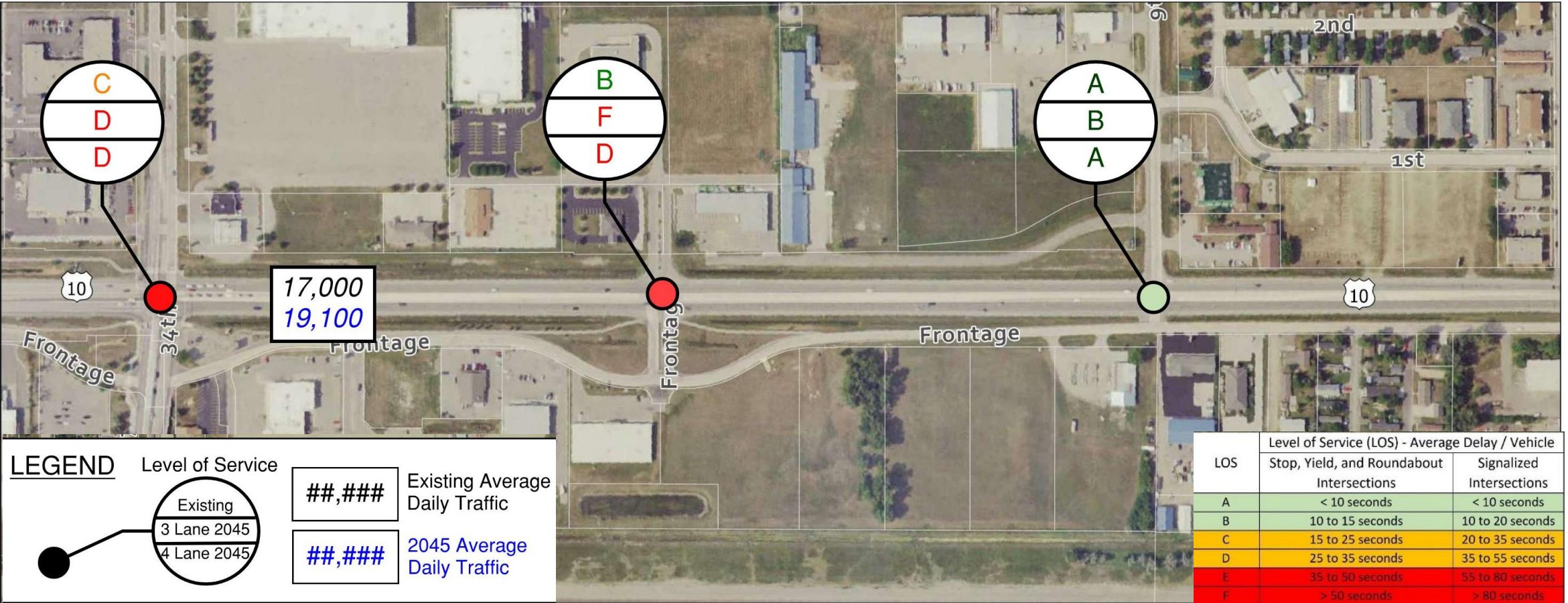


Future Traffic & Capacity

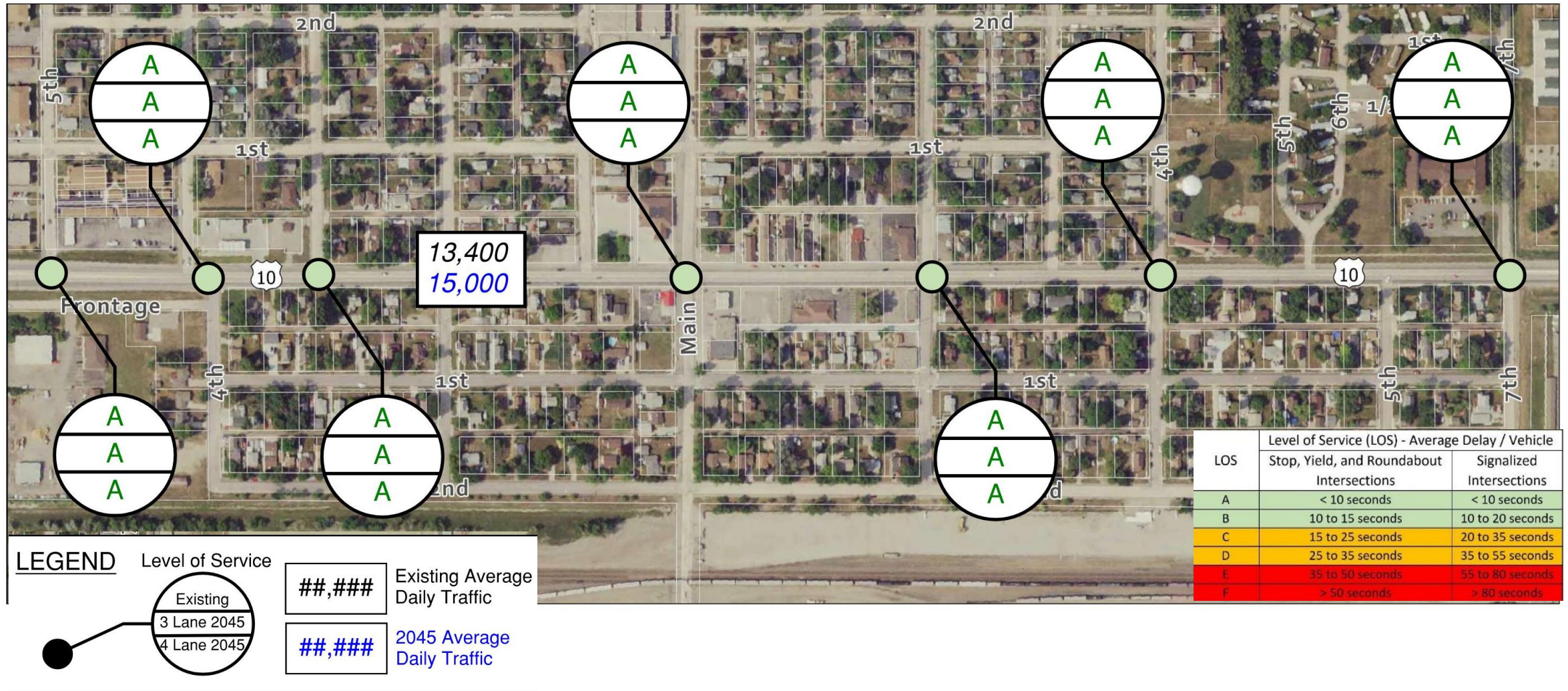
Highway 10 Segment	Existing Traffic Volume (AADT)	2045 Traffic Volume (ADT)
34 th Street to 5 th Street W	17,000	19,100
5 th Street W to 7 th Street E	13,400	15,000
7 th Street E to Hwy 336	9,000	10,000

- 34th Street to 5th Street W
 - Within the capacity of a 4-lane section with left turn lanes
- 5th Street W to Hwy 336
 - Within the capacity of a 4-lane or 3-lane section with left turn lanes

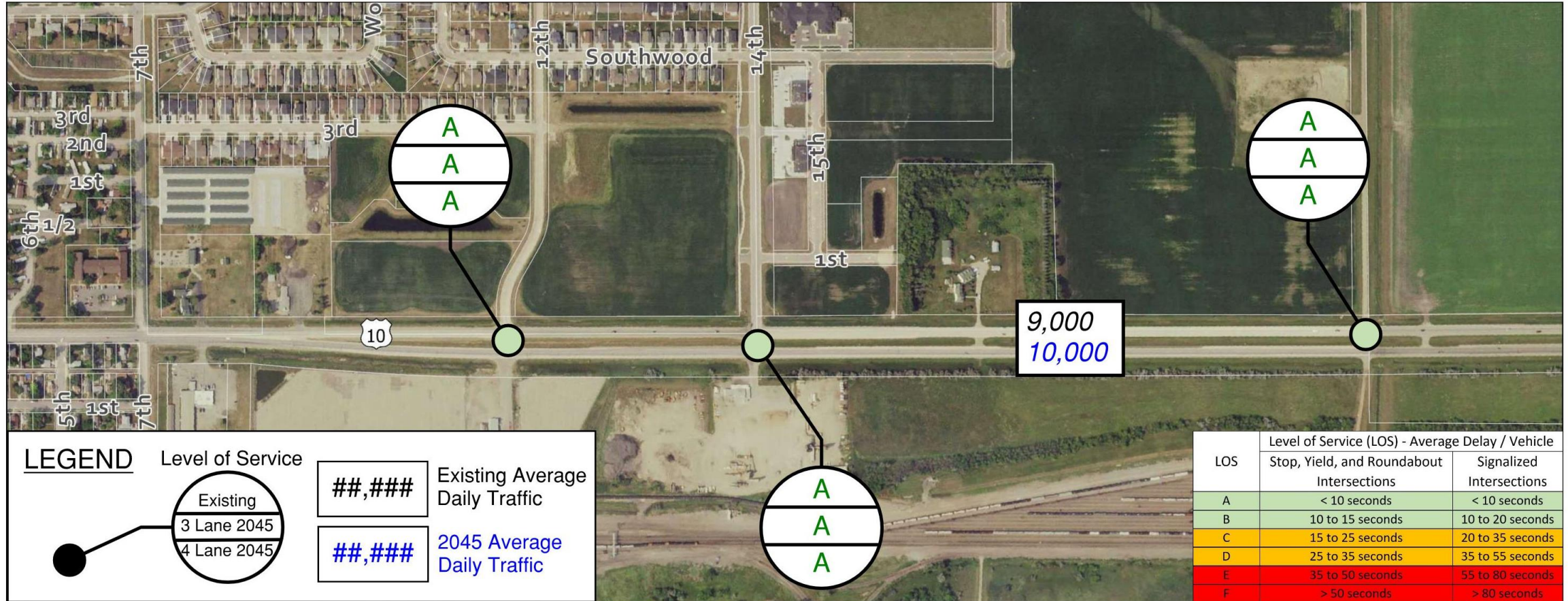
Zone 1 – AADT & Level of Service



Zone 2 – AADT & Level of Service

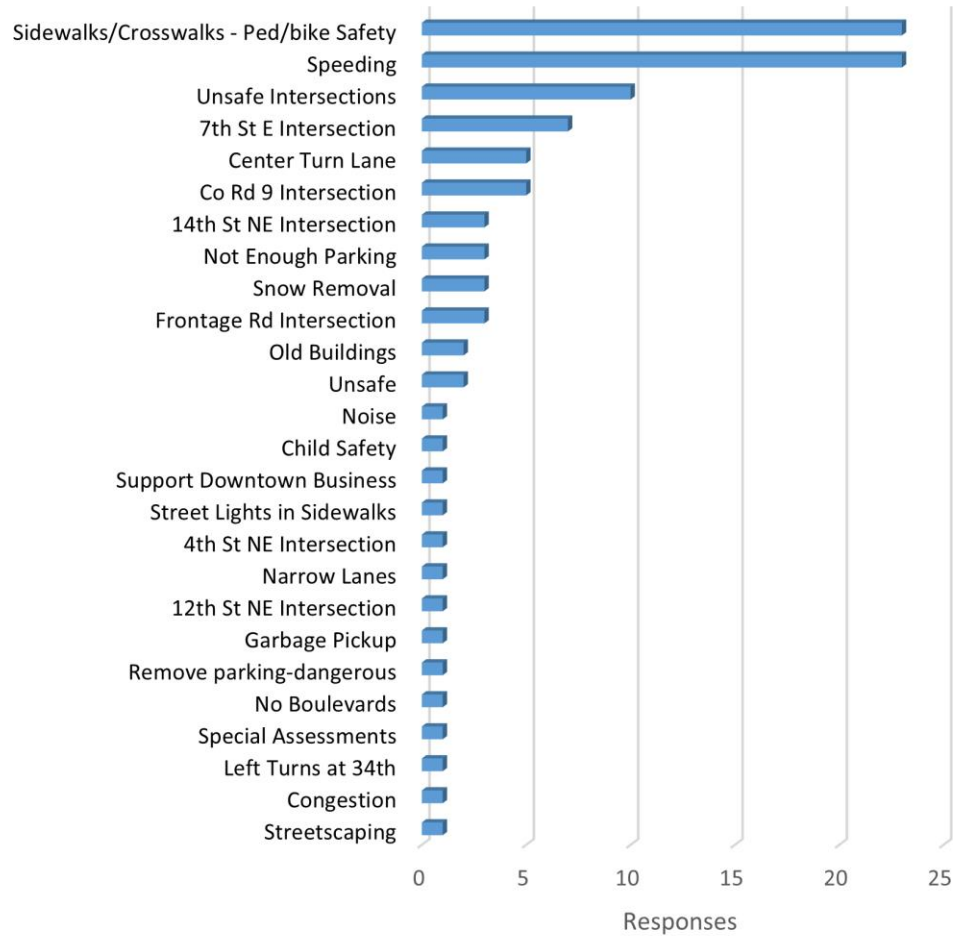


Zone 3 – AADT & Level of Service



Public Input – What We Heard

What is Your Top Concern with Highway 10?



What words best describe your Vision for Highway 10?

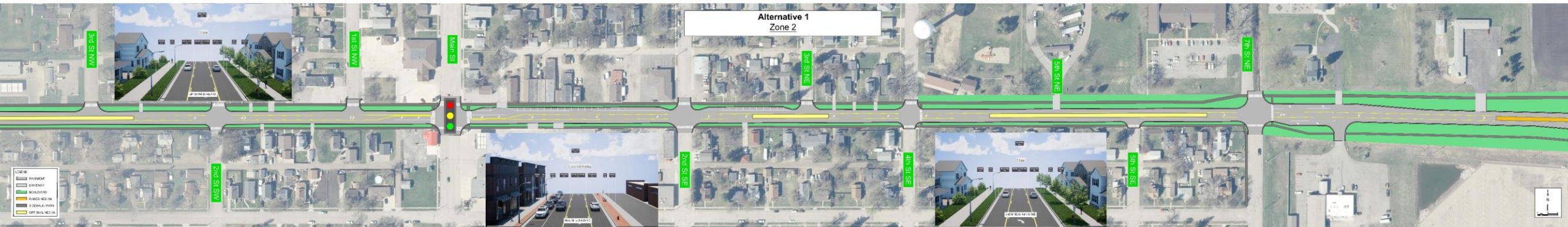
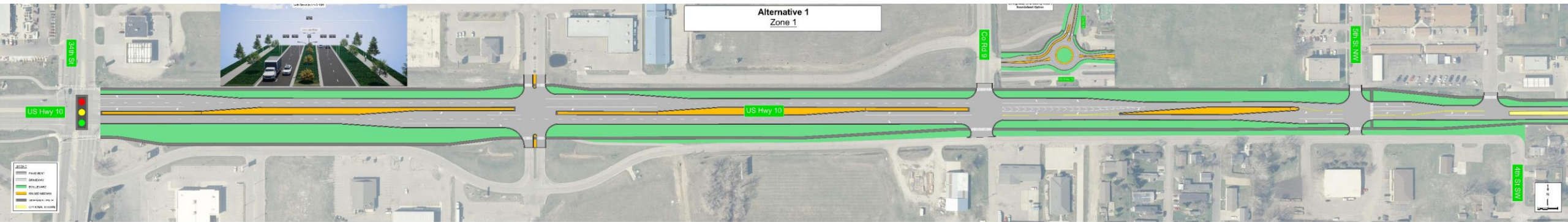


Alternatives

- Complete Streets Approach
 - Urbanize – Curb and Gutter
 - Wider and Connected Sidewalks/Paths
 - Reduced Speeds
- Alternative 1 – 3 Lanes in Zone 2
- Alternative 2 – 4 Lanes in Zone 2



Alternative 1



Alternative 1 Typical Sections

34th Street to 5th Street NW



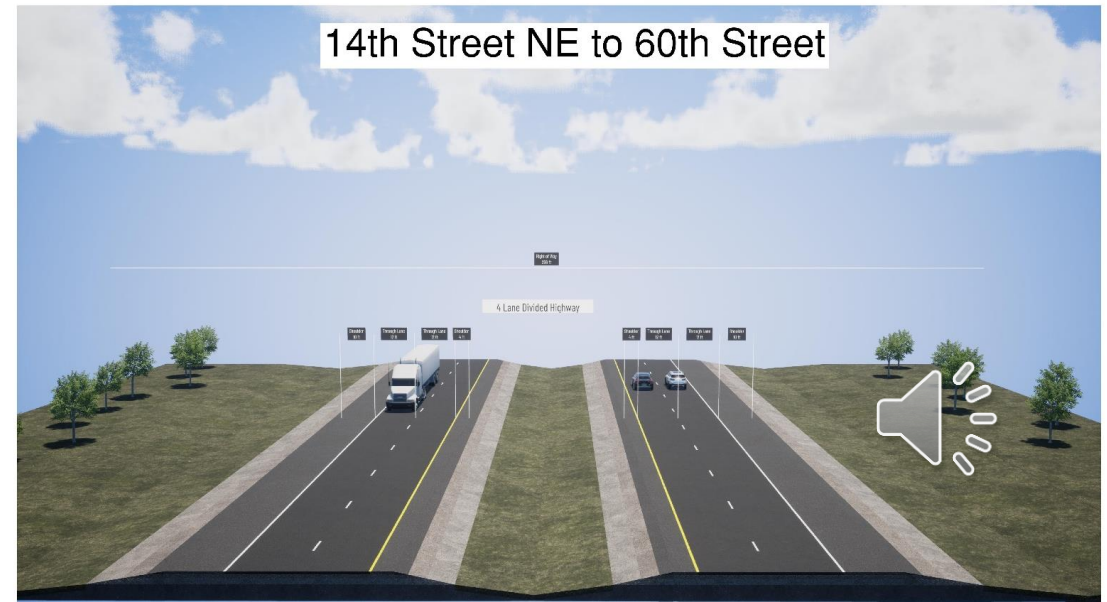
5th Street NW to Main Street
and 3rd Street NE to 14th Street NE



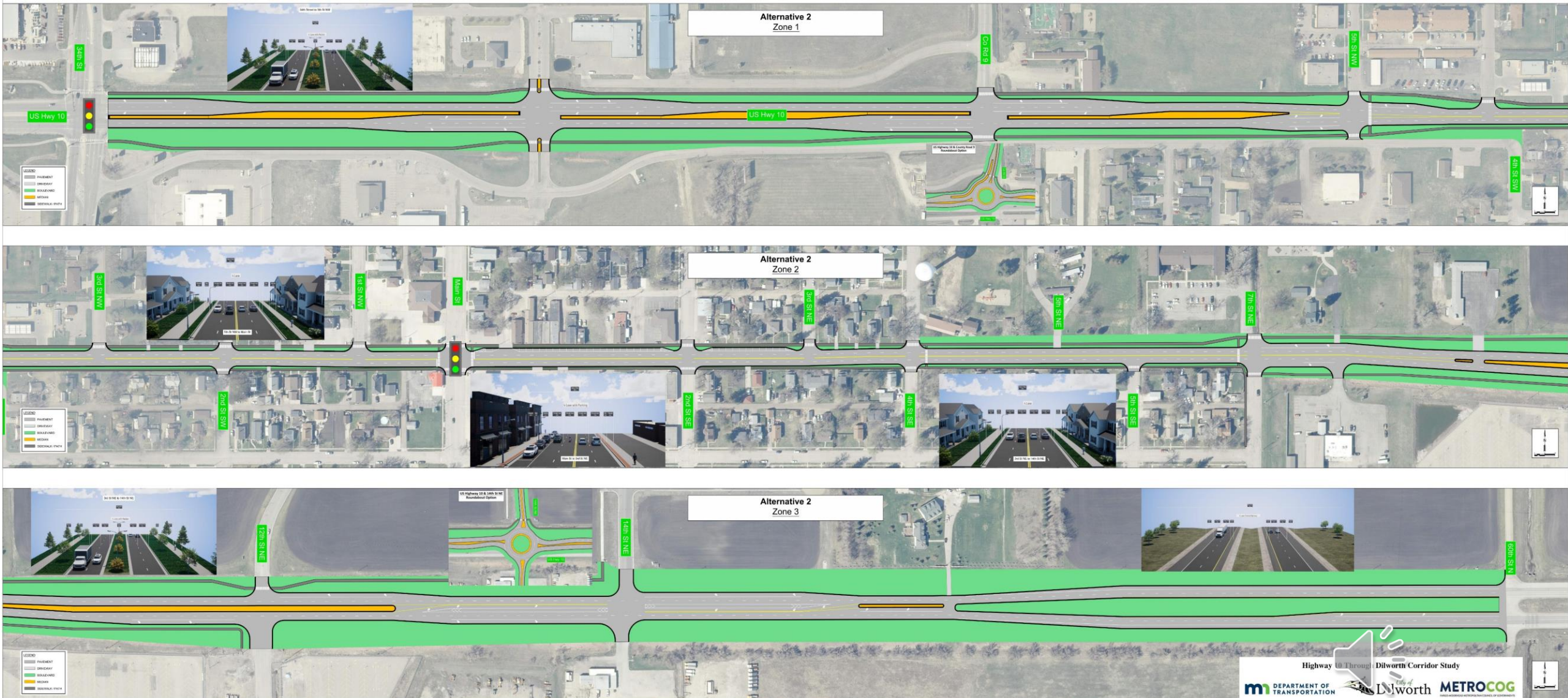
Main Street to 3rd Street NE



14th Street NE to 60th Street



Alternative 2



Alternative 2 Typical Sections

34th Street to 5th Street NW



5th Street NW to Main Street
and 3rd Street NE to 14th Street NE



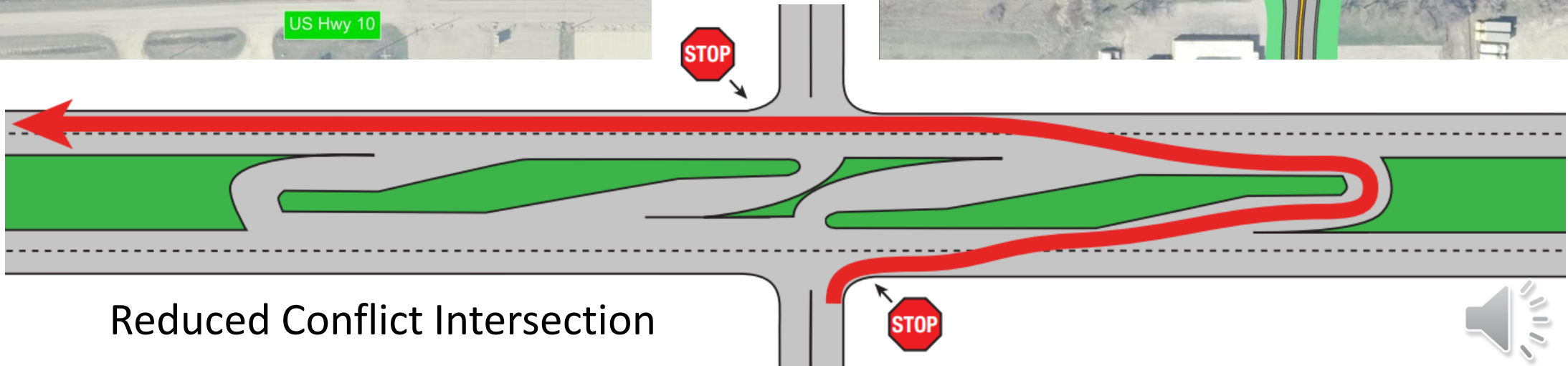
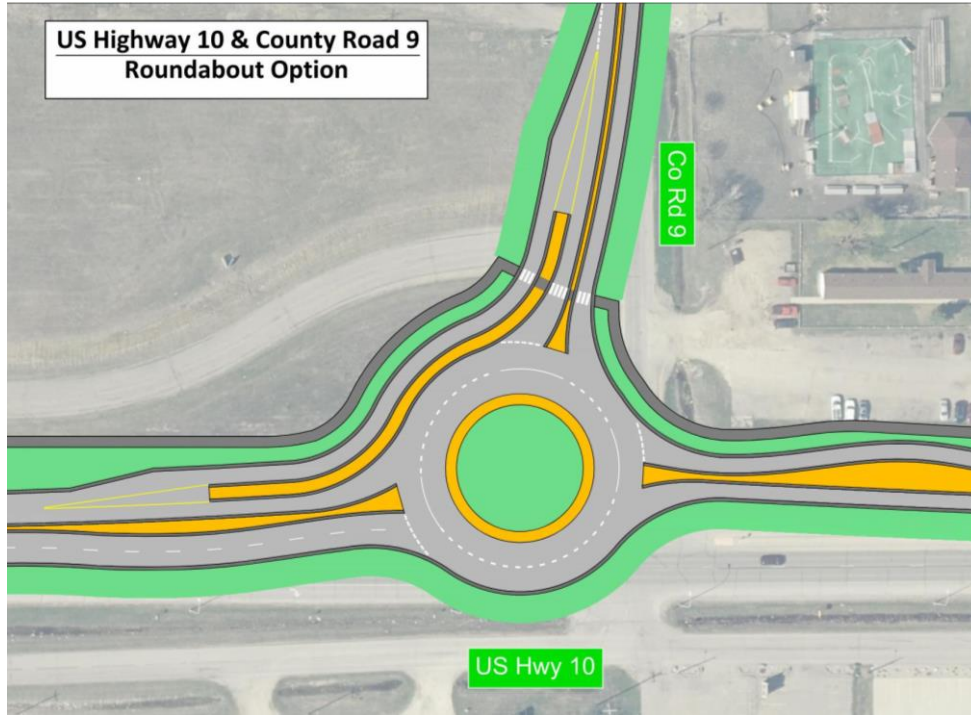
Main Street to 3rd Street NE



14th Street NE to 60th Street



Intersection Options



Reduced Conflict Intersection



Median Options

- Medians can be a tool to control speed and access
- Can be installed at T-intersections that do not need a left turn lane
- Provide a refuge for crossing pedestrians



Fargo – Main Avenue

Additional Issues and Needs

- Access Management
- North Frontage Road Connections
- Pave 15th Avenue North from Co Rd 9 to Hwy 334
- Connect 8th Avenue North
- Commercial Truck Inspection Site near 60th Street
- Consider Future Railroad Overpass at 14th Street NE



Study Schedule – Next Steps

Task	2022										2023		
	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
Public Input & Stakeholder Meetings					1					2	3		
Data Collection, Existing Conditions Analysis													
Traffic Projections, Capacity Analysis													
Land Use & Reinvestment Analysis													
Development & Assessment of Alternatives													
Development & Approval of Final Study Report													

- Public Input Period – January 19 to February 3
- Final Alternatives and Report – Spring 2023



We Want to Hear From You!

Visit the project website - fmmetrocog.org/US10Dilworth



US 10 | Dilworth Corridor Study

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Background Information

US Trunk Highway (TH) 10 through Dilworth is a critical regional corridor providing mobility across the State of Minnesota. US 10 serves as the de facto Main Street and gateway to the City of Dilworth and serves many of Dilworth's major businesses, recreational areas, schools, and communities of faith. While an asset for statewide mobility, US 10 can also be a barrier to north-south multimodal movements in the community. The US 10 Corridor Study through Dilworth provides the City of Dilworth the opportunity to balance the needs of the Minnesota Department of Transportation's (MnDOT) statewide mobility goals with the local safety and multimodal needs of the city.



Roadway Options for Review

Please use the survey link below to provide your input on two different roadway options (three-lane roadway or a four-lane roadway) that are being considered for the future.

[Survey](#)



We Want to Hear From You!

- Brent Muscha – Apex Project Manager
 - brent.muscha@apexenggroup.com
 - 701-373-7966
- Michael Maddox – Metro COG Project Manager
 - maddox@fmmetrocog.org
 - 701-532-5104

Live Polling

How well does Alternative 1 (3-Lane Downtown) align with the needs and the vision for Highway 10 in Dilworth?

Poor — 1

2

Fair — 3

4

Excellent — 5

How well does Alternative 2 (4-Lane Downtown) align with the needs and the vision for Highway 10 in Dilworth?

Poor — 1

2

Fair — 3

4

Excellent — 5

If traffic signals are not warranted, would you support a roundabout or or alternative intersection at busier intersections?

Yes

No

Maybe

If a 3-Lane concept is implemented, would you support installing a raised median for access control in certain locations, or locations where left turns are not needed (T-Intersections)?

Yes

No

Maybe

How do you feel about on-street parking along Highway 10?

There shouldn't be any parking on Highway 10

There should be more parking on Highway 10

Parking should be kept where it is now

Questions?