

Appendix A

Technical Memorandum 1- Existing Conditions



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1.0 Introduction

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) and the City of Dilworth, Minnesota (City) have initiated a corridor extension study of 8th Avenue North through Dilworth from the western city limits at 34th Street North to the eastern city limits at 60th Street North, and the extension of Main Street from 4th Avenue North to 8th Avenue North. The purpose of the study is to evaluate the current and future needs along the corridor and identify a recommended set of potential roadway alternatives for consideration in future construction programs. This memo is intended to document the existing physical elements and traffic conditions along the corridor.

Study Location

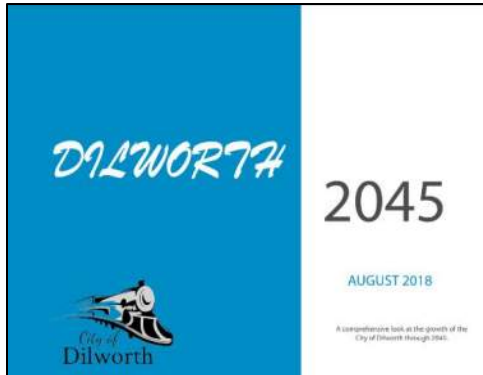
Dilworth is on the eastern edge of the Fargo-Moorhead metropolitan area. It is the second-largest community in Clay County. According to the 2020 census the City of Dilworth had a population of 4,612 with a median age of 34.3 years and a male-to-female ratio of 50%-50%. The average household size was 3.11 individuals. The 8th Avenue corridor creates an opportunity to connect local trips between residential and commercial regions in the City of Dilworth.

The 8th Avenue corridor will be a designated collector road, that when completed will be a key corridor connecting the cities of Dilworth and Moorhead, Minnesota. Currently, two segments of 8th Avenue North have been constructed. The west segment begins at 34th Street North and goes to 15th Street North, and the east segment starts at 7th Street North which continues to Woodbridge Drive. Extending the corridor will play a pivotal role in providing connection through the community, connecting the commercial shopping opportunities to the residential neighborhoods and parks.



2.0 Related Studies

There are several relative studies and planning documents that have been completed which will provide guidance for the future development of the 8th Avenue corridor.



Dilworth Comprehensive Plan

“Dilworth 2045” is the City’s comprehensive plan completed in 2018 by the City Administration, City Council, City Planning Commission, and Metro COG. The plan serves as a guiding document for development in the city. It contains information on current development and resources and anticipates future demand for certain land uses, municipal services, and other community needs. The plan establishes the vision for the community as “Dilworth is a welcoming, friendly community with small town character and an array of excellent schools, parks, civic amenities, and commercial conveniences. By continuing to invest in its neighborhoods, community services, and recreational facilities, the city will ensure its legacy as a thriving, independent community while contributing to the success and progress of the metropolitan area.” The Comprehensive Plan identifies a future land use plan and transportation needs within the community. Key recommendations of the plan relating to transportation along Highway 10 include:

- Provide an efficient, safe, and connective transportation system that is coordinated with existing needs and will effectively serve projected travel needs.
- Enhance walking and bicycling as alternative transportation options which increase mobility and improve public health.
- Promote a strong and unique sense of community through downtown development that adds to Dilworth’s charm and integrity as a small town.



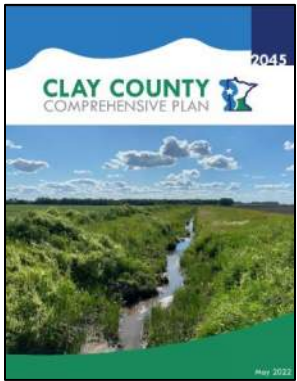
2045 Fargo-Moorhead Metropolitan Transportation Plan

Metro Grow 2045 is the metropolitan area’s long range transportation plan. It was created in 2019 by Metro COG and its member jurisdictions. It provides performance assessments of the multimodal transportation system, gathers a multifaceted cross-section of input from across the community, and provides improvement alternatives that are constrained by the anticipated amount of transportation funding that will be available until 2045.



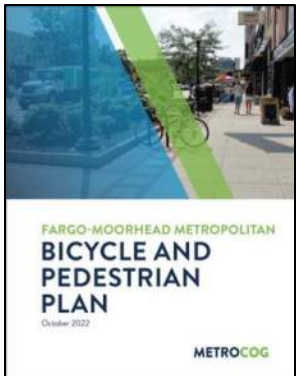
Fargo-Moorhead Regional Housing Needs Analysis and Strategies

In July 2023, the cities of West Fargo, Fargo, Horace, Moorhead and Dilworth, Metro COG, SRF and HR&A completed a study of housing needs across the regional metro area. The study created a common grounding on regional housing issues through robust regional housing data that the region and participating cities can use to coordinate on policy and regional strategies. The study led to the development of potential short- and long-term strategies for meeting the housing needs and demands for the region. The document presents findings at the regional scale, with underlying analysis including data for specific municipalities: Dilworth, Fargo, Horace, Moorhead, and West Fargo.



2045 Clay County Comprehensive & Transportation Plan

The 2045 Clay County Comprehensive Plan describes the analysis, future projections, goals, and objectives that the county has developed for how decisions will be made over the next 25 years. The plan sets broad approaches to direct the future growth and development in the areas of land use, transportation, natural resources, housing, and economic competitiveness. For each topic, the plan sets goals, establishes objectives to achieve those goals, and identifies strategies and actions needed for implementation. The plan identified County Road 9 in Dilworth as a route for future urbanization.



2022 Fargo-Moorhead Metropolitan Bicycle & Pedestrian Plan

Metro COG maintains the Bicycle and Pedestrian Plan with updates every 5 years, with the most recent update adopted in 2022. The plan looks at all types of bicycle and pedestrian facilities that have a transportation element. The purpose of the plan is to “Expand on the work done for the 2016 Plan, prepare existing conditions analysis, prioritize bicycle and pedestrian infrastructure project recommendations, and create an assessment of local and state policy, process and programming.” The plan includes long-range projects in Dilworth to connect existing shared use facilities and establish the Heartland Trail through Dilworth.



2024 Dilworth 15th Avenue North Corridor Study

In 2024, Metro GOG and the City of Dilworth, Minnesota conducted a corridor study on the 15th Avenue North corridor from Clay County Highway 9 to Clay County Highway 11. The purpose of the study was to identify roadway/transportation issues, develop future roadway alternatives, and consider jurisdictional ownership for the roadway.

3.0 Geometry, Typical Sections, Construction History and Pavement Condition

The horizontal alignment for 8th Avenue North is incomplete. Portions of 8th Avenue North have started and ended between 34th Street North and 60th Street North. The segments of 8th Avenue that have been started do not have a correlating alignment that is uniform throughout. Township and range included in the corridor are T139N-R48W and sections 2 and 1. The vertical alignment is flat throughout the corridor.

There are six primary roads that could intersect a future continuous 8th Avenue North corridor. The future intersecting roadways include 34th Avenue North, County Highway 9, Main Street North, 7th Street NE, 14th Street NE, and 60th Street North. Each roadway has a different existing configuration, speed limit, pedestrian and bicycle facilities, access control, and adjacent land use. The existing typical sections found on the corridor are shown in below.

34th Street South



- Divided 2-lane roadway with raised concrete median
- 12' driving lanes with curb and gutter
- Turn lanes
- 45 mph speed limit
- 12' wide bituminous sidewalk on west side
- 5' wide concrete sidewalk on east side
- 165' Right of Way South, 140' Right of Way North
- Pavement – bituminous pavement
- Classification: Urban Minor Arterial
- Roadway constructed between 2004 and 2007
- The existing pavement in this segment is showing signs of transverse cracking, longitudinal cracking, longitudinal joint distress, and weathering. Curb and gutter located in the median is in average condition. Weeds and grass are growing in the concrete median joints.
- Signalized Intersecti

8th Avenue (East of 34th Intersection)



- Divided multi-lane roadway with raised concrete median
- 12' driving lanes with curb and gutter
- Turn lanes
- 45 mph speed limit
- 12' wide bituminous sidewalk on west side
- 5' wide concrete sidewalk on south side, 10' wide concrete shared use path on north side
- 100' Right Way East
- Pavement – bituminous pavement
- Roadway constructed between 2004 and 2007
- The existing pavement in this segment is showing signs of transverse cracking, longitudinal cracking, longitudinal joint distress, and weathering. Curb and gutter located in the median is in average condition. Weeds and grass are growing in the concrete median joints.
- Stop Controlled side roads with dedicated left and right turns.

County Road 9



- Undivided 2-lane roadway
- 12' driving lanes, 6' shoulder
- No turn lanes
- 30 mph speed limit
- No Sidewalks located this stretch of roadway
- 120' Right of Way
- Pavement –bituminous pavement
- Classification: Rural Minor Collector
- Bituminous pavement on roadway in late 90s to early 00s.
- Subsequent chip seals in recent years.
- The existing pavement in this segment is showing signs of transverse cracking, longitudinal cracking, longitudinal joint distress, and weathering. The shoulders in this section show wear and cracking that houses weeds that grow within cracks in the shoulder.
- No current traffic control as no intersection exists.

Main Street



- Undivided 2-lane roadway
- Two 12' driving lanes. 8' parking lanes on each side.
- 25 mph speed limit
- 10' sidewalk on the west side
- 80' Right of Way
- Pavement – bituminous pavement
- Classification: Local
- Construction of bituminous roadway in late 70s to early 80s.
- Subsequent chip sealing and repairs have followed in recent years.
- The existing pavement in this segment was recently overlaid with bituminous. Curb and gutter in this section shows average wear compared to age. There is no current roadway that continues to the north.
- Three way stop controlled intersection.

7th Street NE



- Undivided 2-lane roadway with curb and gutter.
- Two 14' driving lanes. 2.5'' shoulders.
- 35 mph speed limit
- 12' sidewalk on east side of roadway
- 100' Right of Way
- Pavement – bituminous pavement
- Classification: Urban Minor Collector
- Reconstructed in 2023 from Hwy 10 to 15th Avenue
- The existing segment is brand new construction completed last year. All pavement and curb and gutter in brand new condition.
- No stop control for through traffic.

8th Avenue (East of 7th Street Intersection)



- Undivided 2-lane roadway with curb and gutter.
- Two 12' driving lanes, 9ft parking lane on north side.
- 35 mph speed limit
- 10' sidewalk on north side of roadway
- 80' Right of Way
- Pavement – bituminous pavement
- Originally constructed in late 80s to early 90s. Segment to East extended in 2006.
- The existing pavement in this segment is showing signs of transverse cracking, longitudinal cracking, longitudinal joint distress, and curb and gutter weathering.
- Stop control at 7th Street intersection.

14th Street NE



- Undivided 2-lane roadway
- Two 14' driving lanes. 2.5" shoulders.
- 35 mph speed limit
- 8ft sidewalk on west side
- 120' Right of Way
- Pavement – bituminous pavement
- Classification: Urban Minor Collector
- The existing bituminous segment is a newer construction segment. There is no current roadway that connects to 15th Avenue N. All pavement and curb and gutter in good new condition.
- Dead end roadway with turn around area.

60th Street NE



- Rural 2-lane roadway
- Two driving lanes
- 55 mph speed limit
- No sidewalks
- 160' Right of Way
- Pavement – gravel
- Classification: Rural
- The existing segment is a gravel section from TH 10 to 15th Ave North.
- No stop control throughout.

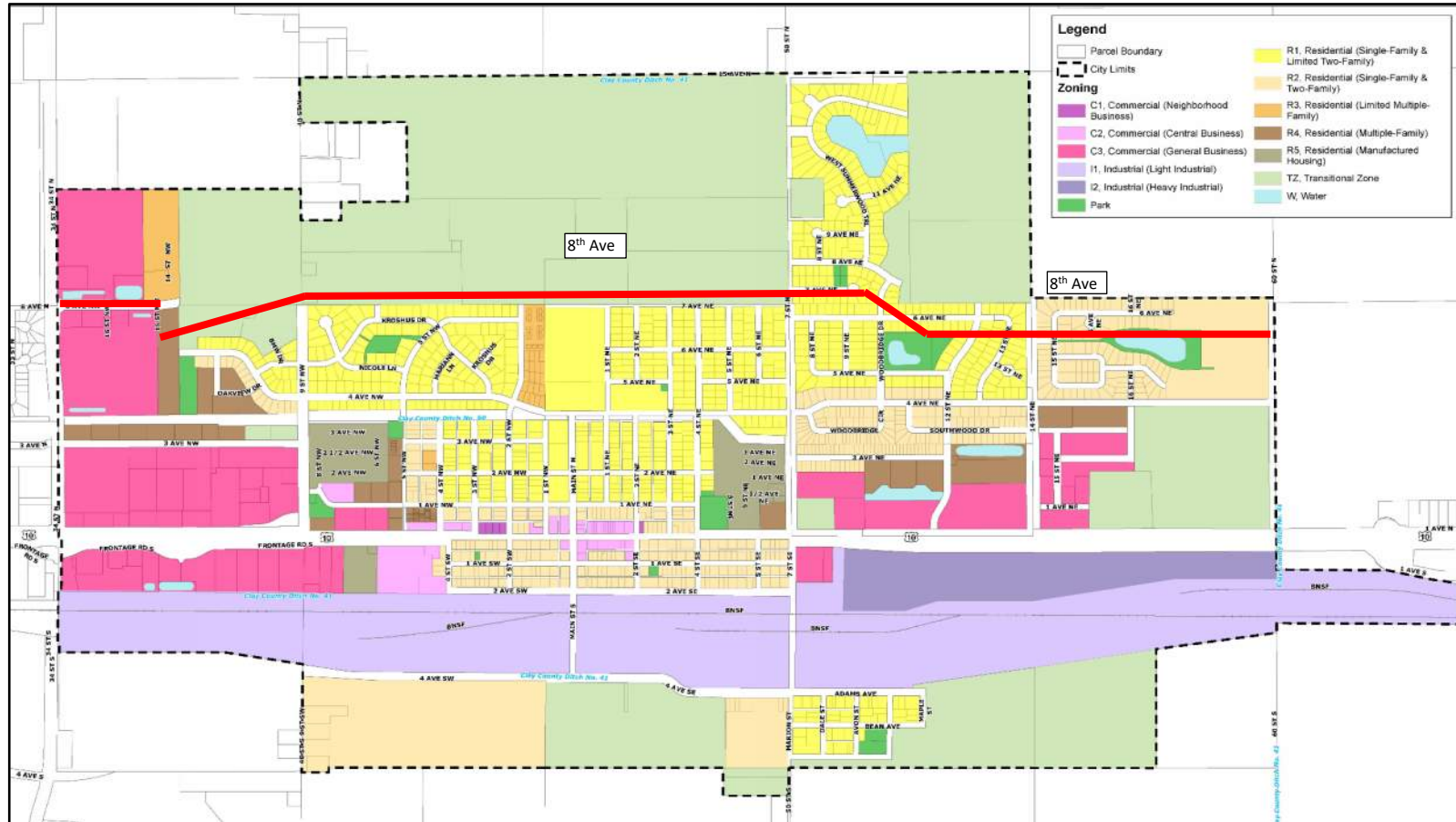
4.0 Existing Land Use

There are two portions of 8th Avenue North roadway from 34th Street North to 60th Street NE that are existing. The remainder of the roadway is planned to pass through a transitional land use zone. The portions of 8th Avenue North and the other roads that run perpendicular to the proposed corridor and are listed below:

- 34th Street N – The existing land use on this corridor could be described as “Suburban Commercial”. The adjacent land on this corridor is zoned for commercial use.
- 8th Avenue N (34th Street to 15th Street) – The existing land use on this corridor could be described as “Suburban Commercial”. The adjacent land on this corridor is mainly zoned for commercial use. There are a few high-density residential parcels as you travel east on 8th Avenue.
- County Road 9 – The existing land use on this corridor could be described as “Rural”. The adjacent land on this corridor is a transitional zone. The intersection has undeveloped agricultural land on each side of the roadway. Three different owners own the agricultural land within this segment.
- Main Street N – The existing land use on this corridor could be described as “Suburban Residential”. The adjacent land on this corridor is zoned for residential use. The corridor dead ends at the Dilworth baseball fields on 4th Avenue North.
- 7th Street NE - The existing land use on this corridor could be described as “Suburban Residential”. Land use to the west is agricultural in a transition zone. Land use to the east is zoned as low-density residential surrounded by agricultural land.
- 8th Avenue N (7th Street to Woodbridge Dr) – The existing land use on this corridor could be described as “Suburban Residential”. The existing land is zoned for single family residential.

- 14th Street N – The existing land use on this corridor could be described as “Suburban Residential”. The corridor dead ends into an agricultural field zoned as a transitional area. The land use up to that point is zoned as residential.
- 60th Street NE – The existing land use on this corridor could be described as “Rural”. The is a gravel corridor surrounded by agricultural land with limited access.

Current Land Zoning



5.0 Lighting and ITS

There is existing lighting along 34th Street, Main Street, 7th Street NE, and 14th Street NE. There are currently no streetlights on the existing roadways of 60th Street N and County Road 9. A comprehensive lighting plan must be developed for the new corridor.

6.0 Utilities

There are existing city-owned utilities throughout the corridor along with storm sewer infrastructure and some privately owned utilities. Some utility files were provided by the City of Dilworth engineer, but the information provided does not encompass the existing utility infrastructure as a whole. The data does not indicate types, sizes, or connections outside the project corridor. Further investigation would need to be conducted before construction.

Sanitary Sewer

There is existing sanitary sewer infrastructure that is developed near the 34th Street Intersection. This line runs from the intersection of 34th to the East past Wal-Mart. Service and truck lines tie into the main line running East/West. This line continues to Co Rd 9 and ties into a sanitary lift station located on the Co Rd 9 corridor. This sewer continues to the East and turns south near Bob Marshall Field.



The sanitary sewer picks up again at the 7th Street corridor and runs north, south, and east. The sanitary sewer continues to the east and seems to end at the end of the built-out 8th Avenue corridor based on the utility records provided. Another sanitary sewer line appears to run north/south at 14th Street based on the limited data provided.

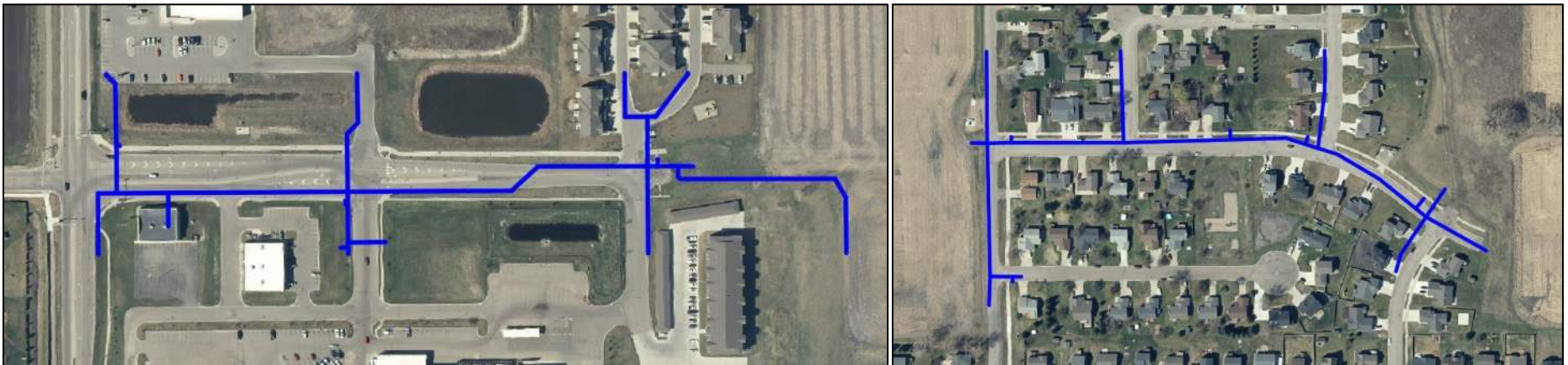


Watermain

There is built-out water infrastructure starting at the 34th Street Intersection. The main water line runs West and East on 8th Avenue. Various trunk lines and service lines connect to the main water line. This main line turns south just past the Oakview Village apartment complex.

Within the 8th Avenue proposed corridor from Co Rd 9 to just east of 7th Street there seems to be no water infrastructure. It can be assumed that there is water infrastructure within the Bob Marshall Field area, but no information was provided for that area.

The main water line picks up again at the 7th Street corridor and runs north, south and east. The water main continues to the east and has various trunk lines and service lines as it runs along 8th Avenue. Based on the utility records provided the water line ends at the end of the edge of the built-out 8th Avenue Corridor just past the intersection of Woodbridge Drive.



Storm Sewer

Based on the utility information provided there are no current mainline storm sewers running within 8th Avenue from 34th Street to Oakview Village apartments. There are 3 storm sewer ponds within this corridor that can be assumed to collect stormwater from 8th Avenue and surrounding facilities.

There are no facilities for Storm Sewer between Co Rd 9 and West of 7th Street based on information provided for existing city utilities.

7th Street has a mainline trunk that runs north and south and collects stormwater from the 7th Street corridor. A separate trunk line starts just past the 8th Avenue and 7th Street intersection and collects stormwater from 8th Avenue. This line turns south at Woodbridge Drive.



Other Public and Private Utilities

There are overhead and underground public and private utilities parallel to and within the corridor, as summarized below. The information provided is based on visual observation and available data.

Overhead Facilities

There are no overhead facilities located on this corridor except near Co Rd 9. This overhead line runs from Viking Natural Gas substation and continues south, running parallel to Co Rd 9.

Underground facilities –

Natural Gas – There is an existing underground natural gas facility that runs near Co Rd 9. A natural gas substation is located on this corridor. The gas line runs north from the substation and jogs around the existing wooded with homes and intersects 15th Avenue. There is no information provided for underground power utilities. It can be assumed there is some degree of underground power throughout or near the corridor at intersecting roadways.

7.0 Existing Access Control

The 8th Avenue corridor's access varies between its segments. When looking into the corridor's access control, two main segments to focus on are the portion near 34th Street and the portion near 7th Street.

34th Street N to 15th Street NW – This portion of the corridor has 5 access points. Three of these are used only for business access to ALDI, Dollar Tree, and Walmart. The remaining accesses lead into high-density residential areas including the townhomes and apartments.

7th Street N to Woodbridge Drive – There are 20 points of access on this portion of the corridor. This area has a much higher density of direct residential access to the corridor, with 15 driveways with direct access to 8th Avenue. Three of the access points are intersecting residential streets, this includes 8th Street NE, W Summerwood Trail, and Woodbridge Drive.



8.0 Existing Structures

The existing structure review is intended to document the private and city-owned buildings for consideration while planning for the 8th Avenue Extension to determine potential structural impacts. Although the corridor alignment is not yet finalized, the portions of 8th Avenue with existing roads may have structures along the corridor.

34th Street N to 15th Street NW – Multiple business structures are in place on this portion of the corridor. This includes ALDI to the north, Maurices, Dollar Tree, and Walmart to the south. Continuing past the commercial zone, the south side of the corridor has an existing apartment. To the north, down 15th Street, there are several multi-family townhomes established in the Prairie Crossings Townhomes development. A lift station is located on the north side of the corridor that dumps water into the westernmost storm storage pond.

15th Street NW to 7th Street NE – An existing sanitary lift station is located at the access directly north of the natural gas substation on Co Rd 9. Another lift station is located on the northwest corner of the intersection of 8th Avenue and 7th Street.

7th Street NE to Woodbridge Drive – Single-family homes on both sides of the corridor. Two lift stations are in the neighborhood on this segment of 8th Avenue, one on the south side of the corridor near Apple Orchard Park, and the other on the north side of the corridor between West Summerwood Trail and Woodbridge Drive.

Woodbridge Drive to 60th Street N – No existing structures.

9.0 Trees and Landscaping

The tree and landscaping review is intended to document the existing corridor features for consideration while planning for improvements during the 8th Avenue extension study and help determine potential impacts. Sporadic trees and landscaping features within the 8th Avenue Right of Way through the study corridor, notably in the existing residential areas. Also, numerous private trees and tree rows are along the study area. There are a few small landscaping features outside of a few businesses and homes on private property just outside of the ROW.

Impacts on existing trees should be carefully evaluated while considering improvements to the corridor. The city and community should be an integral part of those discussions. Community “ownership” of existing trees is common and often a sensitive issue to adjacent property owners and the neighborhood.

34th Street to 15th Street W – There are a few sporadically placed trees and bushes on the south side of the study corridor owned by the local businesses that are outside of the 8th Avenue ROW.

15th Street W to 7th Street E – There are no trees or shrubs within the ROW in this segment of roadway. The existing corridor is mainly agricultural land.

7th Street E to Woodland Drive – There are trees and shrubs in the existing city boulevard on both sides of the 8th Avenue corridor. The landscaping is located within the ROW.

Woodland Drive to 60th St N – The existing corridor is mainly agricultural land. Mature trees positioned in rows are present in the field north of the study corridor.

10.0 Traffic Operations – Existing Conditions

Existing traffic conditions were reviewed within the study area to quantify current operations and identify any existing issues. The evaluation of existing conditions included collecting traffic volumes, observing roadway characteristics, and analyzing crash history and intersection capacity, which are described in the following sections.

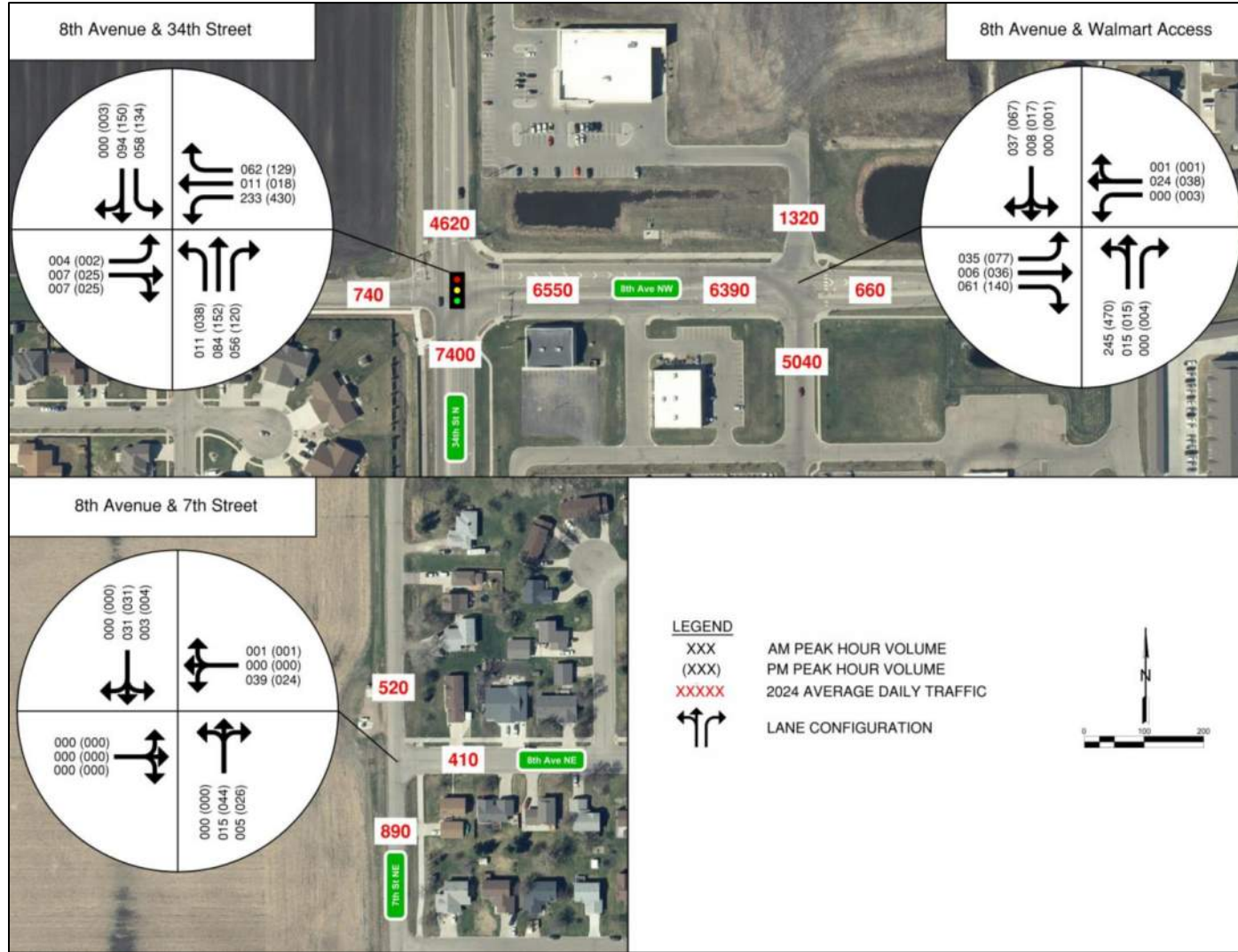
Traffic Volumes

The following intersections and/or driveways along 8th Avenue were included as part of the capacity analysis and study process.

- 34th Street N
- Walmart Access
- 7th Street N

Intersection turning movement and pedestrian/bicyclist counts were collected as noted on Thursday, August 29, 2024. Data was collected for a 13-hour period (i.e., from 6 a.m. to 7 p.m.) at each location to understand how traffic patterns vary throughout the day, as well as to assist with traffic control warrants as part of this study.

Existing Peak Hour Traffic Volumes



Corridor and Intersection Operations

AADT volumes along 8th Avenue range from approximately 6,550 vehicles per day near 34th Street where the corridor is a multi-lane divided street, to 410 vehicles per day east of 7th Street where the corridor is a two-lane street. The existing traffic volumes are well within the capacity of these configurations.

Although the planning-level capacity can provide a good indication of corridor operations, intersection performance often provides a clearer picture of how the corridor operates. Therefore, a detailed capacity analysis was completed at the study intersections to understand various performance metrics, including Level of Service (LOS) and queueing.

The intersection capacity analysis was completed using Synchro/SimTraffic Software (version 11), which incorporates methods outlined in the Highway Capacity Manual, 6th Edition. The software was used to develop calibrated models that simulate observed traffic operations and identify key metrics such as intersection Level of Service and queues. These models incorporate collected traffic, pedestrian, and bicyclist volumes, traffic controls, and driver behavior factors.

Level of Service quantifies how an intersection is operating. Intersections are graded from LOS A through LOS F, which corresponds to the average delay per vehicle. An overall intersection LOS A through LOS D is generally considered acceptable in the area. LOS A indicates the best traffic operation, while LOS F indicates an intersection where demand exceeds capacity.

For side-street stop-controlled intersections, consideration is given to the overall intersection level of service, which accounts for the total number of vehicles entering the intersection and the capability of the intersection to support the volumes. An emphasis is also placed on providing an estimate for the LOS of the side-street approach. Since the mainline does not have to stop, most delay is attributed to the side-street approaches. It is typical of intersections with higher mainline traffic volumes to experience high-levels of delay (i.e., poor levels of service) on the side-street approaches, but an acceptable overall intersection level of service during peak hour conditions.

| Intersection Level of Service (LOS) | | |
|-------------------------------------|---|--------------------------|
| Level of Service | Average Delay / Vehicle | |
| | Stop, Yield, and Roundabout Intersections | Signalized Intersections |
| A | < 10 seconds | < 10 seconds |
| B | 10 to 15 seconds | 10 to 20 seconds |
| C | 15 to 25 seconds | 20 to 35 seconds |
| D | 25 to 35 seconds | 35 to 55 seconds |
| E | 35 to 50 seconds | 55 to 80 seconds |
| F | > 50 seconds | > 80 seconds |

The existing intersection capacity analysis shown in the following table indicates that all study intersections currently operate at an overall LOS B or better during the a.m. and p.m. peak hours. However, it is difficult to make left-turn or crossing maneuvers from the side-street approaches at the Walmart Access during the peak hours. This is illustrated by the LOS F operations for the side-street approach during the peak hours. In the table, the first letter represents the overall intersection level of service, while the second letter represents the worst side-street approach if it is an unsignalized intersection. The seconds of delay shown for signalized intersections is for the overall intersection, while for unsignalized intersections, the delay shown is for the worst side-street approach.

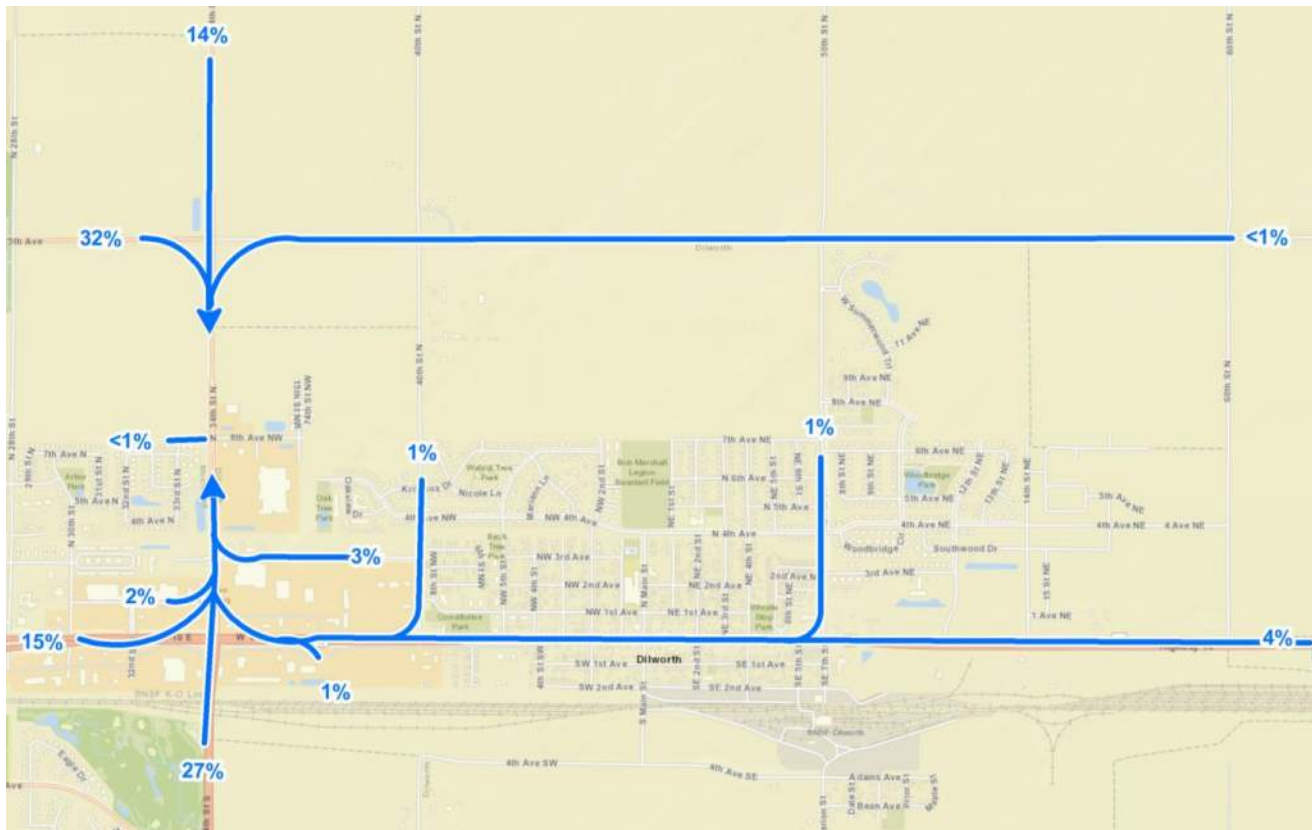
| Existing Intersection Capacity Analysis | | | |
|---|------------------|----------------|----------------|
| 8 th Avenue N Intersection | Traffic Control | AM Peak Hour | PM Peak Hour |
| 34th Street N | Signal | A (9 sec) | B (16 sec) |
| Walmart Access | Side-Street Stop | A / B (12 sec) | A / F (56 sec) |
| 7 th Street N | Side-Street Stop | A / A (9 sec) | A / A (9 sec) |

Travel Patterns

StreetLight data, existing turning movement counts, and land use information was analyzed to understand who is using the corridor. This information indicated the key travel patterns and origin-destination information of the users specifically on the segment of 8th Avenue near 34th Street.

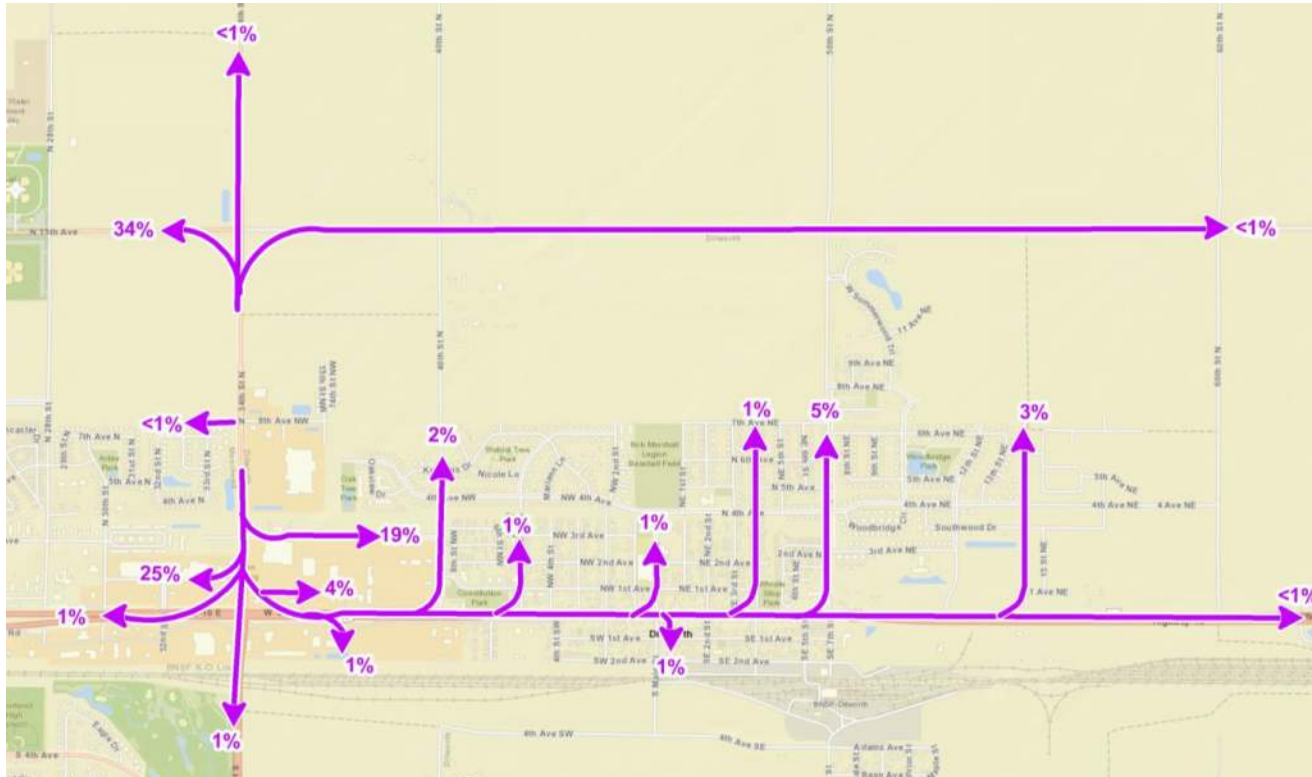
At this segment, traffic was coming in relatively even amounts from both north and south on 34th Street. Approximately 5 percent of the traffic was coming from Dilworth north of Highway 10, and another 5 percent was coming from areas east of Dilworth on Highway 10 or 15th Avenue North. Approximately 90 percent of the traffic is coming from the west, north, or south of 8th Avenue near 34th Street.

Travel Patterns



The travel patterns change quite significantly when examining the travel patterns leaving the 8th Avenue corridor. Approximately 13 percent of the traffic returns to residential areas in the City of Dilworth on the north side of Highway 10. Less than one percent of traffic leaves Dilworth to the east from the corridor. Travel to the west on Highway 10 decreases drastically from 15 percent to the corridor, and only 1 percent leaving the corridor.

Origin Patterns



Pedestrian and bicyclist activity was identified at the time traffic data was collected. There were less than 10 crossings in any direction at the 34th Street intersection and the Walmart access. The highest number of crossings was at 7th Street where there were 60 crossings on the east side of the street. This can be correlated to the new shared use path that was installed in 2023 and is a strong testament to the desires of the community to use bicycle and pedestrian facilities.

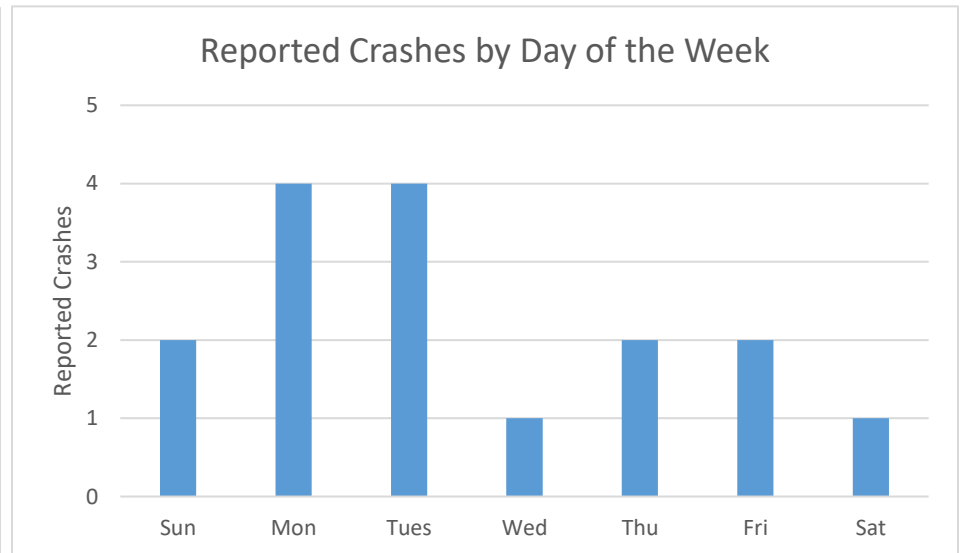
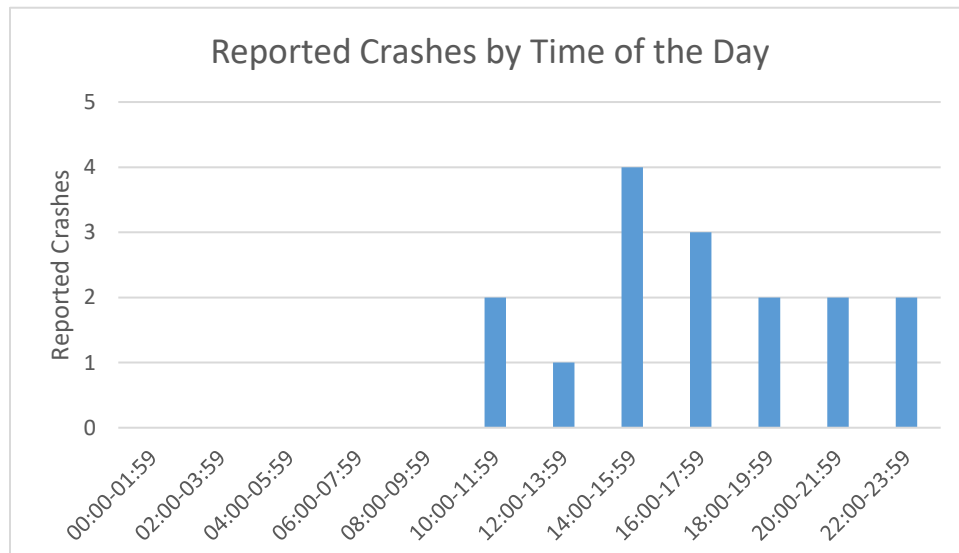
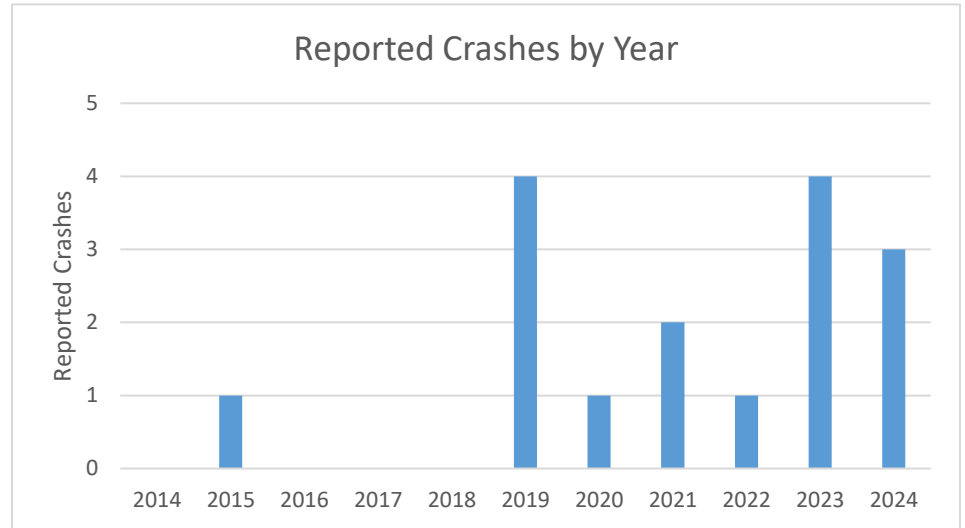
11.0 Crash History

A review of historical crash data was completed along the corridor to identify any trends, hotspots, or contributing factors. Ten years of crash history were reviewed within the study area, which included data from January 2014 through September 2024. The crash data was obtained using MnDOT’s MnCMAT2 crash mapping tool. The crashes occurred at the existing intersections of 34th Street N and 7th Avenue North.

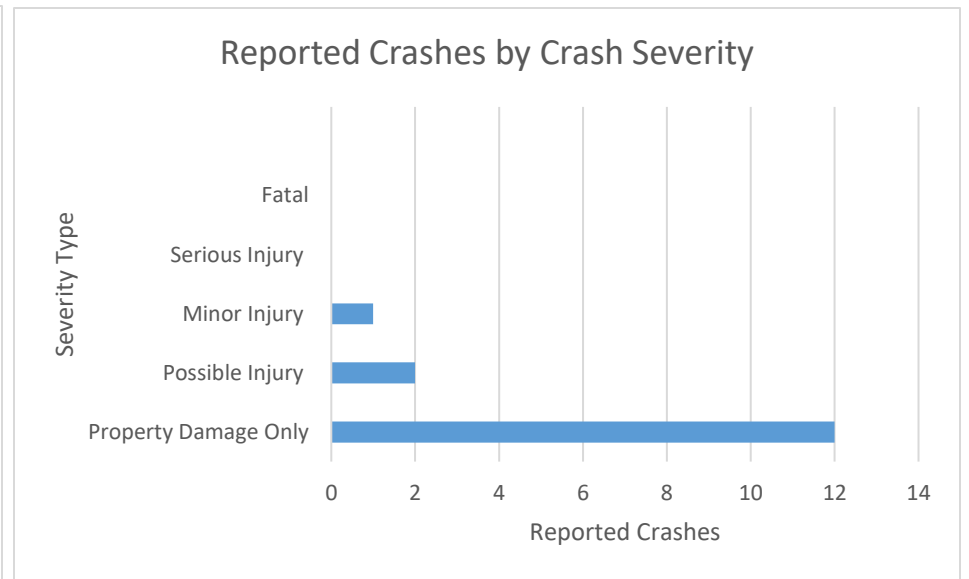
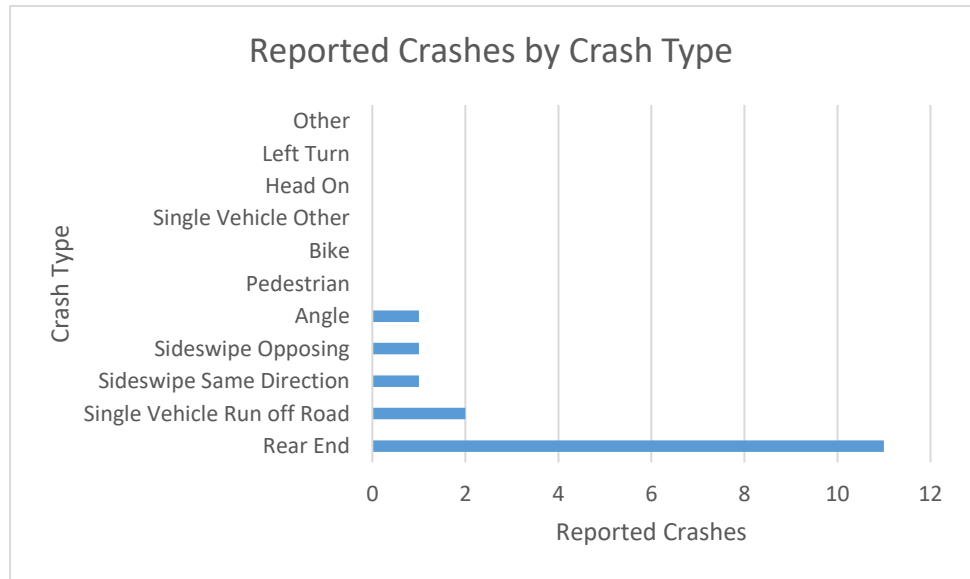
During the analysis period, 16 reported crashes occurred within the study area, which equates to an average of 1.6 crashes per year. Looking at the data more closely reveals that all but one of the crashes occurred in the past six years, which equates to 2.5 crashes per year during that timeframe. No buses took part in any of the crashes.

All the crashes occurred between 10 a.m. and midnight, with peak crash activity occurring between 2 p.m. and 6 p.m. There is no noticeable increase in reported crashes on any specific day of the week.

The crash data was taken from the two existing segments of 8th Avenue. Most of the reported crashes occurred at the 8th Avenue and 34th Street intersection. Only one (1) crash occurred at the intersection of 8th Avenue and 7th Street. Many of the reported crashes were intersection-related but there was not a specific location that was significantly higher than any other.



Crash types and crash severity were also reviewed as part of the crash history. This data indicates that most reported crashes were either rear-end or angle-type crashes, which are the most common types associated with corridors with similar characteristics. There were no pedestrian-related crashes. From a crash severity perspective, most crashes were property damage only. There were no fatal or serious injury crashes. There were no engineering/geometric-related issues identified that contributed to the crashes.



13.0 Existing Conditions Summary

8th Avenue North in Dilworth partially built east-west corridor that is anticipated to become a local collector route throughout city limits. The roadway will link local trips from Dilworth's residential areas to the commercial areas near 34th Street and 14th Street East.

- There have been previous studies and plans that have identified issues provided guidance relating 8th Avenue North. Plans such as the Dilworth Comprehensive Plan provides general guidance for creating a transportation system that is safe, connected, enhances alternative transportation options, coordinates with adjacent land needs, and promotes the development of the community.
- 8th Avenue has been constructed to different typical cross sections:
 - 34th Street to 15th Street NW is a multi-lane road with raised median, turn lanes, and bicycle/pedestrian accommodations on both sides of the street
 - 7th Street East to Woodbridge Drive is a 2-lane street with parking on both sides of the street, and a shared-use path on the north side
- Existing land use context varies along the corridor from suburban commercial near 34th Street to suburban residential east of 7th Street East. The undeveloped areas of the corridor are currently agricultural land uses.
- The existing lane configurations provide adequate capacity for the existing volumes. However, the side street approaches at the Walmart Access intersection experience a peak hour LOS of F. Approximately 10% of the traffic on 8th Avenue comes from Dilworth or points east of Dilworth on Highway 10. Most of the traffic is coming from the north, south, and west.
- There are no significant crash concerns along the existing corridor.

Appendix B

Technical Memorandum 2- Future Conditions & Alternatives

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1.0 Introduction

When making infrastructure decisions, understanding future conditions, issues, and needs are important to ensure a fiscally responsible plan is in place in anticipation of future replacement and repairs. Therefore, year 2045 traffic forecasts were developed, with a goal of the identifying long-term corridor and intersection capacity needs within the study area. The following information provides an overview of the methodology, assumptions, and traffic forecasts.

Methodology & Assumptions

To develop year 2045 traffic forecasts, a multi-pronged approach was used. The future traffic was initially forecasted utilizing the ITE Trip Generation Manual, 11th Edition for the planned land uses along the corridor. This provided the projected traffic volume for a full build out of the corridor. This was calibrated by utilizing the forecasted population of Dilworth to adjust the volumes to the partial buildout that would be anticipated by 2045. This information is included at the end of this memo.

Future year 2045 forecasts along the study corridor are expected to range from 8,980 to 420 vehicles per day. The higher volumes are located along the western limits of the study area, near 34th Street where there is predominantly commercial development. Moving east, the volumes incrementally lower with the lowest volumes occurring near 60th Street.

A summary of the traffic forecasts and hourly traffic volume profiles are shown in Figures 1 thru 3.

Table 1 ADT Volume Forecasts

| 8th Ave | Existing | 2045 |
|------------------------------------|-----------------|-------------|
| 34 th Street to Walmart | 6,550 | 8,980 |
| East of 7 th Street | 410 | 1,280 |

2.0 Traffic Operations – 2045 Base Conditions

Corridor and Intersection Operations

Future year 2045 ADT volumes along 8th Avenue are expected to range from approximately 420 to 8,980 vehicles per day. The corridor context also varies from a two-lane undivided facility to a two-lane divided arterial with turn lanes. Typical planning level capacity thresholds by facility type are shown in **Table 2**.

Table 2 Planning Level Capacity Thresholds

| Facility Type | LOS A | LOS B | LOS C | LOS D | LOS E | LOS F |
|-------------------------------------|----------|----------|----------|----------|----------|----------|
| Primary/Principal Arterial (5-lane) | < 11,400 | < 18,200 | < 29,100 | < 32,600 | < 36,300 | < 36,300 |
| Primary/Principal Arterial (4-lane) | < 7,600 | < 12,100 | < 19,400 | < 23,300 | < 27,600 | < 27,600 |
| Primary/Principal Arterial (3-lane) | < 4,900 | < 7,900 | < 12,700 | < 17,000 | < 21,100 | < 21,100 |
| Primary/Principal Arterial (2-lane) | < 3,100 | < 5,000 | < 8,000 | < 12,000 | < 15,900 | < 15,900 |

SOURCE: Mn/DOT and WSB & Associates

Based on this planning-level capacity approach, the 8th Avenue corridor is expected to continue to operate within the LOS A to LOS C range, depending on the segment. A summary of the planning-level capacity analysis by segment is shown in **Table 3**.

Table 3 Planning Level Capacity Analysis

| 8 th Avenue Segment | Facility Type | ADT Volume | | Planning-Level LOS | |
|---|---------------|------------|-----------|--------------------|-----------|
| | | Existing | 2045 Base | Existing | 2045 Base |
| 34 th Street to Walmart Access | 3-lane | 6,550 | 8,980 | LOS A | LOS C |
| East of 7 th Street E | 2-lane | 410 | 1,280 | LOS A | LOS A |

Although the planning-level capacity can provide a good barometer of corridor operations, intersection operations often provide a clearer indication of corridor operations. Therefore, a detailed intersection capacity analysis was completed at the study intersections along 8th Avenue to understand various performance metrics, including levels of services (LOS), queuing, and travel time. Future year 2045 intersection capacity was evaluated using Synchro/SimTraffic Software (version 11), which incorporates methods outlined in the Highway Capacity Manual, 6th Edition. Note that signal timing was assumed to be optimized, although no changes to phasing occurred.

The future year 2045 intersection capacity analysis shown in **Table 4** indicates that all study intersections are expected to operate at an overall LOS D or better during the a.m. and p.m. peak hours. However, making a left-turn or crossing maneuvers from the side-street approaches along the corridor, particularly at the Frontage Road and County Road 9 during the peak hours, is expected to become more challenging. This is illustrated by the LOS F operations for these side-street approaches during the peak hours.

Table 4 Year 2045 Intersection Capacity Analysis

| Highway 10 Intersection | Traffic Control | AM Peak Hour | | PM Peak Hour | |
|-------------------------|-----------------|----------------|----------------|----------------|------------------|
| | | Existing | 2045 | Existing | 2045 |
| 34th Street | SIGNAL | B (10 sec) | B (12 sec) | B (15 sec) | C (21 sec) |
| | RAB | - | A (7 sec) | - | B (14 sec) |
| Walmart Access | SSS | A / B (12 sec) | A / C (21 sec) | A / F (56 sec) | A / F (>180 sec) |
| | RAB | - | A (6 sec) | - | B (12 sec) |
| CR 9 / 40th Street W | SSS | - | A / B (12 sec) | - | A / B (13 sec) |
| | RAB | - | A (4 sec) | - | A (5 sec) |
| Main Street | SSS | - | A / B (10 sec) | - | A / B (11 sec) |
| | RAB | - | A (4 sec) | - | A (4 sec) |
| 7th Street E | SSS | A / A (9 sec) | A / B (11 sec) | A / A (7 sec) | A / B (11 sec) |
| | RAB | - | A (4 sec) | - | A (4 sec) |
| 14th Street E | SSS | - | A / A (9 sec) | - | A / B (10 sec) |
| | RAB | - | A (4 sec) | - | A (4 sec) |
| 60th Street E | SSS | - | A / A (8 sec) | - | A / A (8 sec) |

SSS – Side-Street-Stop

RAB - Roundabout

The busiest intersection along the corridor is expected to continue to be 34th Street. The storage length at this intersection is currently sufficient for most of the approaches. The queue length for the westbound left during the PM peak hour fully fills the storage length. The existing traffic utilizing the Walmart access today experiences high delay with exiting during the PM peak hour. With the additional through traffic that would be utilizing the corridor as further development occurs causes this delay to increase to greater than 180 seconds of delay.

Corridor travel times and average arterial speed data was obtained from the calibrated SimTraffic modeling results. As shown in **Table 5**, average travel times through the 2.5 mile study corridor are expected to increase approximately five (5) to 15 seconds under future year 2045 conditions. The average travel speeds are expected to remain similar during the a.m. peak hour and decrease by an average of one (1) second during the p.m. peak hour.

Table 5 Corridor Travel Time and Average Speed

| Highway 10 Direction | AM Peak Hour | | | | PM Peak Hour | | | |
|----------------------|----------------|----------------|----------------|-----------|----------------|----------------|----------------|-----------|
| | Travel Time | | Arterial Speed | | Travel Time | | Arterial Speed | |
| | Existing | 2045 Base | Existing | 2045 Base | Existing | 2045 Base | Existing | 2045 Base |
| Westbound | 4 min. 56 sec. | 5 min. 00 sec. | 38 mph | 38 mph | 4 min. 54 sec. | 5 min. 02 sec. | 38 mph | 37 mph |
| Eastbound | 5 min. 00 sec. | 5 min. 04 sec. | 33 mph | 33 mph | 5 min. 13 sec. | 5 min. 25 sec. | 32 mph | 31 mph |

Alternatives

Alternatives on the 8th Avenue Corridor will need to consider future development of Dilworth. Alternatives should not be chosen based solely on what is needed today, but for what traffic in Dilworth is projected to be throughout the next decade or two. With that in mind two roadway alternatives will be given that would accommodate current and future traffic volumes.

- Two Lane Undivided Roadway: Unlike a divided roadway, there is no physical barrier or median separating opposing lanes of traffic. Only pavement marking will separate traffic. The individual lanes for each direction of traffic are wider than a standard two-lane roadway. Due to the wider lane widths, there is potential for higher speeds. The wider lanes can improve safety but lack of median still presents a risk for head-on collisions and lane departure crashes. The maintenance aspect of a two-lane undivided is more favorable for local maintenance crews as snow can be directed to the outside edge of the roadway.



- Two Lane Divided Roadway: A divided roadway has a physical barrier or median separating opposing lanes of traffic. There will be no additional pavement marking needed to separate traffic. The individual lanes for each direction of traffic are closer to the widths of a standard two-lane roadway. Due to the narrowing of the perceived corridor, there is potential for slower and more tame speeds. The presence of a median virtually eliminates any risk for head-on collisions and lane departure crashes. The maintenance aspect of a two-lane divided is less favorable for local maintenance crews as snow must be removed from the medians. Aesthetically a divided roadway can be made wide enough to house trees, perennials, and evergreens to provide a more visually pleasing corridor. There is additional footprint for roadway with a large median, leaving room for only one shared use path on one side of the roadway.



Corridor Connectivity

Main Street Extension

An extension of Main Street to the north would intersect the proposed 8th Avenue corridor at the north end of the existing park. A proposed Main Street would need to be located to the east of the current drainage ditch. The Main Street extension would also have to stay far enough away from Bob Marshall Field to preserve the parking lot and any existing infrastructure. The new intersection leg at Main Street and 4th Ave would convert to a four way stop as it is currently a three-way stop. This Main Street extension would provide a direct route from the center of Dilworth to the 8th Avenue corridor. An independent route for Main Street is a preferred alternative as opposed to only extending either 2nd Street or 1st Street. 1st and 2nd Street run through residential areas and are not currently designed as a main through roadway. An independent roadway separates through traffic from residential areas and would increase safety for homeowners on adjacent streets. A dedicated roadway that connects to 8th Avenue without homes along the route will make for a safer roadway connection. The removal of access points that driveways pose would also increase safety of a dedicated through roadway versus using an adjacent existing roadway as the main through street.

Connection of Dead-End Roadways:

Connection of dead ended residential streets would provide continuous access and exits for residences. An extension of dead ended streets on the south side of the 8th Avenue corridor would help with snow removal, mail route efficiency, alternate exits/access, and overall better community connectivity. A completion of these dead ended roadways would help the circulation of local traffic and create a buffer between the older Dilworth community from the newer development around the 8th Avenue corridor.



Intersection Alternatives

The proposed 8th Avenue corridor has five major intersections along the proposed route. Each intersection will need to be evaluated on a case-by-case approach based on future traffic and land use along the corridor.

34th Street Intersection

No Build: A no build alternative does not address the dominant turning movements and conflicts of Walmart and Aldi.

Geometric Change: A redesign option for the geometric layout of the 34th Street intersection could be a combination of a R-Cut and Roundabout as found in Fridley MN Target parking lot. The geometric change would restrict access with a barrier along 8th Avenue to eliminate left turning conflicts. Constructing the turnabout to the west allows right-out vehicles to turn on the south side of the median that would return to 34th Street. A similar turnaround for right-in vehicles using accesses on the north side of the median. A change of geometric layout at this intersection would improve safety for vehicular traffic on 8th Avenue.

The number of access points and turning movements coming in and out of commercial driveways creates excessive left turning movements across traffic on 8th Avenue. Another geometric alternative shown below is dual roundabouts. Two consecutive roundabouts help eliminate left turning conflicts. A large enough roundabout would need to be constructed to facilitate large delivery trucks to and from Wal-Mart/Aldi's.



Co Road 9

No Build: A no build alternative would suffice until 8th Avenue corridor is built out and connected.

Two Way / All Way Stop: A preliminary approach to this intersection could start as a side road two way stop as development builds around it leaving Co Rd 9 as a no stop condition. As development progresses in the area and traffic needs to increase for a four-way stop to be implemented.

Roundabout: A larger diameter roundabout could be implemented at this intersection to help facilitate truck traffic on County Road 9. A roundabout would need to be built to the west of the current county road nine alignment to avoid the utility conflicts in the NE and SE quadrants.

Main Street

No Build: A no build alternative would suffice until 8th Avenue corridor is built out and connected.

Two Way / All Way Stop: A preliminary approach to this intersection could start as a side road two way stop as development builds around it leaving 8th Avenue as a no stop condition. As development progresses in the area and traffic needs increase a four-way stop could be implemented.

Roundabout: A smaller diameter roundabout could be implemented at this intersection to provide a smaller footprint within the proposed park area.



7th Street Intersection

No Build: A no build alternative would suffice until 8th Avenue corridor is built out and connected.

Two Way / All Way Stop: A preliminary approach to this intersection could start as a two way stop on 8th Avenue as development builds around it leaving 7th Street as a no stop condition as it is today. As development progresses in the area and traffic needs increase a four-way stop could be implemented.

Roundabout: A roundabout could be implemented at this intersection to provide unaltered flow of traffic. The roundabout would need to be positioned to the southwest quadrant of the current 7th Street Intersection alignment to avoid homes and an existing lift station.

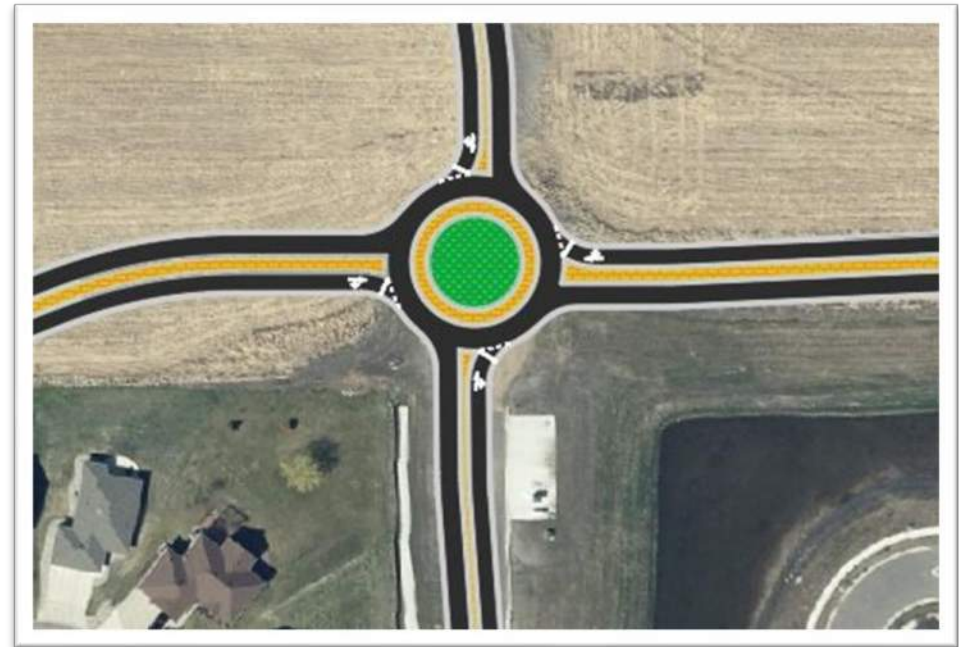


14th Street Intersection

No Build: A no build alternative would suffice until 8th Avenue corridor is built out and connected.

Two Way / All Way Stop: A preliminary approach to this intersection could start as a side road two way stop as development builds around it leaving 8th Avenue as a no stop condition. As development progresses in the area and traffic needs increase a four-way stop could be implemented.

Roundabout: A roundabout could be implemented at this intersection to provide unaltered flow of traffic. The roundabout could be positioned to avoid utility conflicts and existing private property.



Operational Needs / Considerations

Throughout the 8th Avenue corridor there is a varying degree of roadway needs as you travel from 34th Street to 60th Street. The corridors' goal is to reduce primary and secondary access points. Elimination of access points would provide more of a through roadway and reduce any turning conflicts residential or business accesses would pose. Private property access point management should be a priority along the corridor to increase safety and reduce conflicts. Implementation of conflict reduction methods throughout the corridor could increase roadway safety. These could include medians, three quarter accesses, pedestrian crossing islands and/or roundabouts.

Primary intersections along 8th Avenue will need to be addressed to provide safe and robust intersections that can manage current and future traffic needs. The corridor has an opportunity to transition between a divided roadway with a median and undivided roadway as each area from 34th to 60th has unique needs. Implementing different roadway sections could help weave between the areas of low density residential to high density to commercial building opportunities throughout the corridor.

Corridor Wide Options

Bike and Pedestrian Infrastructure

Through the 8th Avenue corridor, it is important to emphasize the construction of sidewalks and shared used paths as future investment in the Dilworth community. Having a continuous path that connects to existing path infrastructure ensures a walkable environment throughout Dilworth. Future path connections should lead to and from inner city and region wide destinations.

Corridor Buffers

Future development should prioritize an aesthetically attractive corridor along 8th Avenue by creating natural buffers between roadway users and multimodal users. This can be achieved through adding trees and shrubs to boulevards to act as a physical and visual buffer. Winding sidewalks can also achieve a visually appealing corridor. Adding a concrete median or median with trees further helps differentiate users and the roads intended purpose.

Median Options

Roadway medians are an open slate when it comes to streetscaping alternatives. Medians can be made wide enough to hold grass and smaller trees. A dedicated turn lane can also be added to median areas to implement safer left turns. An all-concrete median can be installed to be virtually maintenance free, requiring no mowing or landscaping upkeep. Streetlights can also be added to medians to provide a lighted corridor.

Landscape Buffer/Edge Treatments

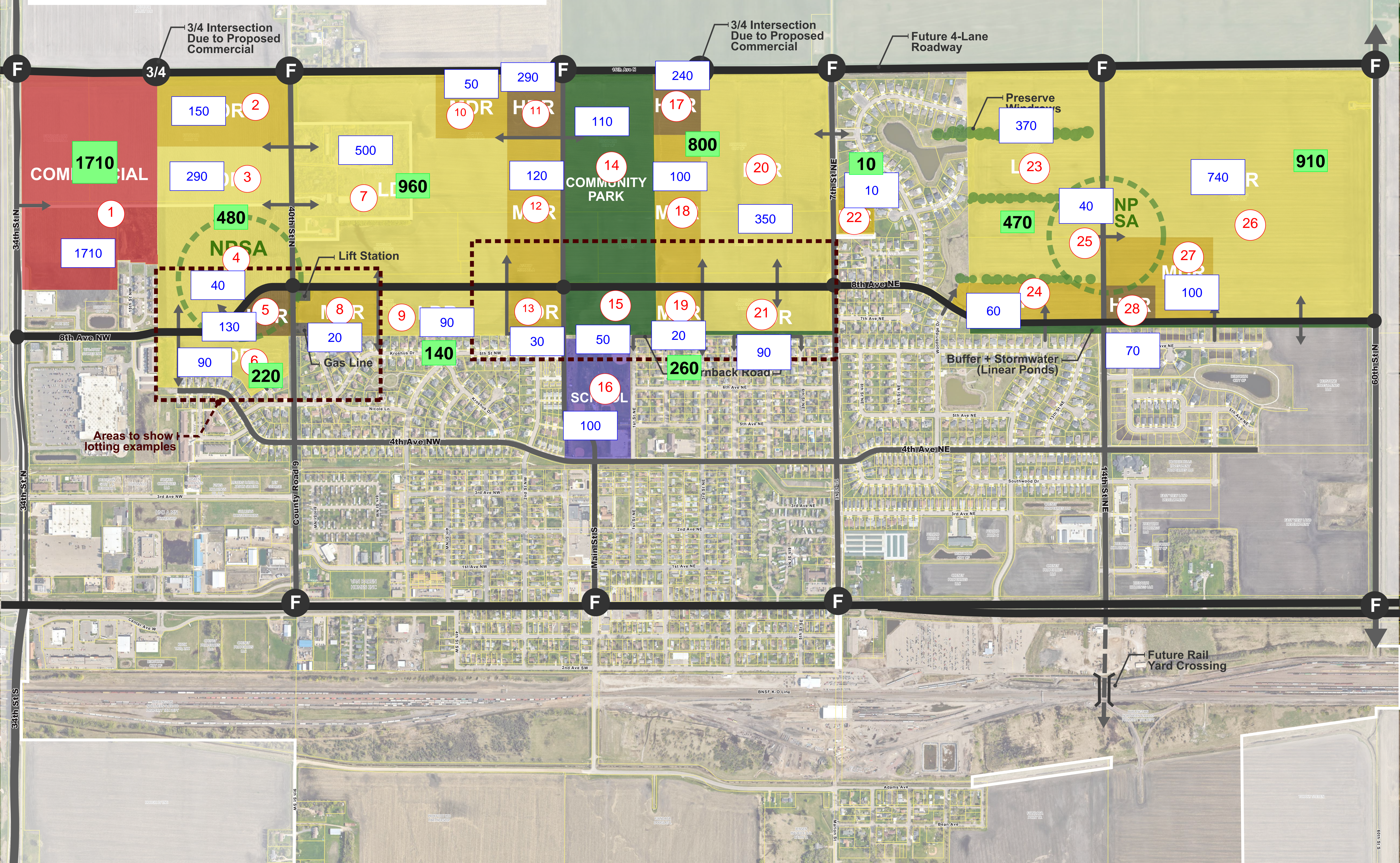
A well-designed green space buffer can have many benefits. Benefits realized from green buffers include privacy, noise reduction, and provide transitions between the roadway and residential areas. Features can include trees, landscaped berms, shrubs, and vegetated walls. These natural options should be encouraged for future development on the 8th Avenue corridor due to their aesthetically pleasing nature.



2045 Trip Estimation By Land Use Area

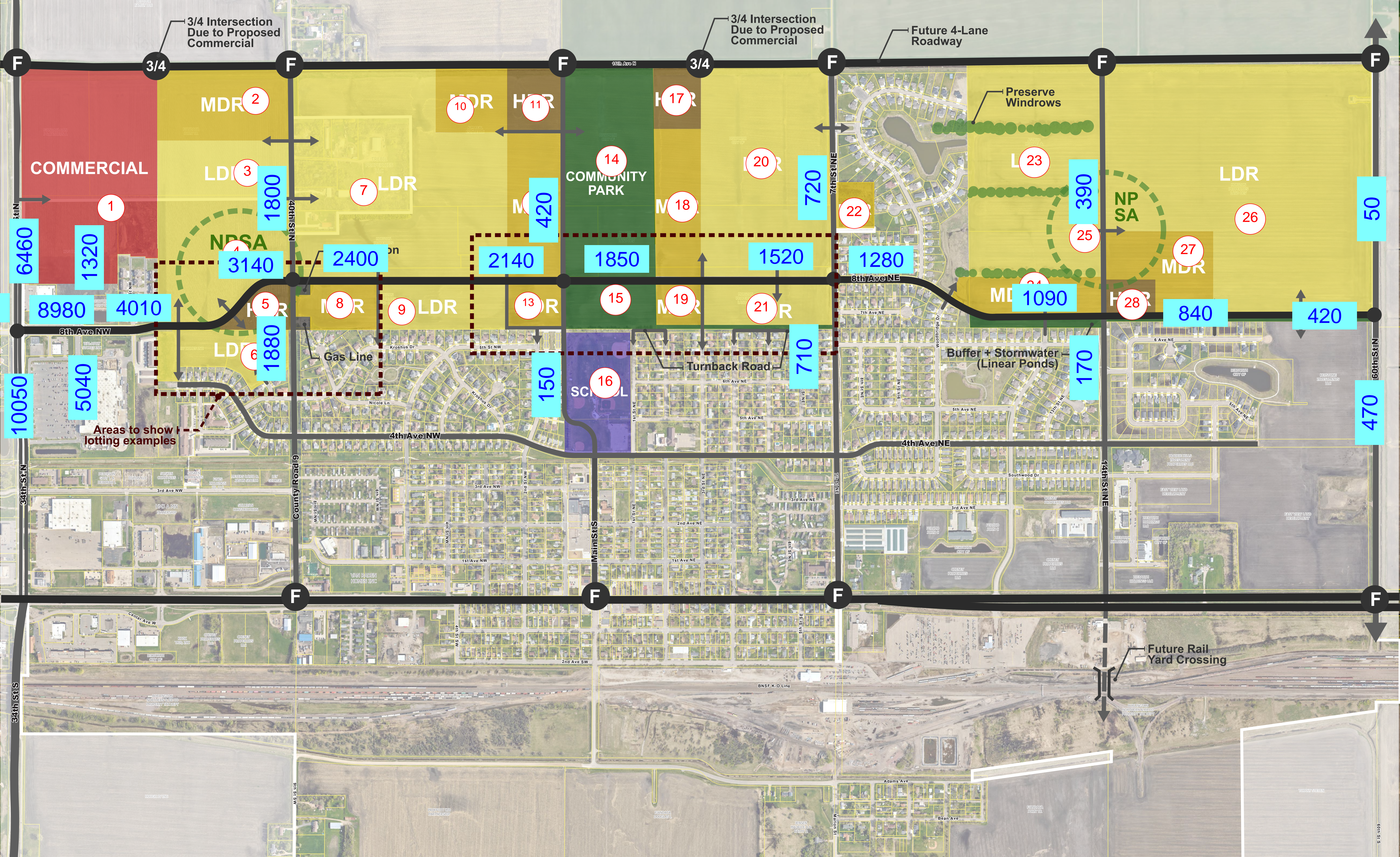
| Land Use | | Scratch Map | | Area | | Assumed | | Number of | | Population | | Off 75% going to be dwellings | | | | | Dwelling total | | | | | |
|----------|--------|-------------|-------------|--------------|------------|--------------------|-----------|-----------|------|--------------|------|-------------------------------|-------------|------|-------------|------------|----------------|------------|-------------|---|-------------|-------------|
| Number | Number | Land Use | Area (SF) | Area (Acres) | Adjustment | Adjusted Area (SF) | Unit Area | Area Unit | Unit | Units | Unit | Factor | Calibration | Unit | Total Trips | AM Trip In | AM Trip Out | PM Trip In | PM Trip Out | | | |
| 822 | 1 | Commercial | 2625446.523 | 60.27195875 | 100% | 35000 | 1000 SF | 1,000 GLA | | 35 1,000 GLA | | 35 | 1,000 GLA | | 1710 | 39 | 26 | 95 | 95 | Assume one commercial land use for 822 by this time. | | |
| 215 | 2 | MDR | 850359.2698 | 19.52156267 | 75% | 637769.4524 | 7500 SF | Dwelling | | 85 Dwelling | 30% | 26 | Dwelling | | 150 | 2 | 6 | 7 | 5 | | | |
| 210 | 3 | LDR | 2010939.687 | 46.16482293 | 75% | 1508204.765 | 17500 SF | Dwelling | | 86 Dwelling | 30% | 26 | Dwelling | | 290 | 5 | 16 | 18 | 10 | Calibrate it down to 2.3 people a dwelling for 1300 people growth | | 1478.816543 |
| 411 | 4 | NPSA | 32670 | 0.75 | 100% | 32670 | 43560 SF | Acres | | 0.75 Acres | | 0.75 | Acres | | 40 | 1 | 1 | 6 | 5 | | | |
| 221 | 5 | HDR | 183980.6618 | 4.223614826 | 75% | 137985.4964 | 1100 SF | Dwelling | | 125 Dwelling | 30% | 38 | Dwelling | | 130 | 15 | 24 | 9 | 6 | | | |
| 210 | 6 | LDR | 546576.6005 | 12.54767219 | 75% | 409932.4504 | 17500 SF | Dwelling | | 23 Dwelling | 30% | 7 | Dwelling | | 90 | 2 | 5 | 5 | 3 | | 70 acres | |
| 210 | 7 | LDR | 3633184.524 | 83.40643995 | 75% | 2724888.393 | 17500 SF | Dwelling | | 156 Dwelling | 30% | 47 | Dwelling | | 500 | 9 | 28 | 31 | 18 | | 130 | |
| 215 | 8 | MDR | 291970.9381 | 6.702730443 | 75% | 218978.2036 | 7500 SF | Dwelling | | 29 Dwelling | 30% | 9 | Dwelling | | 20 | 1 | 3 | 3 | 2 | | | |
| 210 | 9 | LDR | 522088.5023 | 11.98550281 | 75% | 391566.3767 | 17500 SF | Dwelling | | 22 Dwelling | 30% | 7 | Dwelling | | 90 | 2 | 5 | 5 | 3 | Closer to a half acre once you subtract out the other stuff | | 0.538461538 |
| 215 | 10 | MDR | 442713.9396 | 10.16331358 | 75% | 332035.4547 | 7500 SF | Dwelling | | 44 Dwelling | 30% | 13 | Dwelling | | 50 | 2 | 5 | 4 | 3 | | | |
| 221 | 11 | HDR | 343055.7167 | 7.87547559 | 75% | 257291.7875 | 1100 SF | Dwelling | | 234 Dwelling | 30% | 70 | Dwelling | | 290 | 19 | 35 | 17 | 11 | | | |
| 215 | 12 | MDR | 771406.4889 | 17.70905622 | 75% | 578554.8667 | 7500 SF | Dwelling | | 77 Dwelling | 30% | 23 | Dwelling | | 120 | 2 | 5 | 6 | 4 | | | |
| 215 | 13 | MDR | 234926.3502 | 5.393166901 | 75% | 176194.7627 | 7500 SF | Dwelling | | 23 Dwelling | 30% | 7 | Dwelling | | 30 | 1 | 3 | 2 | 2 | | | |
| 411 | 14 | Park | 1621127.025 | 37.21595558 | 100% | 1621127.025 | 43560 SF | Acres | | 37.22 Acres | | 37.22 | Acres | | 110 | 2 | 2 | 14 | 11 | | | |
| 411 | 15 | Park | 341971.5842 | 7.850587332 | 100% | 341971.5842 | 43560 SF | Acres | | 7.85 Acres | | 7.85 | Acres | | 50 | 1 | 1 | 7 | 5 | | | |
| 411 | 16 | School | 765095.769 | 17.56418202 | 100% | 765095.769 | 43560 SF | Acres | | 18 Acres | | 18 | Acres | | 100 | 2 | 2 | 13 | 11 | | | |
| 221 | 17 | HDR | 298361.3698 | 6.849434568 | 75% | 223771.0274 | 1100 SF | Dwelling | | 203 Dwelling | 30% | 61 | Dwelling | | 240 | 18 | 32 | 15 | 10 | | | |
| 215 | 18 | MDR | 681760.0545 | 15.65105727 | 75% | 511320.0409 | 7500 SF | Dwelling | | 68 Dwelling | 30% | 20 | Dwelling | | 100 | 1 | 4 | 5 | 3 | | | |
| 215 | 19 | MDR | 204823.1726 | 4.702093035 | 75% | 153617.3795 | 7500 SF | Dwelling | | 20 Dwelling | 30% | 6 | Dwelling | | 20 | 1 | 2 | 2 | 1 | | | |
| 210 | 20 | LDR | 2463522.17 | 56.55468709 | 75% | 1847641.627 | 17500 SF | Dwelling | | 106 Dwelling | 30% | 32 | Dwelling | | 350 | 7 | 20 | 21 | 13 | | 52.5 | |
| 210 | 21 | LDR | 549172.5111 | 12.6072661 | 75% | 411879.3833 | 17500 SF | Dwelling | | 24 Dwelling | 30% | 7 | Dwelling | | 90 | 2 | 5 | 5 | 3 | | 0.403846154 | |
| 215 | 22 | MDR | 160678.0709 | 3.688660948 | 75% | 120508.5532 | 7500 SF | Dwelling | | 16 Dwelling | 30% | 5 | Dwelling | | 10 | 1 | 2 | 2 | 1 | | | |
| 210 | 23 | LDR | 2634942.015 | 60.48994525 | 75% | 1976206.511 | 17500 SF | Dwelling | | 113 Dwelling | 30% | 34 | Dwelling | | 370 | 7 | 21 | 23 | 13 | | | |
| 215 | 24 | MDR | 456341.9013 | 10.47616853 | 75% | 342256.426 | 7500 SF | Dwelling | | 46 Dwelling | 30% | 14 | Dwelling | | 60 | 2 | 5 | 5 | 3 | | | |
| 411 | 25 | NPSA | 32670 | 0.75 | 100% | 32670 | 43560 SF | Acres | | 0.75 Acres | | 0.75 | Acres | | 40 | 1 | 1 | 6 | 5 | | | |
| 210 | 26 | LDR | 5514576.944 | 126.5972669 | 75% | 4135932.708 | 17500 SF | Dwelling | | 236 Dwelling | 30% | 71 | Dwelling | | 740 | 14 | 41 | 45 | 27 | | | |
| 215 | 27 | MDR | 674749.5007 | 15.4901171 | 75% | 506062.1255 | 7500 SF | Dwelling | | 67 Dwelling | 30% | 20 | Dwelling | | 100 | 1 | 4 | 5 | 3 | | | |
| 221 | 28 | HDR | 122613.8575 | 2.814826848 | 75% | 91960.39313 | 1100 SF | Dwelling | | 84 Dwelling | 30% | 25 | Dwelling | | 70 | 14 | 20 | 6 | 4 | | | |

2045 Estimated Trip Generation by Zone



2045 Estimated AADT

2045
ADT



Dilworth Boundary
Parcels

0 250 500
Feet



Appendix C

Example Corridor Features

Location: 30th Ave S – Moorhead, MN

Right of Way: 120ft

Number of Lanes: 4

Median: 15ft Grass

Dedicated Left Turn: Yes

Width of Roadway Section: 70ft

Sidewalk: Sidewalk (8ft)



Location: 36th Ave S – Fargo, ND

Right of Way: 80ft

Number of Lanes: 3

Median: No

Left Turn: TWDL

Width of Roadway Section: 40ft

Sidewalk: Shared Use Path (10ft), Sidewalk (6ft)



Location: 9th Street SW – West Fargo, ND

Right of Way: 100ft

Number of Lanes: 2

Median: Yes (15ft)

Left Turn: Dedicated Left

Width of Roadway Section: 50ft

Sidewalk: Shared Use Path (10ft), Sidewalk (6ft)



Location: 62nd Ave S – Fargo, ND

Right of Way: 80ft

Number of Lanes: 2

Median: No

Left Turn: No

Width of Roadway Section: 42ft

Sidewalk: Shared Use Path (8ft), Sidewalk (5ft)



Location: 42nd Street S – Fargo, ND

Right of Way: 130 ft

Number of Lanes: 5

Median: No

Left Turn: TWDL

Width of Roadway Section: 65ft

Sidewalk: Shared Use Path (10ft), Sidewalk (6ft)



Location: 31st Ave E – Fargo, ND

Right of Way: 65 ft

Number of Lanes: 2

Median: No

Left Turn: No

Width of Roadway Section: 35ft

Sidewalk: Shared Use Path (10ft), Sidewalk (6ft)



Location: 40th Ave S – Fargo, ND

Right of Way: 100 ft

Number of Lanes: 2

Median: No

Left Turn: No

Width of Roadway Section: 40ft

Sidewalk: Shared Use Path (9ft), Sidewalk (8ft)



Location: 40th Ave S – Fargo, ND

Right of Way: 100 ft

Number of Lanes: 2

Median: Yes (16ft)

Left Turn: Yes, Dedicated Lt

Width of Roadway Section: 47ft

Sidewalk: Shared Use Path (10ft), Sidewalk (10ft)



Location: 4th Ave S – Fargo, ND

Right of Way: 80ft

Number of Lanes: 3

Median: No

Left Turn: No

Width of Roadway Section: 37ft

Sidewalk: Shared Use Path (10ft)



Location: 8th Ave N – Moorhead, MN

Right of Way: 120ft

Number of Lanes: 2

Median: Yes (20ft)

Left Turn: No (Yes at intersections)

Width of Roadway Section: 53ft

Sidewalk: Shared Use Path (10ft)



Location: 4th Street E – West Fargo, ND

Right of Way: 85ft

Number of Lanes: 2

Median: No

Left Turn: No

Width of Roadway Section: 31ft

Sidewalk: Shared Use Path (10ft), Sidewalk (10ft)



Location: 32nd St S – Fargo, ND

Right of Way: 130ft

Number of Lanes: 2

Median: No

Left Turn: No

Width of Roadway Section: 37ft

Sidewalk: Shared Use Path (10ft), Sidewalk (5ft)



Appendix D
Public Engagement Summary

8th Avenue Extension Study Community Engagement Plan

Dilworth, MN | Metro COG

Introduction

The City of Dilworth and Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is embarking on the development of a corridor plan for the extension of 8th Avenue in Dilworth from 34th Street N to 60th Street N. Currently two segments of 8th Avenue have been constructed (34th Street to 15th Street and 7th Street to Woodbridge Dr). The planning process will start in September 2024 and is expected to conclude in early 2025.

The study will evaluate how the extension of 8th Avenue may affect development patterns, future land use, traffic patterns and the development of the local roadway network. As part of the study, the project team will consider traffic control and the layout of the intersections at 34th Street, County Road 9, Main Street, 7th Street Northeast and 14th Street Northeast.

There is already a plan for a regional park to be located along 8th Avenue. The project team will work with the City to explore possible configurations of the park space and how the 8th Avenue extension can be designed to provide access for users of all ages and abilities.

Purpose of the Community Engagement Plan

The purpose of the Community Engagement Plan is to define the public engagement activities that support the development of a corridor and growth area plan for the 8th Avenue extension. The Community Engagement Plan is centered on an inclusive process that encourages everyone to participate and to motivate those who are not usually engaged to become engaged. Effective public engagement that meets the needs of various stakeholders and provides a meaningful outcome for decision makers is an important step in the overall planning process and will be incorporated from start to finish during the study.

The Community Engagement Plan will be updated as the project progresses to help document the planning process.

Project and Community Engagement Goals

The City of Dilworth and Metro COG will work with the consultant team (Apex Engineering, TC2 and HKGi) to meet the overall project and community engagement goals. Community engagement during the planning process will be used to help identify community needs and desires, which will inform the corridor plan.

Project Goals

- Develop a corridor plan for the 8th Avenue extension that meets the needs and desires of current and future community members.
- Design a corridor which provides easy, safe and comfortable transportation options for users of all modes, ages and abilities.
- Educate the community on Dilworth's expected future growth.
- Identify desired land use patterns for the study area, including but not limited to new housing and commercial opportunities.

Community Engagement Goals:

- Utilize effective communication tools accessible to a broad and diverse audience.
- Engage community leaders, property owners, the general public, and underserved populations.
- Ensure the community outreach strategies align with the sequence of study tasks, including key decision points, so that input gathered can meaningfully inform the work products that are developed.
- Incorporate online community engagement tools including, but not limited to: surveys, ArcGIS story maps, project website, social media posts, emails.

Community Engagement Schedule

Community engagement activities will be structured around three phases:

Phase I (September/October 2024): Inform and Listen

Phase I of community engagement will begin by building relationships with stakeholders- an important first step in building trust with the community. As engagement shifts towards the larger community, the project team will focus on communicating the "what", "why" and "how" of the project, and developing an understanding of the community's aspirations and concerns about future development.

Engagement Tools

- Project branding and promotional materials
- Project website and online engagement tools
- Stakeholder meeting
- Study Review Committee (SRC) Meeting

Phase II (November/December 2024): Consult, Explore and Create

The project team will consult with the community on design alternatives and share the various modes of transportation and land uses that can be accommodated on and along the corridor. Benefits and trade-offs for each alternative will be discussed with the community. Recognizing it may be difficult for the entire community to agree upon one alternative mutually, the goal of Phase II is to build consensus on an alternative that provides the greatest benefit to most.

Engagement Tools

- Promotional materials
- Project website and online engagement tools
- Stakeholder meeting
- Public meeting
- Study Review Committee (SRC) Meetings

Phase III (December 2024/January 2025): Report, Discuss & Agree

In Phase III, the project team will seek municipal consent on a preferred transportation and land use plan. This includes seeking direction from the Study Review Committee (SRC), and approval from the Metro COG policy board and the City.

Engagement Tools

- Project website
- Study Review Committee (SRC) Meeting
- Presentations to Metro COG and the City

Stakeholders

Stakeholders are defined as all individuals with an interest in the 8th Avenue expansion project. As part of the planning process, the project team will be engaging with stakeholders on their aspirations and concerns regarding the project.

Stakeholders include, but are not limited to:

- Adjacent landowners
- Dilworth-Glyndon-Felton School District
- MATBUS
- Walmart
- Current users of existing 8th Avenue segments (between 34th Street to 15th Street and 7th Street to Woodbridge Dr)
- Dilworth Park Board
- City of Dillworth
- Clay County
- City of Moorhead

Study Review Committee (SRC)

The City and Metro COG has established a Study Review Committee (SRC) who will oversee the planning process with periodic “check-ins” and to discuss draft materials.

Members of the SRC include:

- Peyton Mastera, City of Dilworth
- Don Lorsung, City of Dilworth
- Michael Maddox, Metro COG

The following table will be used to document scheduled SRC meetings.

| Meeting | Date | Location |
|------------|--------------------|-----------------------|
| Meeting #1 | August 28, 2024 | City Hall and Virtual |
| Meeting #2 | September 16, 2024 | City Hall and Virtual |
| Meeting #3 | October 21, 2024 | City Hall and Virtual |
| Meeting #4 | November 13, 2024 | City Hall and Virtual |
| Meeting #5 | December 11, 2024 | City Hall and Virtual |

Engagement Toolbox

The following engagement tools will be used to reach individuals or groups who have an interest in or might be interested in or impacted by the 8th Avenue extension project.

A. Public Involvement Meetings

The study will include one public involvement meeting. This meeting will provide community members with an opportunity to talk to project staff about the project and provide input on their transportation and land use preferences. The following table will be used to document public involvement meetings.

| Meeting | Date | Location | Staffing |
|---------|-------------------|-----------------------------------|--|
| #1 | November 19, 2024 | DGF Elementary School in Dilworth | Michael Maddox – Metro COG Peyton Mastera – City of Dilworth Ryan Weinzierl – City of Dilworth Brent Muscha – Apex Nick Gubbels – Apex Ryan Roth – Apex Lance Bernard – TC2 Eve Vanagas – TC2 |

B. Stakeholder Listening Sessions

Specific groups (i.e., adjacent landowners) will be targeted to learn more about their issues and concerns. The following table will be used to document scheduled stakeholder meetings.

| Session | Date | Location | Stakeholder |
|---------|--------------------|-------------------|---------------------|
| #1 | September 30, 2024 | Virtual | Rick Halvorson |
| #2 | October 7, 2024 | Apex Fargo Office | Michael Astrup |
| #3 | October 16, 2024 | Virtual | City of Moorhead |
| #4 | October 24, 2024 | Virtual | WalMart |
| #5 | November 12, 2024 | Virtual | DGF School District |
| #6 | November 14, 2024 | Virtual | MATBUS |

C. Online Engagement

Tools such as ArcGIS Story Maps and Survey123 will be used to share information about the project and learn about community needs and preferences. Online engagement will provide an opportunity for those who cannot make in-person events to weigh in on the project. The consultant team will develop the content for all online engagement. Metro COG will host the project website, and the City of Dilworth will share online engagement opportunities on their city webpage and social media.

D. Project One Pager

The consultant team will create a project one pager which provides a high-level overview of the project and directs community members towards engagement opportunities. The one pager will be distributed to community members to share information about the project.

E. Postcards

The consultant team will create a postcard with information about the public involvement meeting and links to the project website and online survey. This postcard will be mailed to residents and property owners near the project area prior to the public involvement meeting.

Introduction

The community engagement process spanned three months, incorporating both targeted and broad outreach strategies. Early in the process, stakeholder interviews were conducted, while broader community engagement activities included a project website, community survey, and an open house. More information about these engagement strategies is highlighted throughout this document.

Key themes that emerged from community engagement activities include:

- **Roadway Alternatives:** Opinions varied on how close the roadway extension should be to existing homes. Some property owners prefer a green buffer, such as a berm, between their homes and the road. Others prefer the roadway extension to be located further north, with future development acting as a buffer between their properties and the road. Property owners directly impacted by the roadway alternatives are also considered on how their alignment will divide their property, making it more challenging for future use or development.
- **Access and Connectivity:** People support a two-lane road and a road with parkway features.
- **Roundabouts:** While some participants sought more information on the benefits and implementation criteria for roundabouts, there is no strong desire for them at this time. Metro Bus expressed slight concerns about how a roundabout at 34th/8th Avenue could impact their operations to and from the Walmart bus stop.
- **Park and School Access:** Concerns were raised about a roadway extension dividing the elementary school from a future park, with stronger objections tied to the southernmost alignment. The school expressed similar concerns.
- **Missing Middle Housing:** There is strong community interest in diversifying housing options, with a particular preference for twin homes, townhomes, condominiums, and small-lot detached homes.
- **Development Patterns:** Participants favored small-lot detached housing and traditional neighborhood designs with street grids. Few supported rural estates.
- **Schedule Funding:** There are community questions and concerns regarding the timeline for the road's construction and its funding. Please note a funding source has not been determined and a construction schedule has not been established.

Engagement Strategies

The project team used various strategies to introduce the study to the community, gather input on current issues and needs, and understand what residents, businessowners and landowners envision for the future of Dilworth. A summary of those activities is described throughout this document.

One-on-One Interviews

Early in the process, stakeholder interviews were conducted to understand the intentions of major property owners regarding future development. Other stakeholders engaged included the

Dilworth-Glyndon-Felton School District, Fargo Moorhead Metro Area Transit, the City of Moorhead, and Walmart.

Online Survey

An online survey was conducted to gather input from community members on their preferred roadway design elements and land-use options. Participants ranked their preferences and provided explanations for their selections. Survey results and findings are summarized in Attachment A.

The survey was open from Tuesday, October 1, to Friday, December 6, 2024. It was hosted on Metro COG's website and promoted through multiple channels, including social media posts, flyers, and community announcements. A total of 179 community members participated in the survey, with respondents given the option to skip questions.

Optional demographic information was collected from survey respondents:

1. 54% are between 35 and 54 years of age (out of 125 responses)
2. 55% identify as male and 40% as female (out of 125 responses)
3. 94% identify as white (out of 127 responses)
4. 69% have a total annual household income over \$100,000 (out of 121 responses)
5. 93% live in the 56529 zip code (out of 104 responses)

Open House

As the planning process neared its conclusion, a community open house was held on Tuesday, November 19, 2024, from 5:30 p.m. to 7:30 p.m. at Dilworth Elementary School. The event was promoted through a postcard mailing (750 properties), text messages (300+ people), social media posts, and flyers posted throughout the community. Approximately 50 people attended the open house.

During the event, project staff gave a formal presentation to share details about the study, alternative roadway designs under consideration and future land use options. Key information was also showcased on informational boards (see Attachment C) placed throughout the room. Attendees were encouraged to provide feedback on the alternative roadway designs using sticky notes or comment cards and to "vote" for their preferences regarding transportation features (e.g., bike lanes, sidewalks, and roundabouts) and land use options by using stickers. The project team was available to interact with residents, discuss the study, and answer questions.

Discussions with those who participated in the open house suggest:

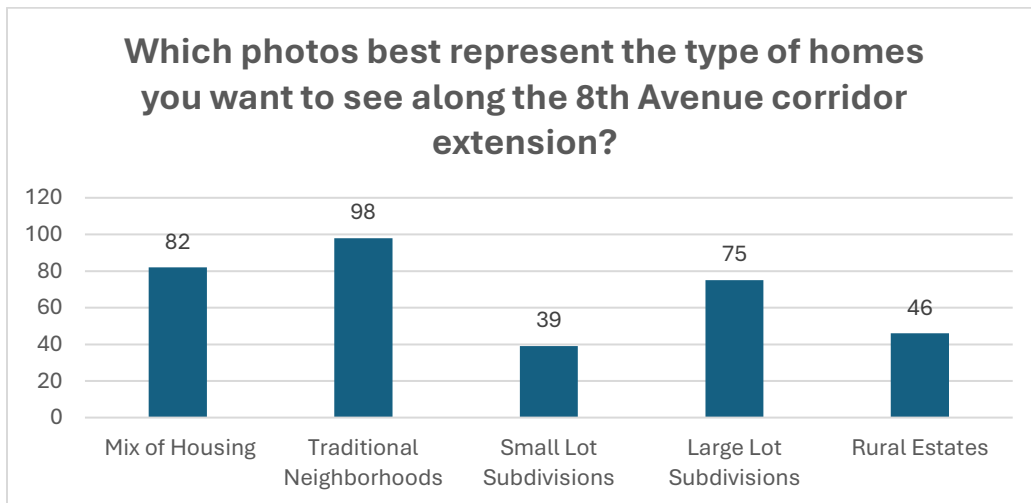
- There is general support for the extension of 8th Avenue, with community members viewing it as a valuable opportunity to address local needs.
- Preferences for the roadway alternatives are mixed, as each option offers unique benefits and challenges. For instance, some property owners favor designs that serve as a buffer between their backyards and future development, while others prefer alignments situated farther north.
- Property owners directly affected by the future alignment are concerned about assessments and the potential division of their property.

- Safety along the corridor is a top priority, with many community members favoring a two-lane divided roadway with parkway features.
- There is strong support for an off-street shared multi-use bicycle and pedestrian path.
- Community members acknowledge the need for more affordable "missing middle" housing.
- While some residents oppose additional apartments and higher-density housing, there is recognition of the need for smaller-scale developments, such as townhomes, twin homes, and condominiums.
- There is some opposition to large-scale commercial development along the corridor, with stronger support for mixed-use commercial projects, similar to the Rail District.

Attachment A: Online Survey Results

The following is a summary of the online survey results, including key findings and participant quotes.

A.) Which photos best represent your vision for land use patterns along the 8th Avenue corridor extension? (170 responses)



Findings

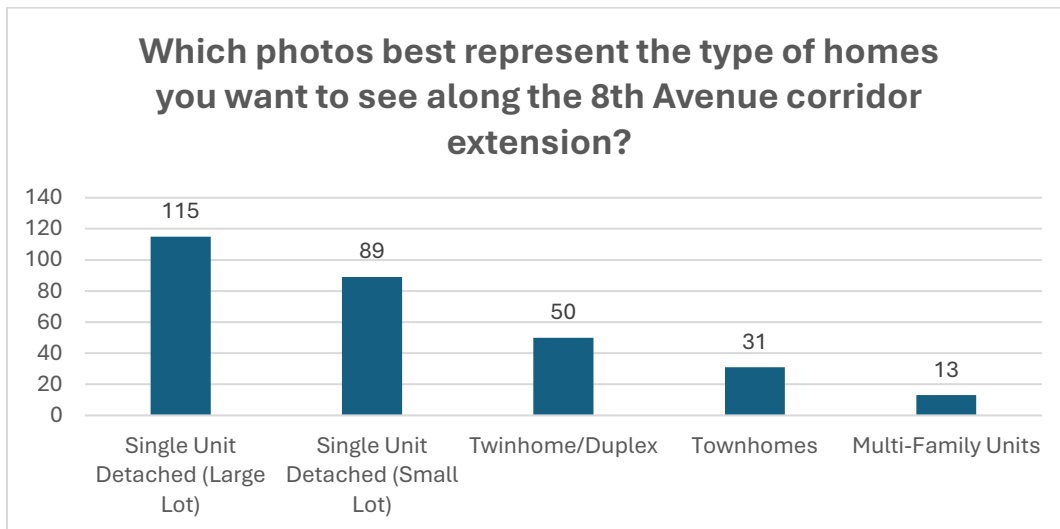
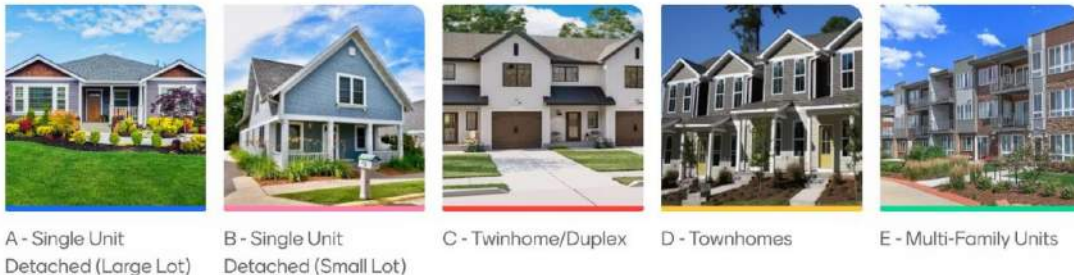
Survey respondents expressed diverse housing preferences, with most favoring traditional neighborhoods and a mix of housing types.

When asked about their land-use preferences, community members highlighted the need for additional housing, including more affordable options. They acknowledged that incorporating missing-middle housing and smaller starter homes in new developments could help address the housing shortage. However, many voiced oppositions to higher-density housing, particularly apartments, due to concerns about Dilworth losing its “small-town” character. Respondents also emphasized the importance of preserving green spaces and ensuring access to nature.

Participant Quote Examples

| |
|---|
| <p>“Because we need more starter homes and less big homes that few people can afford in Dilworth. We have a housing shortage, and this would help address that. It would also help keep urban sprawl in check”</p> |
| <p>“The photos are small, so hard to see, but I hopefully chose some that would allow a mix of smaller and larger homes. We need some smaller and more affordable options, but not giant apartments.”</p> |
| <p>“I would like Dilworth to grow but in a responsible way. I do not believe high density houses or apartments is what this city needs. I like the small town feel of Dilworth and we are slowly losing that”</p> |
| <p>“There are multiple areas in Dilworth that have mixed housing. Our area needs more homes where there are lots big enough for kids to run and play. It will also allow for views of nature from homes.”</p> |

B.) Which photos best represent the type of homes you want to see along the 8th Avenue corridor extension? (142 responses)



Findings

Survey respondents selected single unit detached homes over other housing types, which contrasts with the preferences expressed in earlier questions and submitted comments.

When asked about their housing preferences, some community members expressed a desire for more affordable options and viewed twin homes and townhomes as a way to attract younger families to the area. However, others opposed higher-density housing, particularly apartments, citing concerns that such developments could disrupt Dilworth’s “small-town” character and lead to an increase in renters rather than homeowners. Detached homes are often perceived as the primary path to “homeownership,” which may explain why more respondents preferred this housing type. It is also noteworthy that a significant number of respondents favored smaller lots and traditional housing patterns (Question A) as their preferred option and noted these options support a “small-town” feel.

Participant Quote Examples

| |
|--|
| “Help bring more families to the area, town and twin homes are more affordable for most families” |
| “I believe there is a need for affordable housing through townhomes, etc. ” |
| “Its small-town character is what makes it special, and I believe it’s worth preserving. I’d love to see development that supports this close-knit community feel, rather than a shift toward apartments ” |
| “Our city needs responsible growth and not more apartments or high-density housing ” |

C.) Which photos best represent roadway types and features that should be considered for the 8th Avenue corridor extension? (139 responses)



A - Undivided Roadway



B - Divided Roadway with Median



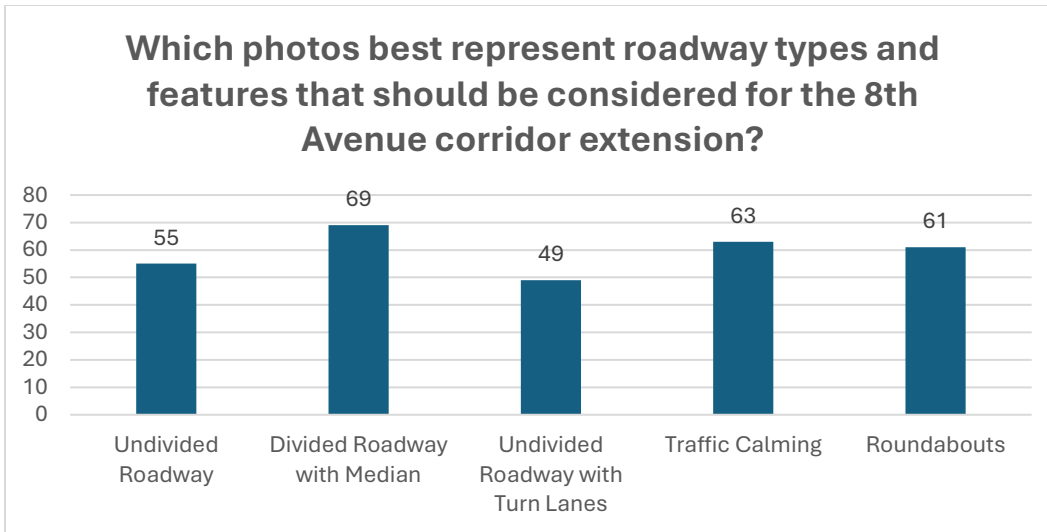
C - Undivided Roadway with Turn Lanes



D - Traffic Calming



E - Roundabouts



Findings

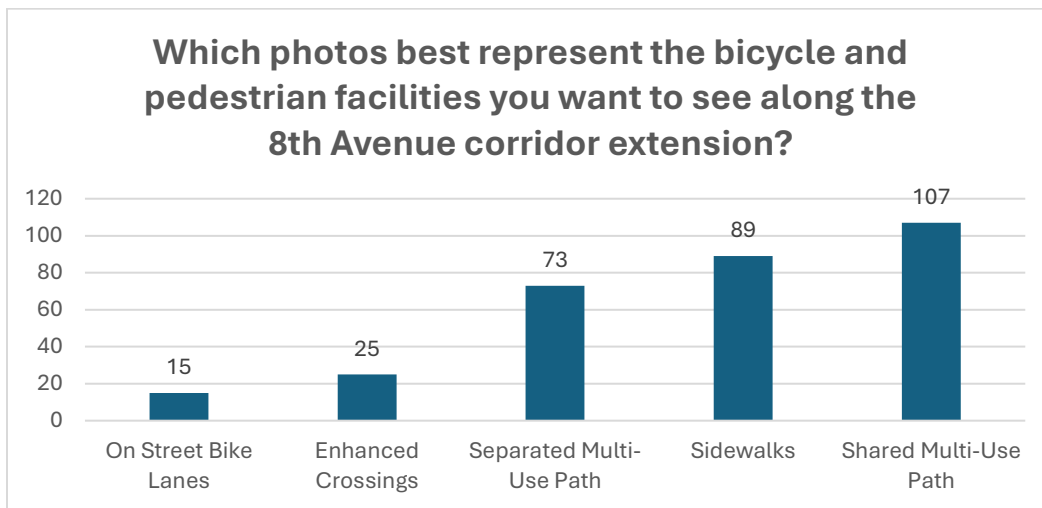
Survey respondents prefer a divided roadway with a median over both an undivided roadway and an undivided roadway with turn lanes. Nearly half supported incorporating traffic calming measures and roundabouts.

When asked to explain their preferences, community members stated that their priority is for the road to maintain traffic flow without encouraging high speeds. Pedestrian safety is also a priority. While these priorities emerged as a key theme, there are still questions and hesitation in the effectiveness of using roundabouts to slow traffic and improve safety. Although not as frequently mentioned, greenery along the corridor was important to some respondents for aesthetic and environmental reasons. Others also cited concerns about the cost and maintenance of trees and boulevard space.

Participant Quote Examples

| |
|---|
| <p>“Roundabouts don't do much aesthetically for me, perhaps they are stronger in function. Traffic Calming is welcomed, because as a resident who lives on 4th Avenue - we don't need more speeding cars”</p> |
| <p>“It would be great to see divided roads with plenty of trees and bike paths to enhance the area's appeal. Adding roundabouts could also help maintain smooth traffic flow and discourage speeding”</p> |
| <p>“Divided roads are more difficult to maintain”</p> |
| <p>“I feel turn lanes help with the flow of traffic. Not a fan of roundabouts, I have seen too many people just "jump" them.”</p> |

D.) Which photos best represent the bicycle and pedestrian facilities you want to see along the 8th Avenue corridor extension? (139 responses)



Findings

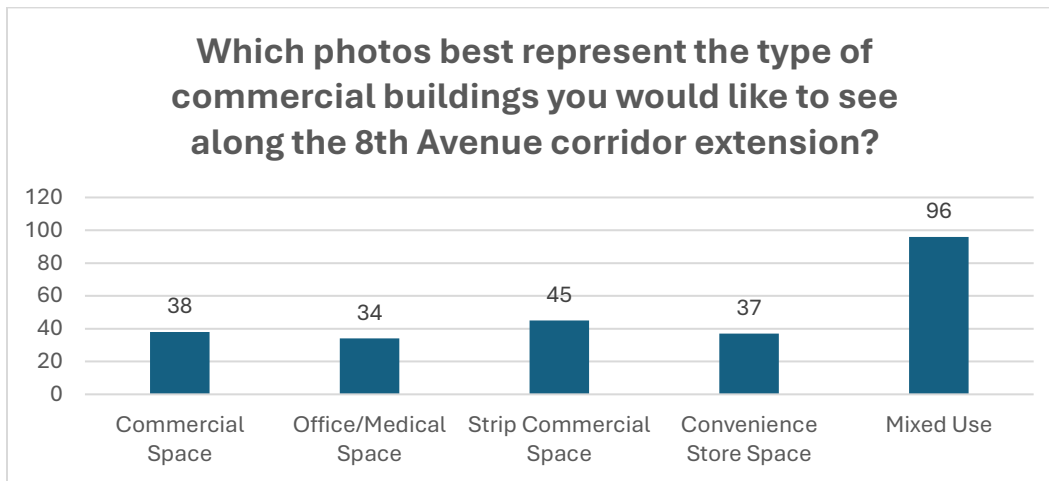
Survey respondents overwhelmingly prefer off-street bicycle and pedestrian facilities, with the greatest support for a shared multi-use path.

When asked to explain their preferences, community members expressed opposition to on-street bike lanes, citing safety concerns, particularly for children in the area. There is strong support for safe walking and biking facilities along the corridor, provided they are separated from the roadway.

Participant Quote Examples

| |
|---|
| <p>“Keep the bikes off of the roadways. Adults may use the bike lanes on roadways, but children will not. When children in our community need to go to baseball practice or school, safe and separate”</p> |
| <p>“Keeping bikes and pedestrians off the main road is safer. But nice wide bike paths provide efficient safe transportation for bike commuting. Large obvious crosswalks are safer for all.”</p> |
| <p>“Dedicated and separated bike paths (not on the road) would be ideal for families with small children”</p> |

E.) Which photos best represent the type of commercial buildings you would like to see along the 8th Avenue corridor extension? (124 responses)



Findings

Survey respondents overwhelmingly prefer mixed use commercial development.

When asked to explain their preferences, community members expressed a desire for the corridor to remain primarily residential, with businesses being added along the corridor to serve the community directly around it (e.g., small businesses, places to eat, shop, and remote work). Some mentioned a preference for development similar to the Rail District. However, not all community members support commercial development along the corridor, with some preferring it to remain entirely residential or expressing concerns that existing businesses are already struggling to survive.

Participant Quote Examples

| |
|--|
| <p>“I’d rather not see commercial properties along the 8th Ave Corridor. Encourage single family homes. Put the commercial development along 34th Street and 14th St E.”</p> |
| <p>“I think the Rail District has set the precedence! What a great space. Something similar on 8th would be welcome! But there are enough gas stations right on Highway 10. We don't need more.”</p> |
| <p>“I'd rather have none. Why does Dilworth keep adding more businesses when they can't even maintain the business areas they already have? Too many empty buildings already!”</p> |
| <p>“It would be nice to have some new places to eat and shop in our area and with most office employees working hybrid or from home office space is readily available all across the metro”</p> |

Question 1

Question: Which photos best represent your vision for land use patterns along the 8th Avenue corridor extension?

Respondents: 170

| Choices | Votes |
|-------------------------------|-------|
| A - Mix of Housing | 82 |
| B - Traditional Neighborhoods | 98 |
| C - Small Lot Subdivisions | 39 |
| D - Large Lot Subdivisions | 75 |
| E - Rural Estates | 46 |

Question 2

Question: Land Use Patterns: Why did you choose these photos?

Respondents: 92

Responses

| | |
|----|--|
| 1 | Mainly to address the "missing middle" as identified in the regional housing study. |
| 2 | The area lends itself to a mix of housing units, with less density as you move further north and northeast. |
| 3 | Liked the housing mix. More need for "missing middle" housing |
| 4 | 8th Avenue near 34th St has grocery stores and connects to other mixed uses and residential. |
| 5 | Because we need more starter homes and less big homes that few people can afford in Dilworth. We have a housing shortage and this would help address that. It would also help keep urban sprawl in check |
| 6 | Because we need more starter homes and less big homes that few people can afford in Dilworth. We have a housing shortage and this would help address that. It would also help keep urban sprawl in check |
| 7 | Because we need more starter homes and less big homes that few people can afford in Dilworth. We have a housing shortage and this would help address that. It would also help keep urban sprawl in check |
| 8 | There needs to be more large lot options |
| 9 | More variety in houses |
| 10 | I think I'd ultimately like to see 8th avenue be the south end of a larger, 'central park' type development with community recreation assets - that choice seemed most in accordance with that |
| 11 | Affordable single family homes. Avoid high-density rental housing. |
| 12 | Fills a need for more housing. |
| 13 | I would like Dilworth to grow but in a responsible way. I do not believe high density house or apartments is what this city needs. I like the small town feel of Dilworth and we are slowly losing th |
| 14 | I see the city expanding in the future where they will want to build homes and live in that area. Rural estates are great, but it's too close to the city where more lots will eventually be wanted. |
| 15 | Keep the area similar |
| 16 | I would like to add multiple styles of homes in our community, but keep our community small and similar to what we have. There is a reason why people live in Dilworth. Keep it simple and people based. |
| 17 | Of the options available I think they are best. |
| 18 | Traditional goes with the homes that would be south of 8th ave. Mixed use I think having a little variety would be ok. Big lots just don't with the current set up in that area of town. |
| 19 | Traditional housing goes along with the area that will be just south of 8th Ave. Mixed used because it is ok to have a little |
| 20 | We need to provide a variety of housing options and this would be a great opportunity to do so. |
| 21 | We are building houses to close together in newer parts of town some lots have little to no privacy- it's time to go back to |
| 22 | I think mixed is needed and just rural or large lots is a waste of a lot of lots. |
| 23 | I believe it is the best interest to have more family homes rather than apartment complexes |
| 24 | Just used to it |
| 25 | Because |
| 26 | The photos are small, so hard to see, but I hopefully chose some that would allow a mix of smaller and larger homes. We need some smaller and more affordable options, but not giant apartments. |
| 27 | The stretch of land between 34th and county road 9 should blend the business area by Walmart and Aldi with the residential area by county road 9, becoming more residential approaching 9. |
| 28 | Because our community needs more nature not crowded communities with no privacy. |
| 29 | I do not want mixed housing or apartments this way. The houses in Summerwood are not that. |
| 30 | Having a mixtures of lands would be great options for new buyers |
| 31 | nice housing development layouts with nice yards |
| 32 | its fitting for dilworth |
| 33 | people are looking for larger lot sizes |

| | |
|----|--|
| 34 | Always a field and this continues that Grow west and east to connect to existing infrastructure. Not north |
| 35 | There are multiple areas in Dilworth that have the mixed housing. Our area needs more homes where there are lots big enough for kids to run and play. It will also allow for views of nature from homes. |
| 36 | Large lots will allow more natural habitats to continue and nature to be preserved close to town. |
| 37 | We do NOT need a large , dense neighborhood here with a future park also here. Very important to current residents this |
| 38 | See last answer. We do not want a lot of traffic on this road. We like the current open, rural concept |
| 39 | I think rural and traditional houses would be the best idea to maintain the cohesion of existing neighborhoods. |
| 40 | Adding more rural homes/traditional housing would maintain a better flow for the current neighborhoods and rural homes |
| 41 | I think a variety looks nice. I think this will invite middle class families in which will increase our city taxes which increases |
| 42 | People like large lots - land to use and not close to neighbors |
| 43 | Better neighborhood and better looking than apartments. |
| 44 | People like large lots so there is space between homes |
| 45 | Wish to keep as rural as possible |
| 46 | Area doesn't currently have these options. Keep all areas of Dilworth growing in the right direction. |
| 47 | I want a mix of lot sizes and apartments and possibly stores or soemthin |
| 48 | I prefer less development and a more rural atmosphere |
| 49 | Usps would be able to get around town a lot better |
| 50 | I'm really open to everything |
| 51 | We have Keystone development with small lot sizes that has not sold all that well, other than the developer and investors building rent housing. Larger lots of Woodbridge and Summerwood sold well |
| 52 | Lower housing density and more green space. |
| 53 | Keeping with current housing patterns so far. |
| 54 | We have space in the newer developments. I think we need to attract self sustaining families living in single family homes. Multi family areas use more resources than single famillys of equal numbers. |
| 55 | To fit in with the rest of Dilworth |
| 56 | There is no need to build any additional small lot neighborhoods or multi family apartments in these areas. Dilworth already has enough of that type of construction. Don't spoil what is happening. |
| 57 | Because I don't wanna see high density housing out there |
| 58 | Best use of land keep commercial development near hwy 10 |
| 59 | A good mix of various home prices would make a more diverse mix of residents. Need more opportunities for lower cost |
| 60 | It would keep the current feel of Dilworth. |
| 61 | Less congested area with large lots and better traffic flow. |
| 62 | Diversity. Keep Dilworth rural. |
| 63 | I HATE cookie cutter neighborhoods |
| 64 | We need more green space and less concrete jungle |
| 65 | I think these 2 photos would help meet the need for housing in a space sustainability way. I belive the small lot spacing is |
| 66 | Looks too cluttered with the other photos. The reason we moved to Dilworth was to have the small town feel, which the small lots, big lots, and rural estates still provide while still allowing growth. |
| 67 | If 8th Ave NE is extended, I' would think most people would be deterred in living next to a busy road. Again, we had moved |
| 68 | Aesthetics. Packing as many houses as possible into a small will diminish the look and feel of our small community. |
| 69 | Aesthetics. Packing as many houses as possible into a small area looks terrible. |
| 70 | I think this area is most suitable for single-family homes. |
| 71 | Adds character, ease of understanding |
| 72 | This would be another great opportunity to build to Ciy of Dilworth s population. |
| 73 | We need affordable housing options |
| 74 | Do not want to see the area with large spartments |
| 75 | As someone who lives along 8th Ave NE, I am concerned about all the additional traffic that will be created. It was a quiet area when I first moved here in 2013. This project will add a lot of noise. |
| 76 | We had to endure 10 years of construction around us already. I was hoping things would finally be quieting down. This proposal will practically create a highway, and extra traffic, going past my home. |
| 77 | Could we please find out what this proposed construction timeline is? I would like to know if I need to consider moving before this project begins to denigrate this area with the additional traffic. |
| 78 | Seemed to have biggest straight line road |
| 79 | Less housing, less traffic, better valued homes. |
| 80 | Attraction for different income levels |
| 81 | We don't need another busy road. Traffic should stay on high way 10 |
| 82 | I've lived in the neighborhood in N Dilworth for 25 years, that's why we chose Dilworth was the small town feel and traditional neighborhoods. I think this road is necessary but need to continue |
| 83 | Need to continue with the same style neighborhoods as we already have. |
| 84 | Like the best |
| 85 | Like the best |

| | |
|-----|--|
| 86 | Like the best |
| 87 | Larger lots for home builders, nice layout of roads and houses |
| 88 | Big houses don't look as neighbor-friendly |
| 89 | Mix of housing and Commercial purina, park, etc would all be nice. The most important to me is the road. |
| 90 | I think a mix would be good, but traditional works as well, and depending on what developers want and city needs for funding, rural estates are also fine. I just really want this to happen |
| 91 | Don't want any apartment complexes near. Preserve this area as single family homes |
| 92 | Personal choice |
| 93 | I believe those types of neighborhoods would best suit the city. |
| 94 | Like the idea of traditional neighborhoods and bigger lots or mixed use |
| 95 | Dilworth has always been cherished as a "small-town" community, and I would love to see it maintain that charm. I hope to see more homes that reflect this close-knit, small-town character. |
| 96 | Would prefer not to see an influx of large apartment complexes. My family has called Dilworth home for over 90 years, and preserving its unique identity is deeply important to me. |
| 97 | continuity with what already exists along proposed path |
| 98 | It's more consistent with what I feel towns need of this size and scope. |
| 99 | It's consistent with what the community needs. |
| 100 | I like the quietness of this area and the existing neighborhoods. I would prefer less traffic and no apartment building in this |
| 101 | It allows more room for extensive bike/walking paths on both sides of the roadway. |
| 102 | Larger lots would give more space to not have houses along the roadway. |
| 103 | More of the small town feel as compared to bigger towns urban sprawl with small lots. |
| 104 | It's nice to have areas in the city that are not overcrowded. |
| 105 | Growth |
| 106 | Like the layout |
| 107 | The layout |
| 108 | I feel those best represent the needed growth for Dilworth |
| 109 | Having neighbors with park and a dog park would be better then apartments and houses and no park. |
| 110 | I would like to see more community enrichment with parks and a dog park then apartments. |
| 111 | Would like to see more development |
| 112 | I feel the Fargo Moorhead area already have enough apartments |
| 113 | Need for housing, and commercial space doesn't seem as needed. Need for more affordable housing, which smaller lots |
| 114 | Need for more residential and not commercial. Affordable housing (first time homebuyers) need smaller homes on smaller |
| 115 | Compatible with existing development along proposed corridor. |
| 116 | Fits in the community |
| 117 | Seem like the best use of the land. |

Question 3

Question: Which photos best represent the type of homes you want to see along the 8th Avenue corridor extension?

Respondents: 142

| Choices | Votes |
|--------------------------------------|-------|
| A - Single Unit Detached (Large Lot) | 115 |
| B - Single Unit Detached (Small Lot) | 89 |
| C - Twinhome/Duplex | 50 |
| D - Townhomes | 31 |
| E - Multi-Family Units | 13 |

Question 4

Question: Housing: Why did you choose these photos?

Respondents: 71

Responses

| | |
|---|--|
| 1 | Missing midle gap. |
| 2 | I would have added single family small lot, but the survey does not allow three choices. Small lot slab single level housing will continue to have a high need as starter housing or senior housing. |
| 3 | I believe there is a need for affordable housing through townhomes, etc. |
| 4 | Because we need more starter homes and less big homes that few people can afford in Dilworth. We have a housing shortage and this would help address that. It would also help keep urban sprawl in check |

| | |
|----|---|
| 5 | No more apartments!!!!!!!!!!!! |
| 6 | No more appointments!!!!!!!! |
| 7 | We need more large lot options |
| 8 | Make it affordable and interesting to first time home buyers and retirees |
| 9 | Affordable single family homes. |
| 10 | Smaller homes families can afford without having rental properties. |
| 11 | Avoid high-density rental properties and encourage affordable single family homes. |
| 12 | Gives options for home ownership. |
| 13 | Our city needs responsible growth and not more apartments or high density housing. |
| 14 | Keep it similar |
| 15 | Same as before. |
| 16 | Don't want to see more multi family units |
| 17 | Large lots but smaller than 40, 000 SF but larger than 9,000 SF |
| 18 | My preference |
| 19 | I like single family home neighbors |
| 20 | No apartments in that area |
| 21 | I think it would provide the widest range of middle-income housing. Dilworth has too much low-income and single family, not |
| 22 | We have enough apartments and crowded homes in our community already. |
| 23 | Houses in Summerwood are large lots. We chose this neighborhood for that reason. We do not want houses sandwiched |
| 24 | Anything but apartments. Single homes would be lovely to see |
| 25 | i like that style of development |
| 26 | People want variety |
| 27 | ... |
| 28 | Same reasons for the lot sizes. I think we have added a bunch of apartments already, near the "downtown", but could use |
| 29 | Keep this area less dense and more rural |
| 30 | Same reason as before. Middle class housing which will bring in more tax money for our city. |
| 31 | I believe this type of housing will create a better neighborhood feel. |
| 32 | Same reason as before. Middle class housing which will bring in more tax money for our city. |
| 33 | Better neighbors. |
| 34 | Look nicer than apts. |
| 35 | Multi family home options cause traffic and parking issues |
| 36 | Fewer townhouses means less renting hopefully |
| 37 | Big houses are gross |
| 38 | Larger lots of Woodbridge and Summerwood have made very nice neighborhoods |
| 39 | It's the type of neighborhood I live in (and it's adjacent to the project area). |
| 40 | Mix of choices and more sharing of tax base. |
| 41 | The people who live in those homes are more self sustaining. They pay in more than they receive. This simply benefits everyone. More money to fix roads, pay city staff better, upgrade parks etc. |
| 42 | Don't spoil what is happening in NE Dilworth. Keep it a desirable place for people in the F-M area to consider moving to. |
| 43 | It would be great to attract kids to the school district |
| 44 | No need for rentals with absentee landlords |
| 45 | Less expensive homes would attract a lot of young families to our community. |
| 46 | Townhouses would be great for older residents to stay in this community. |
| 47 | See question 1 |
| 48 | We need more diversity |
| 49 | No more cookie cutter homes! |
| 50 | More green space! |
| 51 | Don't want to see apartments or townhomes all over town like in Moorhead and Fargo. Not to mention, those are more of a fire risk of spreading compared to twinhomes and single units. |
| 52 | There wasn't any other individual house options |
| 53 | I don't like houses with small lots. I wouldn't want any apartment buildings. |
| 54 | No, apartments what so ever, or twin homes |
| 55 | Family homes large spaces |
| 56 | Again do not wish to see large apartment buildings |
| 57 | Hopefully, larger lots/homes would slightly reduce some of the inevitable large growth in traffic going past our home along 8th Ave NE. This once quiet area has already seen a large traffic increase. |
| 58 | Will mix in with what is currently in my neighborhood |
| 59 | Like the best |
| 60 | Help bring more families to the area, town and twin homes are more affordable for most families |
| 61 | Big houses aren't as neighbor-friendly |
| 62 | I think this is the demo you want going across here. If you want more apartments, they could go over in the rail district which |

| | |
|----|---|
| 63 | I think apartments and townhomes would be better closer to hwy 10. Single family homes would be better for this corridor. |
| 64 | I like it |
| 65 | We need more apartment and townhome rental opportunities in Dilworth but we also need more single family houses. |
| 66 | Like the idea of quality low density housing options |
| 67 | Its small-town character is what makes it special, and I believe it's worth preserving. I'd love to see development that supports this close-knit community feel, rather than a shift toward apartments |
| 68 | high density should be left to outskirts or fringe areas |
| 69 | More prevalent with the age of the population of the Dilworth community needs. |
| 70 | Provide multiple housing options. |
| 71 | Keep the small town feel. |
| 72 | More people |
| 73 | Like it |
| 74 | I want to see more residents. |
| 75 | I think with th recovery center if we had more appartments we would get bad parts in neighborhood with my kids. We also |
| 76 | Maybe make sure contractors are not over charging and maybe wait until wood prices go down to start building. |
| 77 | Smaller lots for first time homebuyers. |
| 78 | Similar to existing housing could provide slightly more density |
| 79 | This is a way for first time home owners to buy a house. |
| 80 | Fits with the recent housing growth in Dilworth |

Question 5

Question: Which photos best represent roadway types and features that should be considered for the 8th Avenue corridor extension?

Respondents: 139

| Choices | Votes |
|---------------------------------------|-------|
| A - Undivided Roadway | 55 |
| B - Divided Roadway with Median | 69 |
| C - Undivided Roadway with Turn Lanes | 49 |
| D - Traffic Calming | 63 |
| E - Roundabouts | 61 |

Question 6

Question: Roads: Why did you choose these photos?

Respondents: 70

Responses

| | |
|----|--|
| 1 | Best suited for the varied housing and park land intersection. |
| 2 | 8th Avenue should allow for limited access and could be built as a "parkway", as it intersects a major city and regional park. |
| 3 | For future transit service, the undivided roadway works well for pedestrian crossings. |
| 4 | N/A |
| 5 | N/A |
| 6 | Since there is a lot of trucks safety is importance |
| 7 | Roundabouts don't do much aesthetically for me, perhaps they are stronger in function. Traffic Calming is welcomed, because as a resident who lives on 4th Avenue - we don't need more speeding cars |
| 8 | Attractive roadways that permit undisrupted traffic. |
| 9 | Reduced traffic speeds. |
| 10 | Undisrupted traffic flow. |
| 11 | They look inviting. |
| 12 | Good roads to manage traffic. |
| 13 | Keep speeds down |
| 14 | Small community centered. I would like to keep it kid friendly as many kids travel east and west throughout the community. |
| 15 | Divided with turn lanes may keep it less congested. |
| 16 | I feel turn lanes help with the flow of traffic. Not a fan of round a bouts, I have seen too many people just "jump" them. |
| 17 | We need more greenery and something to slow traffic down in neighborhoods for safety |
| 18 | Would be nice to have it setup to handle a lot of traffic like 10 but in a calmer and safe way. Also would be really nice to |
| 19 | Safer for pedestrians and cyclists, etc |
| 20 | Smooth traffic flow and safe |
| 21 | Roundabouts are worthless |

| | |
|----|---|
| 22 | I want it affordable so it gets approved and completed. But added safety with a turn lane makes sense, if doable. |
| 23 | Roundabouts and medians provide a good place for local flora to be planted and maintained. It would be nice to see native |
| 24 | slow traffic for safe travel and neighborhoods |
| 25 | Figuring in expense of other photos |
| 26 | Lessen traffic issues. Roundabouts are dangerous in winter months |
| 27 | looks more welcoming than a wide open roadway |
| 28 | ... |
| 29 | I do not want that to become a fast track. Walmart has people flee from the police regularly, I would hate for that corridor to become a raceway for that and become dangerous for kids in the area. |
| 30 | I know we want a road straight to Walmart but we want the road to not become a fast, straight shot. Keep the traffic at a |
| 31 | These types of roads I believe will help move along traffic during busy drive times but will also help slow speeds as it will be residential. For kids walking to and from school/events. |
| 32 | Looks nice, not as wide to cross as having a turn lane. |
| 33 | Medians offer landscaping options to keep the town beautiful |
| 34 | I would like to keep the road slower and keep it part of town rather than make it fast |
| 35 | These are the most efficient way to move traffic along. |
| 36 | They felt like the safest and smartest options for the area |
| 37 | Keep it simple so i dont have to a ridiculous amount on specials |
| 38 | No comment. |
| 39 | Easier means clearing snow and also smaller footprint |
| 40 | Divided roadway leaves and area that needs to be maintained. Undivided no turn lane is a hazard to traffic. Traffic calming will be slow. Divided with turn lanes is efficient just like roundabouts. |
| 41 | Better for aesthetics and traffic flow. |
| 42 | Better aesthetics and traffic flow. It doesn't hurt to make things in your community better. We deserve it! |
| 43 | You could use the medians for vegetation to stop storm runoff |
| 44 | Road design can deter or increase speeding issues |
| 45 | More modern feeling and makes the corridor more pedestrian and bike friendly. |
| 46 | Maintenance and cost. |
| 47 | Roundabouts suck |
| 48 | More green space, please |
| 49 | Make Dilworth look more unique. |
| 50 | The city of Dilworth can't even keep up with mowing or maintain their city properties. Also hate roundabouts. |
| 51 | Rather have a non busy road. |
| 52 | Best options personally. |
| 53 | I don't know what "traffic calming" is, but I think a median would look really nice, and that's something we don't have in |
| 54 | Ease of driving, absolutely no roundabouts, |
| 55 | Because of the increased traffic flow created along the partially winding path of this proposed project, I am concerned about |
| 56 | I prefer to have traffic flow as smooth as possible. Not a lot of stop and go. Turn lanes help with that. |
| 57 | Safety |
| 58 | Continue with similar to what we have. Don't want traffic to move too quickly. |
| 59 | Like the best |
| 60 | Ok |
| 61 | Dont want the road to encourage speeding |
| 62 | Roundabouts are fun |
| 63 | Speed bumps are annoying |
| 64 | Divided roads are more difficult to maintain |
| 65 | Its nice to have round abouts instead of stop signs if this will be the arterial road. Dividers are nice, depending on cost and |
| 66 | It should be more like a neighborhood and not a highway. |
| 67 | Cost effective |
| 68 | Dilworth would benefit from a nice drive with a median with entry's to various neighborhoods coming off of it. |
| 69 | Keep the traffic slower and more of a natural are |
| 70 | It would be great to see divided roads with plenty of trees and bike paths to enhance the area's appeal. Adding roundabouts could also help maintain smooth traffic flow and discourage speeding. |
| 71 | least expensive to build and maintain |
| 72 | This is what more progressive and safer communities have opted for and would fit nicely here. |
| 73 | Keep traffic from excessive speeds and keep pedestrians and bikers safe. |
| 74 | Access |
| 75 | Easy |
| 76 | Turning lanes and round abouts are safer |
| 77 | Because they were not rounabouts. |
| 78 | Safety and slower speeds should be the priority. Higher density residential needs to be safe for people biking and walking, |
| 79 | Traffic speed is a concern. |

| | |
|----|---|
| 80 | Safe way to keep traffic flowing, |
| 81 | Roundabouts keep traffic flowing and are better than corners with stop signs. |
| 82 | Undivided roadway take up less area and seems like it would be better for snow removal. Probably a less expensive option. |

Question 7

Question: Which photos best represent the bicycle and pedestrian facilities you want to see along the 8th Avenue corridor extension?

Respondents: 139

| Choices | Votes |
|------------------------------|-------|
| A - On Street Bike Lanes | 15 |
| B - Enhanced Crossings | 25 |
| C - Separated Multi-Use Path | 73 |
| D - Sidewalks | 89 |
| E - Shared Multi-Use Path | 107 |

Question 8

Question: Ped/Bike: Why did you choose these photos?

Respondents: 66

Responses

| | |
|----|--|
| 1 | Would fit in best with envisioned development. |
| 2 | Since Eighth Avenue services the city / regional park and denser residential areas, it ought to be a separate facility. |
| 3 | I believe multi-use paths for pedestrian and bicycles would be utilized. |
| 4 | I like to bike and walk in Dilworth. |
| 5 | Continues the continuity of things currently in place in town |
| 6 | Pedestrian friendly and easy for kids to use. |
| 7 | A separate path for walkers and bikers especially now with e-bikes makes sense for safety. |
| 8 | I would like to see more sidewalks/walking paths in the city. I don't think bike paths on the road are the solutions. |
| 9 | Keep bikes and walkers off road |
| 10 | Keep the bikes off of the roadways. Adults may use the bike lanes on roadways, but children will not. When children in our community need to go to baseball practice or school, safe and separate. |
| 11 | I think it's always best to have sidewalks for kids especially. |
| 12 | Multi use all the way! Large sidewalks please!!! |
| 13 | It's extremely dangerous to place bike paths on or right next to road ways . Especially in busy or high traffic areas |
| 14 | Should have a solid bike and and safe crossings so that you could safely bike across Dilworth. Currently no clean way to bike or walk all the way across with out strange side streets. |
| 15 | Safest |
| 16 | Safer |
| 17 | Get the bikes off the roadway |
| 18 | Affordable option - but with bike safety for sure! |
| 19 | bikes on roadways are dangerous |
| 20 | For children to be safer |
| 21 | Woodbridge has these |
| 22 | We have these |
| 23 | Sidewalk for pedestrians and bikes would be great |
| 24 | these are safer than a pathway along the driving lane |
| 25 | ... |
| 26 | Just thinking for enhanced safety and accessibility for peds and bikers. I like the ability for people to use that space and get |
| 27 | Multi-use shared path off the road is a great option. Enhanced features looking to future and safety of those on the road would be good. Dilworth needs more safe sidewalks/roadway travel for kids. |
| 28 | Keep the footprint small but we definitely need pedestrian and bike access |
| 29 | I think it's better to keep bikes/walkers off the road if possible. Less chance of accidents with motor vehicles. |
| 30 | I like the sidewalk area on the 7th Street expansion. It would be nice to have that throughout the city. |
| 31 | Safety, looks nice |
| 32 | I prefer bikes off the road |
| 33 | Just want there to be a spot to bike and walk or run |
| 34 | It feels a lot safer to me that there would be a separate walkway for bikes and pedestrians |
| 35 | Safer |

| | |
|----|---|
| 36 | No comment. |
| 37 | Safety concerns |
| 38 | Safety concerns |
| 39 | Safety concerns |
| 40 | Keeping bikes and pedestrians off the main road is safer. But nice wide bike paths provide efficient safe transportation for bike commuting. Large obvious crosswalks are safer for all. |
| 41 | Make it safe and pedestrian friendly. Remember, community exercise is a good thing. Make it more convenient to do so. |
| 42 | Accommodate both bike riders and pedestrians |
| 43 | Safety seems highest. |
| 44 | Safety |
| 45 | Wider paths are better than single lane sidewalks |
| 46 | Need more bike lanes |
| 47 | More trails, please |
| 48 | Don't like bike lanes on roads and plus the neighborhood has a lot of kids riding bikes. Better to have sidewalks and |
| 49 | I don't like on-street bike lanes |
| 50 | Everybody is safer |
| 51 | With the increased car traffic that would be created by this proposed project, I hope there is are accommodations to give pedestrians and bike riders a safe alternative to being in the roadway. |
| 52 | Bicycles on the roadway are dangerous. Its much better for them to have a path. I imagine this would be a highly used |
| 53 | Safety |
| 54 | Safety |
| 55 | Just need to have separate mixed use paths vs in the lane of traffic |
| 56 | Like the best |
| 57 | Safer walking and bike paths if on the sidewalk |
| 58 | Having bicyclists on the road is dangerous |
| 59 | Walking along paths is more fun when you gotta share with bicyclists |
| 60 | You can have a dedicated bike path, since we dont really have one across town. I also am fine with sidewalks |
| 61 | Why not |
| 62 | Pedestrian traffic is essential to all new neighborhoods. Mixed use and enhanced crossings would make for easier and |
| 63 | Need areas to keep bike riders safe |
| 64 | Dedicated and separated bike paths (not on the road) would be ideal for families with small children. |
| 65 | safer than on street bike path |
| 66 | Safer for cars and traffic. |
| 67 | Provide more access to biking and walking when trying to connect across town. |
| 68 | Better bang for the buck |
| 69 | Multiple uses |
| 70 | Safer |
| 71 | I would love to see an enhanced multi use path. Wider sidewalks to encourage biking |
| 72 | Wider sidewalks like the one outside woodbridge are great. Bicycle has enough room to pass walkers |
| 73 | Sidewalks and/or a multi-use path is required, that cannot be an 'option'. Safety for these users needs to be a priority. |
| 74 | Buffer between roadway and shared use path would be ideal. Adding trees and plantings to thicken this buffer would be |
| 75 | Allows for safe biking and walking without too much additional expense. |
| 76 | People can share the space. |

Question 9

Question: Which photos best represent the type of commercial buildings you would like to see along the 8th Avenue corridor

Respondents: 124

| Choices | Votes |
|-----------------------------|-------|
| A - Commercial Space | 38 |
| B - Office/Medical Space | 34 |
| C - Strip Commercial Space | 45 |
| D - Convenience Store Space | 37 |
| E - Mixed Use | 96 |

Question 10

Question: Commercial: Why did you choose these photos?

Respondents: 61

| Responses | |
|-----------|--|
| 1 | Integration of housing + neighborhood commercial spaces. |
| 2 | Commercial uses should be limited along the corridor, as there is already sufficient commercial (general and mixed use) along the Hwy 10 corridor (adjacent and south of Fourth Avenue). |
| 3 | If it is allowed it ought to be limited to mixed use (to encourage more residential) or office commercial. |
| 4 | The neighborhood would work best with mixed use, which promotes walking, transit, bicycling. |
| 5 | Mixed use, seems to be the best use of the space. |
| 6 | Yes please bring in another gas station. |
| 7 | Much more interested in continuing what the Rail District has built |
| 8 | I'd rather not see commercial properties along the 8th Ave Corridor. Encourage single family homes. Put the commercial |
| 9 | Good options for the north side of town. |
| 10 | I would like to see a mix of commercial along this corridor. |
| 11 | I think Dilworth needs more options |
| 12 | Something like the rail district would be ok. |
| 13 | It would be nice to have some new places to eat and shop in our area and with most office employees working hybrid or from home office space is readily available all across the metro |
| 14 | Would be nice to have more than Casey's for convince stores in most of town. Also would be nice to have medical services |
| 15 | None of these options. |
| 16 | Convince for the neighbors |
| 17 | Best options |
| 18 | This would provide a nice transition from commercial by walmart to residential by county road 9 |
| 19 | as our community grows we need more medical facilities within the community |
| 20 | This should only be towards Walmart. |
| 21 | More store options would be great to walk too. A gym, gas station, medical would be great additions |
| 22 | it is not the place for a multi use style |
| 23 | No commercial at all |
| 24 | I think the Rail District has set the precedence! What a great space. Something similar on 8th would be welcome! But there are enough gas stations right on Highway 10. We don't need more. |
| 25 | I hope the only commercial space is between 20th and 60th streets |
| 26 | Potentially having a gas station near the Rail District in North Dilworth would be nice. Downtown and the new Rail District are very close walking/driving I don't feel like it's necessary to have more |
| 27 | Commercial space. Especially with the 2018 comprehensive plan indicating downtown Dilworth will become more commercial space. With residential/traditional housing in the expansion I think adding |
| 28 | Commercial buildings would create more traffic around these residential areas. I think it would be better to have more of a |
| 29 | Keep main retail stores in the new rail district. Medical, office, etc in this new area. Put a convenience store because we need more than Casey's!!! Easy access for those on the north end. |
| 30 | Please no storage units in town |
| 31 | I would love to see more things like the rail district out there |
| 32 | Dilworth needs places for poor teenagers to have fun instead of getting in trouble from boredom. I'm not saying free but just |
| 33 | No comment. |
| 34 | Support for neighborhood commerce |
| 35 | 1 or 2 convenience stores and 1 or 2 areas similar to the rail district would be ok. Adding business to the rail district should |
| 36 | I think the Rail District speaks for itself. Expanding and getting more popular all the time. |
| 37 | Seems best option for the community |
| 38 | No comment |
| 39 | Preferably no commercial space |
| 40 | I'd rather have none. Why does Dilworth keep adding more businesses when they can't even maintain the business areas they already have. Too many empty buildings already! |
| 41 | Placement of business vs. residential not clear. |
| 42 | I think mixed use would be best if there is going to be commercial space. I don't think we need so many of one kind of thing. |
| 43 | Just nicer |
| 44 | Not sure |
| 45 | Like the best |
| 46 | Bring businesses to that side of town |
| 47 | All would be fine |
| 48 | Personally, I'd like a place that has job opportunities for software engineers |
| 49 | Could use more convenience stores if the town could support them, but just small shops would be fine |
| 50 | Something like over by the rail district |
| 51 | We need more health stores |
| 52 | I believe we could benefit from more business along this corridor. Especially a nice fuel station or clinic |
| 53 | Would be nice to have commercial areas small local businesses |

| | |
|----|--|
| 54 | I would NOT be okay with adding convenience stores/gas stations along 8th avenue. Small businesses like what's in the rail |
| 55 | infill existing areas already zoned commercial |
| 56 | A better use of space and hopefully attract other businesses to open more facilities here. |
| 57 | To draw more business to Dilworth, keep it more appealing yet small, like the rail district. |
| 58 | I dont want commercial property |
| 59 | Multiple sources |
| 60 | I'm not sure any commercial space is needed up there |
| 61 | I have no comment. Maybe have a community meeting space like the depot that is less expensive to rent then the community center was. Inclosed shelter next to park for family gatherings |
| 62 | Commercial isn't really needed here, but if it is, it should serve the community around it (medical clinic, convenience store, |
| 63 | Mixed Use with neighbor friendly businesses similar to rail district. No seas of parking lots please. |
| 64 | Could be extension of the Rail District feel. |
| 65 | Really none of the above. A corridor similar to 7th street is preferred. |

Question 11

Question: Please provide any additional comments

Respondents: 33

Responses

| | |
|----|---|
| 1 | I would like to see a park in the area. |
| 2 | Nothing further |
| 3 | I personally think this project is an unnecessary and only being pushed due to the proposed north side park. We can continue to expand Keystone if there is a need for additional housing. |
| 4 | We also have the new rail district which should be the focus of business growth. The city needs to quit wasting our tax |
| 5 | Dilworth is not West Fargo or Horace. Our residents choose Dilworth for a reason. We need to keep it community based, safe for our children, while expanding slowly and purposefully. |
| 6 | N/A |
| 7 | Excited to see what happens and if the City will add a park with this. |
| 8 | Shops for the neighborhood |
| 9 | na |
| 10 | There should not be specials assessments for residents. No one is asking for this. You are already wanting to redo 15th to connect Moorhead and Dilworth. This affects all residents. 8th should NOT con |
| 11 | I believe keeping that area simple, but accessible. I would love large lots and more upscale homes. (Even though we wouldn't fit that demographic.) It would allow for so much for our city. |
| 12 | Please let us current residents keep a quiet street and let the commercial growth be to the east. No straight thoroughfare with speeding traffic and high volumes. |
| 13 | The 8th Ave extension will add another way of travel for residents, but I believe it's important to maintain the small town feel of Dilworth. The small town feel with the convenience of being close to |
| 14 | ..larger cities is the reason many families choose Dilworth to live and raise a family. It's important to keep that same feel |
| 15 | I'm excited to see this happen! Connecting all the way to 34th is wonderful! Dilworth needs to continue to grow and bring in as many opportunities for our community. Thank you! |
| 16 | Na |
| 17 | Dog park? |
| 18 | I have nothing to add at this time. |
| 19 | Dilworth is in a position to become a destination for middle and upper middle class families with money to spend. Those neighborhoods have minimal problems and money to fix the ones they do have. |
| 20 | Whatever you do, think bigger. Dilworth and its community members deserve much more than what many parts of the city currently have. Make it a pleasing area to live and people will come! |
| 21 | I dont need a new road!!! |
| 22 | None |
| 23 | I agree in the plan for extending 8th Ave, however, I'm concerned about turning our nice quiet neighborhoods into heavily |
| 24 | Please don't add commercial zones |
| 25 | While I understand Dilworth wants to grow, it is not fair for them to punish long time homeowners with exorbitant special assessment fees they can't afford, even per month with their mortgage payments. |
| 26 | People have also moved to Dilworth to escape the busy metro area while enjoying small town living. |
| 27 | The 8th Ave NE neighborhood is sprawling with tons of children darting out into the street on a daily basis. If this becomes a |
| 28 | Paved road, separate space for bicycles and pedestrians is my preference |
| 29 | I live along the field in the NE side, hoping there will be another residential set of lots behind us prior to the next road to |
| 30 | I am very much in favor of this project. I would also like to see a park along this corridor (a nice one with multiple uses - not just a playground like 90 percent of the parks we already have.) |

| | |
|----|--|
| 31 | Area should be planned for the benefit of a wide variety of residents and visitors |
| 32 | As stated before, would prefer not to see large apartment complexes nor gas stations move in on 8th. Keep it more of a |
| 33 | 8 Ave corridor should be done in phases starting west to east |
| 34 | I feel the main goal is attract more commercial properties and enhance the quality of life in the Dilworth community. |
| 35 | It's a great way to expand our town north. |
| 36 | Think about growing |
| 37 | Adding as many bike/walking paths as possible would be nice especially if it ties into the new park north of town. |
| 38 | It would also be nice to see a bunch of trees incorporated into the space. |

Question 12

Question: What is your age group?

Respondents: 125

| Choices | Votes |
|----------|-------|
| Under 18 | 0 |
| 18-24 | 0 |
| 24-34 | 16 |
| 35-44 | 39 |
| 45-54 | 31 |
| 55-64 | 21 |
| 65+ | 18 |

Question 13

Question: What is your gender?

Respondents: 125

| Choices | Votes |
|---------------------|-------|
| Man | 69 |
| Woman | 50 |
| Non-binary | 2 |
| Prefer not to state | 4 |

Question 16

Question: What is your race or ethnicity?

Respondents: 124

| Choices | Votes |
|-------------------------------------|-------|
| Asian | 0 |
| Black or African American | 2 |
| Hispanic or Latino | 0 |
| Native American or Alaska Native | 3 |
| Native Hawaiian or Pacific Islander | 0 |
| White | 120 |
| Other | 2 |

Question 17

Question: Which of the following best describes your total annual household income?

Respondents: 121

| Choices | Votes |
|----------------------|-------|
| Under \$30,000 | 4 |
| \$30,000 to \$49,999 | 3 |
| \$50,000 to \$74,999 | 15 |
| \$75,000 to \$99,999 | 16 |

| | |
|------------------------|----|
| \$100,000 to \$149,999 | 40 |
| \$150,000 or more | 43 |

Question 18

Question: What is the zip code you reside in?

Respondents: 104

Responses

| | |
|----|-------|
| 1 | 56529 |
| 2 | 56560 |
| 3 | 56560 |
| 4 | 56529 |
| 5 | 56529 |
| 6 | 56529 |
| 7 | 56529 |
| 8 | 56529 |
| 9 | 56529 |
| 10 | 56529 |
| 11 | 56529 |
| 12 | 56529 |
| 13 | 56529 |
| 14 | 56529 |
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| 22 | 56529 |
| 23 | 56529 |
| 24 | 56529 |
| 25 | 56529 |
| 26 | 56529 |
| 27 | 56560 |
| 28 | 56529 |
| 29 | 56529 |
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| 41 | 56529 |
| 42 | 56529 |
| 43 | 56529 |
| 44 | 56529 |
| 45 | 56529 |
| 46 | 56529 |
| 47 | 56529 |
| 48 | 56529 |
| 49 | 56529 |
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| 101 | 58103 |
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| 103 | 56529 |
| 104 | 56529 |

Attachment B: Open House Information



City of Dilworth, Minnesota

October 31, 2024 · 🌐



!! 8th Avenue Extension Study !!

The City of Dilworth and Metro COG are seeking your input on a future extension of 8th Avenue North from 34th Street North to 60th Street North. This study will explore various roadway options, assess pedestrian and cycling needs, and consider how to balance future land uses along the corridor. Your input will play a crucial role in shaping the city's development as it expands northward.

We want to hear from YOU as we shape our future together! Please join us at our open house or visit the project website to share your ideas.

Questions? Please contact Brent.Muscha@apexenggroup.com or by phone: 701.373.7966.

[Metro COG](#)



Dilworth 8th Avenue Extension Study

WE NEED YOUR INPUT!



Open House

Tuesday, November 19, 2024
5:30 p.m. to 7:30 p.m.
(Presentation at 6:00 p.m.)

Dilworth-Glyndon-Felton
Elementary School
108 Main St N, Dilworth, MN 56529



Project Website

Visit the website for more information and to take a survey!



Website: www.fmmetrocog.org/projects-rfps/dilworth-8th-street-extension-study



AN REGIONAL TRANSPORTATION PLANNING ORGANIZATION

👍 11

1 share



Like



Comment



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Dilworth 8th Avenue Extension Study

WE NEED YOUR INPUT!

Study Overview

The City of Dilworth and Metro COG are seeking your input on a future extension of 8th Avenue from 34th Street to 60th Street North. This study will explore various roadway options, assess pedestrian and cycling needs, and consider how to balance future land uses along the corridor. Your input will play a crucial role in shaping the city's development as it expands northward.

Your Input Matters

We want to hear from you as we shape our future together! Please join us at our open house or visit the project website to share your ideas.



Open House

Tuesday, November 19, 2024
6:00 p.m. to 8:00 p.m.

Dilworth-Glyndon-Felton
Elementary School
108 Main St N, Dilworth, MN 56529



Project Website

Visit the website for more information and to take a survey!



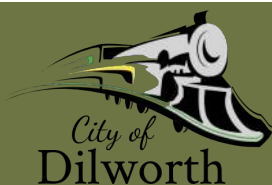
Website: www.fmmetrocog.org/projects-rfps/dilworth-8th-street-extension-study

Questions?

Brent Muscha, Project Manager

✉ Brent.Muscha@apexenggroup.com

☎ (701) 373-7966



Dilworth 8th Avenue Extension Study

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Website: www.fmmetrocog.org/projects-rfps/dilworth-8th-street-extension-study



Postcard

Join us for the
8th Avenue
Extension
Study Open
House!

VISIT THE
PROJECT
PAGE:



METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

| Postcard Mailing List | | | | | | Postcard Mailing List | | | | | |
|-----------------------|------------|----------------------|-----------|-------------|------------|-----------------------|--------------------------------------|---------------------------|-------------|-------------|------------|
| # | TAX_NAME | TAX_ADD_1 | Column1 | TAX_ADD_1 | TAX_ADD_1 | # | TAX_NAME | TAX_ADD_1 | Column1 | TAX_ADD_1 | TAX_ADD_1 |
| 1 | AAKRE HER | 603 5TH AVE NE | | DILWORTH MN | 56529 | 390 | LASSER JOSHUA D | 514 8TH ST NE | | DILWORTH MN | 56529 |
| 2 | AASNESS J | 610 5TH ST NE | | DILWORTH MN | 56529 | 391 | LAUGENESS SHIRLEY | 643 2ND ST NW | | DILWORTH MN | 56529 |
| 3 | ACA PARTN | 5490 51ST AVE S | FARGO ND | | 58104 | 392 | LAYMAN ANTHONY | 405 MARIANN LN | | DILWORTH MN | 56529 |
| 4 | AHONEN M | 707 KROSHUS DR | | DILWORTH MN | 56529 | 393 | LEACH CURTIS R & KRISTI L | 1107 W SUMMERWOOD | | DILWORTH MN | 56529 |
| 5 | AJM REAL E | 1451 BUTTERNUT LN | | GREENWO IN | 46143-7326 | 394 | LEACH DARWIN & MARLYS | 8207 E CORALBELL CIF MESA | AZ | | 85208 |
| 6 | ALBERTSOI | 821 4TH AVE NE | | DILWORTH MN | 56529 | 395 | LEBAHN TODD & BRANDI | 1412 W SUMMERWOOD | | DILWORTH MN | 56529 |
| 7 | ALDI INC | PO BOX 460049 | | HOUSTON TX | 77056 | 396 | LEE BETTY J | 806 6TH AVE NE | | DILWORTH MN | 56529 |
| 8 | ALI HAKAR | 806 4TH AVE NW | | DILWORTH MN | 56529 | 397 | LEE BRADLEY & JENNIFER | 604 7TH ST NE | | DILWORTH MN | 56529 |
| 9 | ALLARD MI | 1112 W SUMMERWOOD | | DILWORTH MN | 56529 | 398 | LEE BRENT M & KIM M | 1115 6TH AVE NE | | DILWORTH MN | 56529 |
| 10 | ALSHIHMAI | 506 WOODBRIDGE DR | | DILWORTH MN | 56529 | 399 | LEE SYLVIA A | 1106 6TH AVE NE | | DILWORTH MN | 56529 |
| 11 | ALTOBELLI | 539 5 ST NW | | DILWORTH MN | 56529 | 400 | LEE TONY M & SHARI L | 503 9TH ST NE | | DILWORTH MN | 56529 |
| 12 | ALVERSON | 1315 4TH AVE NE | | DILWORTH MN | 56529 | 401 | LEICHTENBERG DALLAS & HANNAH | 411 KROSHUS DR | | DILWORTH MN | 56529 |
| 13 | AMANDA R | 1004 6TH AVE NE | | DILWORTH MN | 56529 | 402 | LEIRAN DAVID & APRIL | 1411 W SUMMERWOOD | | DILWORTH MN | 56529 |
| 14 | AMBUEHL | 935 WOODBRIDGE CIR | | DILWORTH MN | 56529 | 403 | LEITNER MICHAEL & NICOLE | 703 WOODBRIDGE DR | | DILWORTH MN | 56529 |
| 15 | AMUNDSOI | 202 35TH AVE N APT 4 | FARGO ND | | 58102 | 404 | LEMKE NORMA | 417 2ND ST NW | | DILWORTH MN | 56529 |
| 16 | AMUNDSOI | 605 4TH ST NE | | DILWORTH MN | 56529 | 405 | LENHART MICHAEL & JAMIE | 1106 W SUMMERWOOD | | DILWORTH MN | 56529 |
| 17 | ANDERSEN | 403 4TH ST NE | | DILWORTH MN | 56529 | 406 | LEY GEORGE | 3708 KENNEDY ST S | FARGO ND | | 58104 |
| 18 | ANDERSON | 602 4TH AVE NW | | DILWORTH MN | 56529 | 407 | LILAC HOME LLC | 24806 LABRADOR BEA | PELICAN R | | 56572 |
| 19 | ANDERSON | 201 5TH AVE NE | | DILWORTH MN | 56529 | 408 | LINDNER RONALD R & PENNY J | PO BOX 14 | | DILWORTH MN | 56529 |
| 20 | ANDERSON | 908 6TH AVE NE | | DILWORTH MN | 56529 | 409 | LINDSTROM NICKALIS | 1204 SW SUMMERWOC | | DILWORTH MN | 56529 |
| 21 | ANDERSON | 509 KROSHUS DR | | DILWORTH MN | 56529 | 410 | LITTLE SUSAN R | 406 4TH ST NE | | DILWORTH MN | 56529 |
| 22 | ANDERSON | 906 4TH AVE NE | | DILWORTH MN | 56529 | 411 | LOE ROBERT & MARGARET | 808 8TH AVE NE | | DILWORTH MN | 56529 |
| 23 | ANDERSON | 807 4TH AVE NW | | DILWORTH MN | 56529 | 412 | LONGBELLA WAYNE E | 413 2ND ST NW | | DILWORTH MN | 56529 |
| 24 | ANDERSON | 1212 6TH AVE NE | | DILWORTH MN | 56529 | 413 | LUDWIG MATTHEW E | 502 WOODBRIDGE DR | | DILWORTH MN | 56529 |
| 25 | ANDERSON | 422 KROSHUS DR | | DILWORTH MN | 56529-1630 | 414 | LUND BRIAN & TRACY | 511 8TH ST NE | | DILWORTH MN | 56529 |
| 26 | ANDERSON | 505 5TH ST NW | | DILWORTH MN | 56529 | 415 | LYON FAMILY JOINT RLT | 811 4TH AVE NW | | DILWORTH MN | 56529 |
| 27 | ANDERSON | 102 5TH AVE NE | | DILWORTH MN | 56529 | 416 | MAGNELL TROY D & AMBER R | 601 KROSHUS DR | | DILWORTH MN | 56529 |
| 28 | ANDERSON | 506 2ND ST NW | | DILWORTH MN | 56529 | 417 | MAHLUM JEFF | 611 2ND ST NW | | DILWORTH MN | 56529 |
| 29 | ANDERSON | 1105 W SUMMERWOOD | | DILWORTH MN | 56529 | 418 | MALME CHELSEY | 513 5TH ST NW | | DILWORTH MN | 56529 |
| 30 | ANDERSON | 1407 WEST SUMMERW | | DILWORTH MN | 56529 | 419 | MALVIN ANDREW P & JESSICA L | 503 2ND ST NE | | DILWORTH MN | 56529 |
| 31 | ANDRES KE | 506 9TH ST NE | | DILWORTH MN | 56529 | 420 | MARCHAND RYAN L & KARI J | 534 5TH ST NW | | DILWORTH MN | 56529 |
| 32 | ANDREW B | 412 2ND ST NW | | DILWORTH MN | 56529 | 421 | MARJORIE KAYE NELSON RLT | PO BOX 233 | | DILWORTH MN | 56529 |
| 33 | ARENDS JO | 507 12TH ST NE | | DILWORTH MN | 56529 | 422 | MARQUART PAUL A & COLLEEN M | 605 1ST ST NE | | DILWORTH MN | 56529 |
| 34 | ARNENDORFE | 509 5TH ST NE | | DILWORTH MN | 56529 | 423 | MARTENS BRYAN G & SHARON A | 610 2ND ST NE | | DILWORTH MN | 56529 |
| 35 | ASTRUP DA | 507 13TH ST NE | | DILWORTH MN | 56529 | 424 | MARTIN ANDREW PAUL & ELIZABETH LEIGH | 805 11TH AVE NE | | DILWORTH MN | 56529 |
| 36 | ASTRUP MI | PO BOX 219 | | DILWORTH MN | 56529 | 425 | MARTIN DAVID & GINA | 816 9TH AVE NE | | DILWORTH MN | 56529 |
| 37 | ASTRUP STI | PO BOX 473 | | DILWORTH MN | 56529 | 426 | MARTIN THOMAS & EMILY | 806 NICOLE LN | | DILWORTH MN | 56529 |
| 38 | ATCHISON | 818 7TH AVE NE | | DILWORTH MN | 56529 | 427 | MARVIN & LYNNETT HEDLUND JOINT REVO | PO BOX 127 | | DILWORTH MN | 56529 |
| 39 | BACHAND | 805 5TH AVE NE | | DILWORTH MN | 56529 | 428 | MASTERA LEE & SARAH | PO BOX 424 | | DILWORTH MN | 56529 |
| 40 | BACKLUND | 1526 6TH AVE NE | | DILWORTH MN | 56529 | 429 | MATHIOWETZ STEVEN & CANDACE | 1102 4TH AVE NE | | DILWORTH MN | 56529 |
| 41 | BAEK SEUN | 1201 W SUMMERWOOD | | DILWORTH MN | 56529 | 430 | MATHISON TYLER | 410 4TH AVE NW | | DILWORTH MN | 56529 |
| 42 | BAHLS JAS | 604 6TH AVE NE | | DILWORTH MN | 56529 | 431 | MATTSOY AMY | 415 KROSHUS DR | | DILWORTH MN | 56529 |
| 43 | BAKER LAN | 1203 W SUMMERWOOD | | DILWORTH MN | 56529 | 432 | MATTSOY CHAD & TAMMY | 515 13TH ST NE | | DILWORTH MN | 56529 |
| 44 | BAKKEN MI | 316 4TH AVE NW | | DILWORTH MN | 56529 | 433 | MATTSOY ERIC | 706 NICOLE LN | | DILWORTH MN | 56529 |
| 45 | BALKEN TR | 312 4TH AVE NW | | DILWORTH MN | 56529 | 434 | MAVIS L HALVORSON LIVING TRUST DATEC | 625 2ND ST NW | | DILWORTH MN | 56529 |
| 46 | BALL JUSTI | 901 5TH AVE NE | | DILWORTH MN | 56529 | 435 | MCCOLLUM SHANE B & SALLENA K | 1006 4TH AVE NE | | DILWORTH MN | 56529 |
| 47 | BARRERA JI | 502 2ND ST NW | | DILWORTH MN | 56529 | 436 | MCDOWELL TREVOR & SARA A | 812 W SUMMERWOOD | | DILWORTH MN | 56529 |
| 48 | BARSGARD | 602 KROSHUS DR | | DILWORTH MN | 56529 | 437 | MCKINNON MOLLY E | 502 5TH ST NE | | DILWORTH MN | 56529 |
| 49 | BARTNESS | 815 8TH AVE NE | | DILWORTH MN | 56529 | 438 | MCMANUS MICHAEL R & BETH | 501 4TH ST NE | | DILWORTH MN | 56529 |
| 50 | BAUCK DAI | 429 KROSHUS DR | | DILWORTH MN | 56529 | 439 | MEEK CHARLES S & HALEY B | 1105 4TH AVE NE | | DILWORTH MN | 56529 |
| 51 | BAUER MA1 | 1514 KEYSTONE CIR N | | DILWORTH MN | 56529 | 440 | MERCIL CHRISTOPHER B & HEIDI R | 1204 6TH AVE NE | | DILWORTH MN | 56529 |
| 52 | BAUMANN | 813 8TH AVE NE | | DILWORTH MN | 56529 | 441 | MERCIL JASON & KATHERINE | 400 5TH ST NW | | DILWORTH MN | 56529 |
| 53 | BAUMGART | 603 2ND ST NE | | DILWORTH MN | 56529 | 442 | MEYER LES | 635 2ND ST NW | | DILWORTH MN | 56529 |
| 54 | BEGG LARF | 508 4TH AVE NW | | DILWORTH MN | 56529 | 443 | MEYERS DAVID & JASON SPAETH | 990 237 AVE NE | BETHEL MN | | 55005 |
| 55 | BEILKE DE | 39844 BALD EAGLE HA | WAUBUN MN | | 56589 | 444 | MEYERS NICHOLAS & MEGAN | 1108 WEST SUMMERW | | DILWORTH MN | 56529 |
| 56 | BELKA SHIF | 903 4TH AVE NE | | DILWORTH MN | 56529 | 445 | MICHAEL & MICHELE HONEK REVOCABLE | 425 KROSHUS DR | | DILWORTH MN | 56529 |
| 57 | BELKA STE | 1609 6TH AVE NE | | DILWORTH MN | 56529 | 446 | MICHAEL ENGELKE & JANYTH HAALAND RT | 513 5TH AVE NE | | DILWORTH MN | 56529 |
| 58 | BENNEFELI | 501 4TH AVE NE | | DILWORTH MN | 56529 | 447 | MIKKELSEN GENE | 1102 4TH AVE NW | | DILWORTH MN | 56529 |
| 59 | BENTLEY RI | 603 6TH ST NE | | DILWORTH MN | 56529 | 448 | MILBRADT ALLEN M & JENNIFER L | 113 1ST ST SW | MENAHGA MN | | 56464 |
| 60 | BENZ BRIA | 1124 4TH AVE NW | | DILWORTH MN | 56529 | 449 | MILLER JASON & GRETA | 404 4TH ST NE | | DILWORTH MN | 56529 |
| 61 | BERGEE CC | 1121 4TH AVE NW | | DILWORTH MN | 56529 | 450 | MILLER THOMAS J & MELANIE | 508 WOODBRIDGE DR | | DILWORTH MN | 56529 |
| 62 | BERGEE RA | 501 KROSHUS DR | | DILWORTH MN | 56529 | 451 | MILLER WAYNE A & GAYLE M | 608 6TH ST NE | | DILWORTH MN | 56529 |
| 63 | BERGMAN | 804 6TH AVE NE | | DILWORTH MN | 56529 | 452 | MNBOWL LLC | 2917 SHADOW RD | GRAND FO ND | | 58201 |
| 64 | BERGQUIST | 605 2ND ST NW | | DILWORTH MN | 56529 | 453 | MOE CINDY C | 812 KROSHUS DR | | DILWORTH MN | 56529 |
| 65 | BERLINGEF | 506 MARIANN LN | | DILWORTH MN | 56529 | 454 | MOE ERIC & JANA E | 606 5TH ST NE | | DILWORTH MN | 56529 |
| 66 | BETTELS P | 504 6TH ST NE | | DILWORTH MN | 56529 | 455 | MOLSTRE LLC | 11 4TH ST S #203 | MOORHEAI MN | | 56560 |
| 67 | BIENEK BR | 912 11TH AVE NE | | DILWORTH MN | 56529 | 456 | MOLSTRE STEVEN G & JACQUELINE | 1308 W SUMMERWOOD | | DILWORTH MN | 56529 |
| 68 | BJERK GRE | 506 4TH ST NE | | DILWORTH MN | 56529 | 457 | MONKE DAVID & ALISON | 1114 4TH AVE NW | | DILWORTH MN | 56529 |
| 69 | BJERKE DAI | 406 13TH ST NE | | DILWORTH MN | 56529 | 458 | MONTGOMERY MICHAEL & DENISE | 514 13TH ST NE | | DILWORTH MN | 56529 |
| 70 | BJERKEN C | 604 5TH AVE NE | | DILWORTH MN | 56529 | 459 | MOORE REBECCA | 1427 W SUMMERWOOD | | DILWORTH MN | 56529 |
| 71 | BJERKEN JA | 609 5TH ST NE | | DILWORTH MN | 56529 | 460 | MOSEY MICHAEL & DENISE | 802 4TH AVE NW | | DILWORTH MN | 56529 |
| 72 | BLAND ROI | 909 W SUMMERWOOD | | DILWORTH MN | 56529 | 461 | MOSHER BRIAN & CRYSTAL | 501 12TH ST NE | | DILWORTH MN | 56529 |
| 73 | BLAZE CHR | 1103 W SUMMERWOOD | | DILWORTH MN | 56529 | 462 | MUELLENBACH DAVID M | 606 3RD ST NE | | DILWORTH MN | 56529 |
| 74 | BLOCH DE | 1111 W SUMMERWOOD | | DILWORTH MN | 56529 | 463 | MULLIKIN RYAN P & MICHELLE L | 214 4TH AVE NW | | DILWORTH MN | 56529 |
| 75 | BMW HOMI | PO BOX 326 | | DILWORTH MN | 56529-0326 | 464 | MULLIKIN VICKIE J | 523 2ND ST NW | | DILWORTH MN | 56529 |
| 76 | BMW INVE | PO BOX 326 | | DILWORTH MN | 56529 | 465 | MURRAY NICHOLAS D & ASHLEY H | 708 7TH AVE NE | | DILWORTH MN | 56529 |
| 77 | BOECKER F | 403 16TH ST NE | | DILWORTH MN | 56529 | 466 | MUZZY KEITH D & ERIN | 434 KROSHUS DR | | DILWORTH MN | 56529 |
| 78 | BORAH JO | 807 5TH AVE NE | | DILWORTH MN | 56529 | 467 | MYERS RANDY & JANET | 206 4TH AVE NW | | DILWORTH MN | 56529-1617 |
| 79 | BORGEN M | 419 2ND ST NW | | DILWORTH MN | 56529 | 468 | MYHRA RICHARD S & ROXANE M | 647 2ND ST NW | | DILWORTH MN | 56529 |
| 80 | BORGEN P | 449 KROSHUS DR | | DILWORTH MN | 56529 | 469 | NASH JAMES & JULIE | 508 4TH ST NE | | DILWORTH MN | 56529 |
| 81 | BORUD EL | 1513 5TH AVE NE | | DILWORTH MN | 56529 | 470 | NEEDHAM JONATHAN & MARGARET | 1105 5TH AVE NE | | DILWORTH MN | 56529 |

| Postcard Mailing List | | | |
|-----------------------|------------|-----------------------|------------------------|
| # | TAX_NAME | TAX_ADD_L | TAX_ADD_L4 |
| 82 | BOSMAN K | 1310 4TH AVE NE | DILWORTH MN 56529 |
| 83 | BOURDEAL | 621 2ND ST NW | DILWORTH MN 56529 |
| 84 | BOUTAIN B | 512 9TH ST NE | DILWORTH MN 56529 |
| 85 | BRASETH D | 800 8TH ST NE | DILWORTH MN 56529 |
| 86 | BRASETH S | 905 5TH AVE NE | DILWORTH MN 56529-1528 |
| 87 | BRATHOLT | 914 4TH AVE NE | DILWORTH MN 56529 |
| 88 | BRECK W V | 1312 4TH AVE NE | DILWORTH MN 56529 |
| 89 | BREID CHA | 606 4TH AVE NW | DILWORTH MN 56529 |
| 90 | BRENDEN / | 531 2ND ST NW | DILWORTH MN 56529 |
| 91 | BRIAN J DI | 1415 W SUMMERWOOD | DILWORTH MN 56529 |
| 92 | BRO KEVIN | 504 3RD ST NE | DILWORTH MN 56529 |
| 93 | BROWN DA | 903 SUMMERWOOD TR | DILWORTH MN 56529 |
| 94 | BROWN DA | 508 4TH AVE NE | DILWORTH MN 56529 |
| 95 | BRYCE FLO | 527 2ND ST NW | DILWORTH MN 56529 |
| 96 | BUCKLE AL | 512 4TH AVE NE | DILWORTH MN 56529 |
| 97 | BUILD RIG | 1510 44TH AVE S | MOORHEAI MN 56560 |
| 98 | BUILD RIG | 1510 44TH AVE S | MOORHEAI MN 56560 |
| 99 | BULLIS JAR | 610 7TH ST NE | DILWORTH MN 56529 |
| 100 | BYE STEVE | 707 8TH AVE NE PO BOX | DILWORTH MN 56529-0038 |
| 101 | CAHILL STE | 505 KROSHUS DR | DILWORTH MN 56529 |
| 102 | CAMERON | 607 6TH ST NE | DILWORTH MN 56529 |
| 103 | CAPOUCH | 633 2ND ST NW | DILWORTH MN 56529 |
| 104 | CARIVEAU | 1205 4TH AVE NW | DILWORTH MN 56529 |
| 105 | CARLSON C | 420 2ND ST NW | DILWORTH MN 56529 |
| 106 | CARTER JA | 504 9TH ST NE | DILWORTH MN 56529-1523 |
| 107 | CASTOR JE | 905 4TH AVE NE | DILWORTH MN 56529 |
| 108 | CEGLA COI | 606 4TH ST NE | DILWORTH MN 56529 |
| 109 | CERAR THC | 519 2ND ST NW | DILWORTH MN 56529 |
| 110 | CHAPMAN | 803 4TH AVE NW | DILWORTH MN 56529 |
| 111 | CHAU LISA | 1207 4TH AVE NW | DILWORTH MN 56529 |
| 112 | CHISHOLM | 502 12TH ST NE | DILWORTH MN 56529 |
| 113 | CHRISTOP | 503 13TH ST NE | DILWORTH MN 56529 |
| 114 | CHRISTOP | 608 KROSHUS DR | DILWORTH MN 56529 |
| 115 | CITY OF DI | PO BOX 187 | DILWORTH MN 56529 |
| 116 | CLARK ART | 503 4TH AVE NE | DILWORTH MN 56529 |
| 117 | CLARK MIC | 810 NICOLE LN | DILWORTH MN 56529 |
| 118 | CLAY COU | PO BOX 280 | MOORHEAI MN 56560 |
| 119 | CLAY COU | 116 CENTER AVE E | DILWORTH MN 56529 |
| 120 | CLIFTON JE | 1011 4TH AVE NW | DILWORTH MN 56529 |
| 121 | COALWELL | PO BOX 308 | DILWORTH MN 56529 |
| 122 | COALWELL | 407 3RD ST NE | DILWORTH MN 56529-1140 |
| 123 | COALWELL | 607 1ST ST NE | DILWORTH MN 56529 |
| 124 | CODY GER | 601 2ND ST NW | DILWORTH MN 56529 |
| 125 | COGGINS / | 503 4TH ST NE | DILWORTH MN 56529 |
| 126 | COLEMAN | 505 8TH ST NE | DILWORTH MN 56529 |
| 127 | COLEMAN | 1008 6TH AVE NE | DILWORTH MN 56529 |
| 128 | CONCANN | 404 4TH AVE NE | DILWORTH MN 56529 |
| 129 | COSSETTE | 809 W SUMMERWOOD | DILWORTH MN 56529 |
| 130 | COSTELLO | 612 2ND ST NE | DILWORTH MN 56529 |
| 131 | COSTELLO | 502 MARIANN LN | DILWORTH MN 56529 |
| 132 | COSTELLO | 408 5TH ST NW | DILWORTH MN 56529 |
| 133 | COSTELLO | PO BOX 604 | DILWORTH MN 56529-0604 |
| 134 | COSTELLO | 809 NICOLE LN | DILWORTH MN 56529 |
| 135 | COTEAU PF | 3072 LAKE FRONT DR | JAMESTOW ND 58401 |
| 136 | COTTRELL | 1801 5TH AVE NE | DILWORTH MN 56529 |
| 137 | COULTER J | 505 4TH AVE NW | DILWORTH MN 56529 |
| 138 | COX ANDRI | 505 12TH ST NE | DILWORTH MN 56529 |
| 139 | COYLE KEV | 704 7TH AVE NE | DILWORTH MN 56529 |
| 140 | CROONQU | 502 3RD ST NE | DILWORTH MN 56529 |
| 141 | CUMMING | 612 5TH ST NE | DILWORTH MN 56529 |
| 142 | CURRY WA | 1202 6TH AVE NE | DILWORTH MN 56529 |
| 143 | CURTIS R | & 307 4TH AVE NW | DILWORTH MN 56529 |
| 144 | DAHL DAVI | 406 4TH AVE NW | DILWORTH MN 56529 |
| 145 | DAHL JEFF | 516 KROSHUS DR | DILWORTH MN 56529 |
| 146 | DAHL KEN | 535 5TH ST NW | DILWORTH MN 56529 |
| 147 | DAHL PHIL | 402 13TH AVE NE | DILWORTH MN 56529 |
| 148 | DALZIEL JO | 600 NICOLE LN | DILWORTH MN 56529 |
| 149 | DAVIS WILL | 609 1ST ST NE | DILWORTH MN 56529 |
| 150 | DAWSON JI | 408 5TH ST NE | DILWORTH MN 56529 |
| 151 | DAWSON N | 505 13TH ST NE | DILWORTH MN 56529 |
| 152 | DAY JUSTIN | 1527 6TH AVE NE | DILWORTH MN 56529 |
| 153 | DENNIS & S | 445 KROSHUS DR | DILWORTH MN 56529 |
| 154 | DENNY JAY | 513 12TH ST NE | DILWORTH MN 56529 |
| 155 | DETT HOL | 1125 OAKVIEW DR APT | DILWORTH MN 56529 |
| 156 | DESJARLA | 1414 SUMMERWOOD T | DILWORTH MN 56529 |
| 157 | DESSROCH | E 103 4TH AVE NW | DILWORTH MN 56529 |
| 158 | DEUTSCH L | 612 3RD ST NE | DILWORTH MN 56529 |
| 159 | DEVIER TIM | 401 6 AVE NE | DILWORTH MN 56529 |
| 160 | DIALLESAN | 820 9TH AVE NE | DILWORTH MN 56529 |
| 161 | DICKMAN E | 905 SUMMERWOOD TR | DILWORTH MN 56529 |
| 162 | DICKS NATI | 1424 SUMMERWOOD T | DILWORTH MN 56529 |

| Postcard Mailing List | | | |
|-----------------------|--------------------------------|----------------------------------|------------------------|
| # | TAX_NAME | TAX_ADD_L | TAX_ADD_L4 |
| 471 | NELSON BLAINE & ASHLEY | 908 11TH AVE NE | DILWORTH MN 56529 |
| 472 | NELSON BRADLEY & JANINE | 639 2ND ST NW | DILWORTH MN 56529 |
| 473 | NELSON CAROL M & DANA | 525 5TH ST NW | DILWORTH MN 56529 |
| 474 | NELSON JACOB J | 1204 4TH AVE NW | DILWORTH MN 56529 |
| 475 | NELSON JAMES J & SHERRY M | 700 4TH AVE NW | DILWORTH MN 56529 |
| 476 | NELSON JASON & KRISTAL | 402 4TH ST NE | DILWORTH MN 56529 |
| 477 | NELSON JEROME & CONNIE | 627 2ND ST NW | DILWORTH MN 56529 |
| 478 | NELSON JOYCE A M | 509 5TH AVE NE | DILWORTH MN 56529 |
| 479 | NELSON KATHLEEN A | 503 12TH ST NE | DILWORTH MN 56529 |
| 480 | NELSON RILEY R & JASMINE N | 1123 4TH AVE NW | DILWORTH MN 56529 |
| 481 | NELSON RYAN F & AMBER R | 610 KROSHUS DR | DILWORTH MN 56529 |
| 482 | NELSON TYLER & LISA | 1420 W SUMMERWOOD | DILWORTH MN 56529 |
| 483 | NELSON TYLER J & TAILIA R | 404 13TH ST NE | DILWORTH MN 56529 |
| 484 | NEMETH STEPHEN & CLEMENTINE | 520 KROSHUS DR | DILWORTH MN 56529 |
| 485 | NESET JOHN & ROSALIE | 906 4TH AVE NW | DILWORTH MN 56529 |
| 486 | NESS CHARLES D | PO BOX 442 | DILWORTH MN 56529 |
| 487 | NESS CONSTANCE M | PO BOX 442 | DILWORTH MN 56529-0442 |
| 488 | NICHOLAS TODD & STACY | 503 8TH ST NE | DILWORTH MN 56529 |
| 489 | NICHOLAS TRAVIS J | 703 8TH AVE NE | DILWORTH MN 56529 |
| 490 | NICHOLSON KENNETH & GLENND A | 18675 US HWY 19 N LC CLEARWAT FL | 33764 |
| 491 | NICHOLSON KENNETH & GLENND A | 551 5TH ST NW | DILWORTH MN 56529-1647 |
| 492 | NIELSEN BRENDA P | 402 4TH AVE NW | DILWORTH MN 56529 |
| 493 | NIEMI MALISSA | 419 KROSHUS DR | DILWORTH MN 56529 |
| 494 | NOLL ANDREA A & ALYSON | 607 4TH ST NE | DILWORTH MN 56529 |
| 495 | NORDBY RONALD & JANET | 504 5TH ST NW | DILWORTH MN 56529 |
| 496 | NOYES GARY L & LISA G | 504 4TH AVE NE | DILWORTH MN 56529 |
| 497 | NUGENT TIM & MARY | 515 15TH ST NE | DILWORTH MN 56529 |
| 498 | OBERG RICHARD E & LAURIE J | 358 BROOKLYNN LN | CANYON L TX 78133 |
| 499 | OCHOA LOUIS & TANYA R | 506 NICOLE LN | DILWORTH MN 56529 |
| 500 | OHNSNER PERRY & LAURIE | 702 4TH AVE NE | DILWORTH MN 56529 |
| 501 | OGDAHL CHAD & HEATHER | 905 11TH AVE NE | DILWORTH MN 56529 |
| 502 | OISTAD JEREMY & ROBIN | 505 9TH ST NE | DILWORTH MN 56529 |
| 503 | O'KEEFE JOSEPH & JILL | 510 12TH ST NE | DILWORTH MN 56529 |
| 504 | OKESON JUSTIN & SARAH | 1113 W SUMMERWOOD | DILWORTH MN 56529 |
| 505 | OLSON APRIL D | 610 4TH ST NE | DILWORTH MN 56529 |
| 506 | OLSON BENJAMIN | 902 KROSHUS DR | DILWORTH MN 56529 |
| 507 | OLSON BOBBY I & ROCHELLE M | 1116 6TH AVE NE | DILWORTH MN 56529 |
| 508 | OLSON BRANDIN A & RACHEL A | 809 7TH ST NE | DILWORTH MN 56529 |
| 509 | OLSON CHAD P | 607 3RD ST NE | DILWORTH MN 56529 |
| 510 | OLSON ERIC A & AMANDA L | 809 7TH AVE NE | DILWORTH MN 56529 |
| 511 | OLSON MATTHEW T | 511 5TH AVE NE | DILWORTH MN 56529 |
| 512 | OLSON RUSSELL M & BONNIE M | 1514 5TH AVE NE | DILWORTH MN 56529 |
| 513 | OMAN DANIEL R & KATIE R | 911 W SUMMERWOOD | DILWORTH MN 56529 |
| 514 | OMANN NICHOLAS R & SARA ANN | 1421 W SUMMERWOOD | DILWORTH MN 56529 |
| 515 | OMAR NADIAR A & JAYLAN M | 407 13TH ST NE | DILWORTH MN 56529 |
| 516 | OPATRIL STEVE & RICK HALVORSON | 1915 27TH ST S | MOORHEAI MN 56560 |
| 517 | OPATRIL STEVEN M & THERESA | 1915 27TH ST S | MOORHEAI MN 56560 |
| 518 | ORVIK CAROLYN J | 605 4TH AVE NE | DILWORTH MN 56529 |
| 519 | OSLAND DEENA M | 512 8TH ST NE | DILWORTH MN 56529 |
| 520 | OTTE JAMIESON D & KRISTINA J | 504 7TH ST NE | DILWORTH MN 56529 |
| 521 | OTTO ALICE | 623 2ND ST NW | DILWORTH MN 56529 |
| 522 | OVERBO DAVID & BRANDI | 502 8TH ST NE | DILWORTH MN 56529 |
| 523 | PALMER STEPHEN & KARLA | 1001 6TH AVE NE | DILWORTH MN 56529 |
| 524 | PAPILLON JEANETTE | 401 12TH ST NE | DILWORTH MN 56529 |
| 525 | PAQUIN ROSS & AMANDA | 510 WOODBRIDGE DR | DILWORTH MN 56529 |
| 526 | PARK JIMMIE V & LYNN M A | 804 8TH AVE NE | DILWORTH MN 56529 |
| 527 | PARKE KENNETH L & SARA L | PO BOX 57 | DILWORTH MN 56529-0057 |
| 528 | PARKINSON SHAWN & SANDRA | 605 5TH ST NE | DILWORTH MN 56529 |
| 529 | PASCHKE RONALD A | 403 12TH ST NE | DILWORTH MN 56529 |
| 530 | PATNAUDE JR LAWRENCE & TYIA | 202 6TH AVE NE | DILWORTH MN 56529 |
| 531 | PAUL & KAREN STERN RT | 501 9TH ST NE | DILWORTH MN 56529 |
| 532 | PAUL DOUGLAS D & STEFANIE R | 515 8TH ST NE | DILWORTH MN 56529 |
| 533 | PAUL ERIC C & ANN J ROBINSON- | 1111 6TH AVE NE | DILWORTH MN 56529 |
| 534 | PAVOLA STEVEN M | 606 7TH ST NE | DILWORTH MN 56529 |
| 535 | PAYNE SCOTT A & REBECCA A | 606 NICOLE LN | DILWORTH MN 56529 |
| 536 | PAZDERNIK ISAAC | 403 6TH AVE NE | DILWORTH MN 56529 |
| 537 | PEE & KAY INVESTORS LLC | 1114 SOUTHWOOD DR | DILWORTH MN 56529 |
| 538 | PEKAREK EUGENE | 21282 KETTLE RD | ROYALTON MN 56373 |
| 539 | PENDER NICKOLAS G & MALLORIE J | 611 5TH ST NE | DILWORTH MN 56529 |
| 540 | PEPPEL DONALD & CAROL | 1106 4TH AVE NE | DILWORTH MN 56529 |
| 541 | PERIUS THOMAS & COLLEEN | 1010 4TH AVE NW | DILWORTH MN 56529 |
| 542 | PERLEBERG JEREMY & JULIE | 605 5 AVE NE | DILWORTH MN 56529 |
| 543 | PETERSON DARCI D | 909 4TH AVE N | DILWORTH MN 56529 |
| 544 | PETERSON GARY L & DEBORAH L | 11074 S LAKE EUNUCE DETROIT L MN | 56501 |
| 545 | PETERSON KEVIN M | 601 3RD ST NE | DILWORTH MN 56529 |
| 546 | PEIFER RANE & SUSAN | PO BOX 636 | DILWORTH MN 56529-0636 |
| 547 | PICKETT L DIANE | 107 4TH AVE NW | DILWORTH MN 56529 |
| 548 | PIGEON JERED R | 409 3RD ST NE | DILWORTH MN 56529 |
| 549 | PINKNEY MICHAEL | 1126 4TH AVE NW | DILWORTH MN 56529 |
| 550 | POMPE DAVID C | 907 11TH AVE NE | DILWORTH MN 56529 |
| 551 | PORT JOHN & BRENDA | 1002 4TH AVE NW | DILWORTH MN 56529 |

| Postcard Mailing List | | | |
|-----------------------|---------------------------------|--------------|------------|
| # | TAX_NAME | TAX_ADD_1 | TAX_ADD_1 |
| 163 | DIFFCHRIS 8111 BRINK DR | HORACE ND | 58047 |
| 164 | DIFFCHRIS 5410 53RD AVE S | FARGO ND | 58104 |
| 165 | DILTON LL(2108 S UNIVERSITY DR | FARGO ND | 58103 |
| 166 | DILWORTH PO BOX 474 | DILWORTH MN | 56529-0474 |
| 167 | DILWORTH 1401 SOUTH BRENTW | SAINT LOU MO | 63144 |
| 168 | DIPPLE PAT 504 12 ST NE | DILWORTH MN | 56529 |
| 169 | DONDLING 501 5TH ST NW | DILWORTH MN | 56529 |
| 170 | DOSH JEFF 603 6TH AVE NE | DILWORTH MN | 56529-662 |
| 171 | DOUGLAS / 506 3RD ST NE | DILWORTH MN | 56529 |
| 172 | DRECHSEL 811 KROSHUS DR | DILWORTH MN | 56529 |
| 173 | DRECHSEL 547 5TH ST NW | DILWORTH MN | 56529 |
| 174 | DREES ERIK 506 12TH ST NE | DILWORTH MN | 56529 |
| 175 | DUBBELS L 308 4TH AVE NW | DILWORTH MN | 56529 |
| 176 | DUDGEON 504 13TH ST NE | DILWORTH MN | 56529 |
| 177 | DUMARCE. 610 3RD ST NE | DILWORTH MN | 56529 |
| 178 | DUMKE ELI. 707 WOODBRIDGE DR | DILWORTH MN | 56529 |
| 179 | ECK JASON 1107 5TH AVE NE | DILWORTH MN | 56529 |
| 180 | ECKES WILI 806 4TH AVE NE | DILWORTH MN | 56529 |
| 181 | EDEEN DAF 1007 6TH AVE NE | DILWORTH MN | 56529 |
| 182 | EDWIN DEV 415 2ND ST NW | DILWORTH MN | 56529 |
| 183 | EHRICHS K 609 2ND ST NE | DILWORTH MN | 56529 |
| 184 | EILERTSON 703 NICOLE LN | DILWORTH MN | 56529 |
| 185 | ELLIOTT M/ 1110 4TH AVE NW | DILWORTH MN | 56529 |
| 186 | EMMERICH 1314 4TH AVE NE | DILWORTH MN | 56529 |
| 187 | ENDRES DE 512 WOODBRIDGE DR | DILWORTH MN | 56529 |
| 188 | ENGBRECH 807 8TH ST NE | DILWORTH MN | 56529 |
| 189 | ENGELSTAI 1103 6TH AVE NE | DILWORTH MN | 56529 |
| 190 | ENGER LIS/ 501 3RD ST NE | DILWORTH MN | 56529 |
| 191 | ENGER ROI 844 ELM PARK PL | WEST FARE ND | 58078 |
| 192 | ENGLAND I PO BOX 322 | DILWORTH MN | 56529 |
| 193 | ERICKSON 807 7TH ST NE | DILWORTH MN | 56529-0161 |
| 194 | ERICKSON 708 4TH AVE NW | DILWORTH MN | 56529-1626 |
| 195 | ERICKSON 505 6TH ST NE | DILWORTH MN | 56529 |
| 196 | ESCOBAR F 823 7TH AVE NE | DILWORTH MN | 56529 |
| 197 | EUKEL MAR 511 12TH ST NE | DILWORTH MN | 56529 |
| 198 | FARDALE S 1005 6TH AVE NE | DILWORTH MN | 56529 |
| 199 | FAROK KAV 1106 4TH AVE NW | DILWORTH MN | 56529 |
| 200 | FAROK SER 904 KROSHUS DR | DILWORTH MN | 56529 |
| 201 | FETZER JES 706 WOODBRIDGE DR | DILWORTH MN | 56529 |
| 202 | FIANDACA 5526 28TH AVE N | MOORHEAI MN | 56560 |
| 203 | FIANDACA 6063 40 ST N | MOORHEAI MN | 56560 |
| 204 | FIECHTNEF 504 4TH ST NE | DILWORTH MN | 56529 |
| 205 | FIELDSTON PO BOX 10552 | FARGO ND | 58106-0552 |
| 206 | FINES HOL 1220 MAIN AVE SUITE 2 | FARGO ND | 58102 |
| 207 | FINSTROM 904 6TH AVE NE | DILWORTH MN | 56529 |
| 208 | FJELD JOS/ 705 7TH AVE NE | DILWORTH MN | 56529 |
| 209 | FLINT BARE PO BOX 336 | DILWORTH MN | 56529 |
| 210 | FLOBERG C 825 4TH AVE NE | DILWORTH MN | 56529 |
| 211 | FLOCK GEC 508 5TH ST NE | DILWORTH MN | 56529 |
| 212 | FLYBERG LI 111 4TH AVE NW | DILWORTH MN | 56529 |
| 213 | FORNES D(303 4TH AVE NW | DILWORTH MN | 56529 |
| 214 | FORSETH N 511 2ND ST NW | DILWORTH MN | 56529 |
| 215 | FORTIN DA/ 603 4TH AVE NE | DILWORTH MN | 56529 |
| 216 | FOSSEN GA 43195 CO HWY 53 | NEW YORK MN | 56567 |
| 217 | FOSSUM D. 1206 6TH AVE NE | DILWORTH MN | 56529 |
| 218 | FRANCK RC 512 KROSHUS DR | DILWORTH MN | 56529 |
| 219 | FRIEND KEI 705 4TH AVE NW | DILWORTH MN | 56529 |
| 220 | FRISCO MI(511 13TH ST NE | DILWORTH MN | 56529 |
| 221 | FUCHS BEF 423 2ND ST NW | DILWORTH MN | 56529 |
| 222 | FUCHS KE/ 704 6TH AVE NE | DILWORTH MN | 56529 |
| 223 | FYLLING P/ 809 5TH AVE NE | DILWORTH MN | 56529 |
| 224 | GABLE JERI 405 4 ST NE | DILWORTH MN | 56529 |
| 225 | GAU FAMIL 504 15TH ST NE | DILWORTH MN | 56529 |
| 226 | GERAGHTY 404 2ND ST NW | DILWORTH MN | 56529 |
| 227 | GIDDINGS 1118 W SUMMERWOOI | DILWORTH MN | 56529 |
| 228 | GLANZER L 704 4TH AVE NW | DILWORTH MN | 56529 |
| 229 | GRAFTAAS 510 MARIANN LN | DILWORTH MN | 56529 |
| 230 | GRAHAM S. 502 5TH AVE NE | DILWORTH MN | 56529 |
| 231 | GRAY JACK 1109 6TH AVE NE | DILWORTH MN | 56529 |
| 232 | GREENWAL 1127 4TH AVE NW | DILWORTH MN | 56529 |
| 233 | GREFSRUD 509 9TH ST NE | DILWORTH MN | 56529 |
| 234 | GREGORY / 1113 4TH AVE NW | DILWORTH MN | 56529 |
| 235 | GRINDE JAI 907 4TH AVE NW | DILWORTH MN | 56529 |
| 236 | GROSS FR/ 505 3RD ST NE | DILWORTH MN | 56529 |
| 237 | GROSSMA/ 407 12TH ST NE | DILWORTH MN | 56529 |
| 238 | GROSZ JAS 542 5TH ST NW | DILWORTH MN | 56529 |
| 239 | GROVE GAI 605 KROSHUS DR | DILWORTH MN | 56529 |
| 240 | GULSETH C 437 KROSHUS DR | DILWORTH MN | 56529 |
| 241 | GULSETH JI 506 8TH ST NE | DILWORTH MN | 56529 |
| 242 | GUSTAFSO 1307 4TH AVE NE | DILWORTH MN | 56529 |
| 243 | H2G LLC PO BOX POB 1029 | FARGO ND | 58107 |

| Postcard Mailing List | | | |
|-----------------------|--|-----------------------|----------------------|
| # | TAX_NAME | TAX_ADD_1 | TAX_ADD_1 |
| 552 | POYZER BRYAN W & JESSICA L | 602 6TH ST NE | DILWORTH MN 56529 |
| 553 | PRAIRIE CROSSING TOWNHOMES LLC | 4654 AMBER VALLEY PI | FARGO ND 58104 |
| 554 | PRAIRIE CROSSINGS TOWNHOMES LLC | PO BOX 1029 | FARGO ND 58107-1029 |
| 555 | PRAIRIE HILLS INVESTMENT PROPERTIES LI | 8111 BRINK DR | HORACE ND 58078-9701 |
| 556 | PURSER NATHAN G & MELISSA | 702 WOODBRIDGE DR | DILWORTH MN 56529 |
| 557 | RADECK CHARLES & MICHELE | 1302 W SUMMERWOOI | DILWORTH MN 56529 |
| 558 | RANDKLEV LANA | 503 1ST ST NE | DILWORTH MN 56529 |
| 559 | RASMUSSEN ALEXANDER & BRITTIANY | 904 11TH AVE NE | DILWORTH MN 56529 |
| 560 | RAY GERALD & ROSALIA | 504 4TH AVE NW | DILWORTH MN 56529 |
| 561 | REBROVICH TYLER P & LEAH D | 808 6TH AVE NE | DILWORTH MN 56529 |
| 562 | REHDER ANGELA & MICHAEL | 700 7TH AVE NE | DILWORTH MN 56529 |
| 563 | REHDER JAMES & BARBARA | 915 4TH AVE NE | DILWORTH MN 56529 |
| 564 | REHDER JASON R & LORI J | 612 4TH ST NE | DILWORTH MN 56529 |
| 565 | REICHEL ROBERT | 506 2ND ST NE | DILWORTH MN 56529 |
| 566 | REICHEL ROBERT N | 507 5TH ST NE | DILWORTH MN 56529 |
| 567 | REIS JACQUE & ARLENE | 1005 SOUTHWOOD DR | DILWORTH MN 56529 |
| 568 | RENO ANTHONY L & JULIE R | 603 5TH ST NE | DILWORTH MN 56529 |
| 569 | RENO CRAIG | 807 KROSHUS DR | DILWORTH MN 56529 |
| 570 | RENO DENNIS W | 502 4TH ST NE | DILWORTH MN 56529 |
| 571 | RENO NICOLE | 522 5TH ST NW | DILWORTH MN 56529 |
| 572 | RENTZ MICHAEL R | 508 KROSHUS DR | DILWORTH MN 56529 |
| 573 | REOPELLE RICHARD R & MELODY M | 711 KROSHUS DR | DILWORTH MN 56529 |
| 574 | RESKI MATTHEW & CAROL | 1419 W SUMMERWOOI | DILWORTH MN 56529 |
| 575 | REVIER LAWRENCE & JOANNE | 1308 4TH AVE NE | DILWORTH MN 56529 |
| 576 | REVIER MICHAEL L & NICOLE L | 1110 4TH AVE NE | DILWORTH MN 56529 |
| 577 | REYNOLDS DANIEL & SANDRA | 1309 4TH AVE NE | DILWORTH MN 56529 |
| 578 | RHEAULT DENNIS R | PO BOX 10312 | FARGO ND 58103 |
| 579 | RICHARDS JASON A | 1113 6TH AVE NE | DILWORTH MN 56529 |
| 580 | RICHARDS LARRY & KATHLEEN | PO BOX 205 | DILWORTH MN 56529 |
| 581 | RICK HALVORSON CONSTRUCTION INC | 1915 27TH ST S UNIT A | MOORHEAI MN 56560 |
| 582 | RIEDER PATRICK P & SHANNON E | 801 7TH AVE NE | DILWORTH MN 56529 |
| 583 | RISHEL EDWARD & ROMAYNE | 819 4TH AVE NE | DILWORTH MN 56529 |
| 584 | RITTER WILLIAM R & CHERYL K | 1210 6TH AVE NE | DILWORTH MN 56529 |
| 585 | RIVARD GERALD JOSEPH III | 603 1ST ST NE | DILWORTH MN 56529 |
| 586 | ROBIN A UTGAARD RLT | 903 KROSHUS DR | DILWORTH MN 56529 |
| 587 | ROBINSON JAY P & NICOLE KUNZA | 508 13TH ST NE | DILWORTH MN 56529 |
| 588 | RODE SHAUN & JESSICA | 1402 W SUMMERWOOI | DILWORTH MN 56529 |
| 589 | RODRIGUEZ PEDRO & SANDRA | 866 40TH ST N | MOORHEAI MN 56560 |
| 590 | ROGERS RICKE | 1313 4TH AVE NE | DILWORTH MN 56529 |
| 591 | ROLL DALTON S & ARIANNA J | 1426 W SUMMERWOOI | DILWORTH MN 56529 |
| 592 | ROMAN STEVEN G JR | 804 7TH AVE NE | DILWORTH MN 56529 |
| 593 | ROOZE ANTHONY & MICHELLE | 906 6TH AVE NE | DILWORTH MN 56529 |
| 594 | ROSENAU MARC A & SARAH M | 413 13TH ST NE | DILWORTH MN 56529 |
| 595 | ROSENFELDT JULIE K | 1417 W SUMMERWOOI | DILWORTH MN 56529 |
| 596 | ROTHSCHADL RANDALL S & DEANNE | 809 9TH AVE NE | DILWORTH MN 56529 |
| 597 | ROTHSCHADL TARA | 608 2ND ST NW | DILWORTH MN 56529 |
| 598 | ROTT THOMAS A & PAULETTE | 1512 5TH AVE NE | DILWORTH MN 56529 |
| 599 | ROY DENNIS & AUDREY | 637 2ND ST NW | DILWORTH MN 56529 |
| 600 | RUSSELL JOHN & RENE | 821 7TH AVE NE | DILWORTH MN 56529 |
| 601 | RUTHER JANICE G | PO BOX 362 | DILWORTH MN 56529 |
| 602 | RYGG OLE PETTER & TRISHA | 1109 W SUMMERWOOI | DILWORTH MN 56529 |
| 603 | SALMAN SABRIA | 910 11TH AVE NE | DILWORTH MN 56529 |
| 604 | SAND ROBERT L & PAMELA A | 601 4TH AVE NE | DILWORTH MN 56529 |
| 605 | SANDAHL ALEX | 1103 5TH AVE NE | DILWORTH MN 56529 |
| 606 | SANGER JOHN & MARTHA | 814 NICOLE LN | DILWORTH MN 56529 |
| 607 | SAPA CHAD & ROBERTA | 421 KROSHUS DR | DILWORTH MN 56529 |
| 608 | SARKI JAMAL | 606 KROSHUS DR | DILWORTH MN 56529 |
| 609 | SCHHEEL KRISTIAN | 818 4TH AVE NE | DILWORTH MN 56529 |
| 610 | SCHLICHTING KURT R & MIRANDA | 602 4TH AVE NE | DILWORTH MN 56529 |
| 611 | SCHMIDTKE DENNIS H & CHRISTENE M | 524 KROSHUS DR | DILWORTH MN 56529 |
| 612 | SCHMITZ GREGORY J & LISA M | 800 7TH AVE NE | DILWORTH MN 56529 |
| 613 | SCHOENBORN KEVIN & MARY | 1105 6TH AVE NE | DILWORTH MN 56529 |
| 614 | SCHOOL DIST 2164 | PO BOX 188 | DILWORTH MN 56529 |
| 615 | SCHOON JED & AMANDA | 409 13TH ST NE | DILWORTH MN 56529 |
| 616 | SCHREIBER JAY A & JENNIFER G | 903 8TH AVE NE | DILWORTH MN 56529 |
| 617 | SCHROEDER LARRY & LYLE | 201 6TH AVE NE | DILWORTH MN 56529 |
| 618 | SCHULTZ JOHN & LINDA | 521 KROSHUS DR | DILWORTH MN 56529 |
| 619 | SCHULZ DEBRA | 421 2ND ST NW | DILWORTH MN 56529 |
| 620 | SCHWEHR CLAIRE FRANCINE | 611 3RD ST NE | DILWORTH MN 56529 |
| 621 | SCHWIEGER DAYTON & JENA | 1114 W SUMMERWOOI | DILWORTH MN 56529 |
| 622 | SEIDLER JAMES & PATTI | 1110 6TH AVE NE | DILWORTH MN 56529 |
| 623 | SEIER ANDREW GUY & KAYLEE RAE | 606 6TH ST NE | DILWORTH MN 56529 |
| 624 | SEIM LAWRENCE & MARY | 803 5TH AVE NE | DILWORTH MN 56529 |
| 625 | SELZLER LARRY J & KORELLA K | 506 5TH ST NE | DILWORTH MN 56529 |
| 626 | SEVERITY ASSISTED LIVING INC | 1125 OAKVIEW DR APT | DILWORTH MN 56529 |
| 627 | SEVERTSON MARK & MICHELLE | 413 MARIANN LN | DILWORTH MN 56529 |
| 628 | SHANNON STEVEN JAMES & LYNNEE SUSAI | 1007 4TH AVE NW | DILWORTH MN 56529 |
| 629 | SHEELEY JEREMY & KRISTA L | 510 13TH ST NE | DILWORTH MN 56529 |
| 630 | SHEERAN JAKOB & JESSICA D | 1101 5TH AVE NE | DILWORTH MN 56529 |
| 631 | SHEILA WICHMANN RLT | 1506 5TH AVE NE | DILWORTH MN 56529 |
| 632 | SHIMELL DYLAN & ERIN | 603 4TH AVE NW | DILWORTH MN 56529 |

| Postcard Mailing List | | | | |
|-----------------------|-------------|----------------------|-------------|------------|
| # | TAX_NAME | TAX_ADD_1 | TAX_ADD_1 | TAX_ADD_1 |
| 244 | HAALAND V | 1202 W SUMMERWOOD | DILWORTH MN | 56529 |
| 245 | HAASAN N | 1002 4TH AVE NE | DILWORTH MN | 56529-1275 |
| 246 | HAGEN JOE | 911 11TH AVE NE | DILWORTH MN | 56529 |
| 247 | HALBAKKEI | 507 2ND ST NW | DILWORTH MN | 56529 |
| 248 | HALL JESSI | 401 MARIANN LN | DILWORTH MN | 56529 |
| 249 | HALVORSO | 507 8TH ST NE | DILWORTH MN | 56529 |
| 250 | HALVORSO | 1305 4TH AVE NE | DILWORTH MN | 56529 |
| 251 | HAMERNIK | 810 4TH AVE NW | DILWORTH MN | 56529 |
| 252 | HANEY CHI | 1006 6TH AVE NE | DILWORTH MN | 56529 |
| 253 | HANSON D | 1303 WEST SUMMERWOOD | DILWORTH MN | 56529 |
| 254 | HANSON JE | 802 8TH ST NE | DILWORTH MN | 56529 |
| 255 | HANSON S | 504 8TH ST NE | DILWORTH MN | 56529 |
| 256 | HAUCK RA | 703 KROSHUS DR | DILWORTH MN | 56529 |
| 257 | HAUGE HEI | 1113 4TH AVE NE | DILWORTH MN | 56529 |
| 258 | HAUGEN JL | 910 4TH AVE NW | DILWORTH MN | 56529 |
| 259 | HAUGEN RI | 427 2ND ST NW | DILWORTH MN | 56529 |
| 260 | HAUGEN SJ | 1119 4TH AVE NW | DILWORTH MN | 56529 |
| 261 | HAUGEN-H | 1612 5TH AVE NE | DILWORTH MN | 56529 |
| 262 | HAUGLID J | 607 2ND ST NE | DILWORTH MN | 56529 |
| 263 | HAUGLID P | 502 2ND ST NE | DILWORTH MN | 56529 |
| 264 | HAWK HAR | 609 6TH ST NE | DILWORTH MN | 56529 |
| 265 | HAWK ROB | 604 3RD ST NE | DILWORTH MN | 56529 |
| 266 | HAYES RIC | 910 4TH AVE NE | DILWORTH MN | 56529 |
| 267 | HEITMAN D | 509 4TH AVE NW | DILWORTH MN | 56529 |
| 268 | HEITMANN | 503 2ND ST NW | DILWORTH MN | 56529 |
| 269 | HENDRICK | 602 2ND ST NE | DILWORTH MN | 56529-1143 |
| 270 | HENNEN TI | 505 1ST ST NE | DILWORTH MN | 56529 |
| 271 | HERMANN | 815 4TH AVE NE | DILWORTH MN | 56529 |
| 272 | HERMANSC | 1604 5TH AVE NE | DILWORTH MN | 56529 |
| 273 | HERNANDE | 1422 W SUMMERWOOD | DILWORTH MN | 56529 |
| 274 | HEWSON T | 1519 6TH AVE NE | DILWORTH MN | 56529 |
| 275 | HIEB TODD | 604 2ND ST NE | DILWORTH MN | 56529 |
| 276 | HIGHNESS | PO BOX 563 | DILWORTH MN | 56529-0563 |
| 277 | HIGHNESS | 409 5TH ST NW | DILWORTH MN | 56529 |
| 278 | HIGHNESS | PO BOX 33 | DILWORTH MN | 56529-0033 |
| 279 | HILL BLAIR | 404 16TH ST NE | DILWORTH MN | 56529 |
| 280 | HILL IRENE | 603 2ND ST NW | DILWORTH MN | 56529 |
| 281 | HILL OXFORD | 901 W JACKSON BLVD | CHICAGO IL | 60607 |
| 282 | HILTON PE | 803 KROSHUS DR | DILWORTH MN | 56529 |
| 283 | HITTERDAL | 605 3RD ST NE | DILWORTH MN | 56529 |
| 284 | HOLDEN KI | 613 2ND ST NW | DILWORTH MN | 56529 |
| 285 | HOLMSTR | 1203 4TH AVE NW | DILWORTH MN | 56529 |
| 286 | HOLLOWELL | 514 5TH ST NW | DILWORTH MN | 56529 |
| 287 | HOLTBERG | 510 9TH ST NE | DILWORTH MN | 56529 |
| 288 | HOOVER JA | 515 12TH ST NE | DILWORTH MN | 56529 |
| 289 | HORIZON F | 1915 27TH ST S #A | MOORHEAD MN | 56560 |
| 290 | HORIZON F | 1915 27TH ST S #A | MOORHEAD MN | 56560 |
| 291 | HOUSKA D | 213 4TH AVE NW | DILWORTH MN | 56529 |
| 292 | HOUSKA D | 817 NICOLE DR | DILWORTH MN | 56529-1610 |
| 293 | HOVERSTE | 1206 4TH AVE NW | DILWORTH MN | 56529 |
| 294 | HUARD RO | 513 15TH ST NE | DILWORTH MN | 56529 |
| 295 | HUGHES AI | 402 16TH ST NE | DILWORTH MN | 56529 |
| 296 | HUGHES D | 502 13TH ST NE | DILWORTH MN | 56529 |
| 297 | HUNTER RC | 903 5TH AVE NE | DILWORTH MN | 56529 |
| 298 | IMAD NIJIN | 902 4TH AVE NW | DILWORTH MN | 56529 |
| 299 | IVERSON LI | 640 2ND ST NW | DILWORTH MN | 56529 |
| 300 | JACOB EDV | 414 4TH AVE NW | DILWORTH MN | 56529 |
| 301 | JACOBSEN | 606 4TH AVE NE | DILWORTH MN | 56529 |
| 302 | JAMISON G | 406 MARIANN LN | DILWORTH MN | 56529 |
| 303 | JAN L KUPI | 507 4TH ST NE | DILWORTH MN | 56529 |
| 304 | JEFFRY M | & 1111 4TH AVE NE | DILWORTH MN | 56529 |
| 305 | JEGTVIG | VII 505 5TH ST NE | DILWORTH MN | 56529 |
| 306 | JENSON JA | 1311 4TH AVE NE | DILWORTH MN | 56529 |
| 307 | JESME STE | 1406 W SUMMERWOOD | DILWORTH MN | 56529 |
| 308 | JESSEN MA | 401 13TH ST NE | DILWORTH MN | 56529 |
| 309 | JIMENEZ M | 706 8TH AVE NE | DILWORTH MN | 56529 |
| 310 | JIMENEZ M | 706 8TH AVE NE | DILWORTH MN | 56529 |
| 311 | JMW CONS | 5902 3RD ST N | MOORHEAD MN | 56560 |
| 312 | JODY & JEF | 405 5TH ST NW | DILWORTH MN | 56529 |
| 313 | JOHNK CHI | 806 11TH AVE NE | DILWORTH MN | 56529 |
| 314 | JOHNK MA | 1116 WEST SUMMERWOOD | DILWORTH MN | 56529 |
| 315 | JOHNSON | 510 8TH ST NE | DILWORTH MN | 56529 |
| 316 | JOHNSON I | 430 KROSHUS DR | DILWORTH MN | 56529 |
| 317 | JOHNSON J | 910 6TH AVE NE | DILWORTH MN | 56529 |
| 318 | JOHNSON I | 813 NICOLE LN | DILWORTH MN | 56529 |
| 319 | JOHNSON I | 605 NICOLE LN | DILWORTH MN | 56529 |
| 320 | JOHNSON I | 1610 5TH AVE NE | DILWORTH MN | 56529 |
| 321 | JOHNSON I | 550 5TH ST NW | DILWORTH MN | 56529 |
| 322 | JOHNSON I | 507 6TH ST NE | DILWORTH MN | 56529 |
| 323 | JOHNSON I | 508 3RD ST NE | DILWORTH MN | 56529 |
| 324 | JONES JOH | 1208 6TH AVE NE | DILWORTH MN | 56529 |

| Postcard Mailing List | | | | |
|-----------------------|--------------------------------------|--------------------|---------------|------------|
| # | TAX_NAME | TAX_ADD_1 | TAX_ADD_1 | TAX_ADD_1 |
| 633 | SIEGEL MICHAEL N & DANIELLE M | 702 6TH AVE NE | DILWORTH MN | 56529 |
| 634 | SIGGERUD RYAN | 613 4TH ST NE | DILWORTH MN | 56529 |
| 635 | SIMPSON ARLEE J & JULIE R | 609 3RD ST NE | DILWORTH MN | 56529 |
| 636 | SIPE MICHAEL A & BECKY J | 509 12TH ST NE | DILWORTH MN | 56529 |
| 637 | SISTAD WAYNET & TERA E | 814 4TH AVE NE | DILWORTH MN | 56529 |
| 638 | SKOBLIK TUCKER & ASHLEY | 610 6TH ST NE | DILWORTH MN | 56529 |
| 639 | SLETMOEN PROPERTIES LLC | 4286 255TH ST S | HAWLEY MN | 56549 |
| 640 | SLOAN MARK & JOCELYN | 1608 5TH AVE NE | DILWORTH MN | 56529 |
| 641 | SMART BUILDING CONSTRUCTION, LLC | 3320 39TH ST S | FARGO ND | 58104-7398 |
| 642 | SMITH AARON & DOREEN | 610 4TH AVE NW | DILWORTH MN | 56529 |
| 643 | SMITH DONALD & DENISE | 530 5TH ST NW | DILWORTH MN | 56529 |
| 644 | SMOYER CHARLES & MARCIA | 1317 4TH AVE NE | DILWORTH MN | 56529 |
| 645 | SNYDER JAMES A | 802 11TH AVE NE | DILWORTH MN | 56529 |
| 646 | SOFTING ROBERT | 818 NICOLE LN | DILWORTH MN | 56529 |
| 647 | SOMERS JODY & AMY | 914 4TH AVE NW | DILWORTH MN | 56529 |
| 648 | SOMMERFELD GENE & LINDA | 511 9TH ST NE | DILWORTH MN | 56529 |
| 649 | SOSKEN COMPANIES LLC | 1125 OAKVIEW DR | DILWORTH MN | 56529 |
| 650 | SOWL GORDON & BRENDA | 814 7TH AVE NE | DILWORTH MN | 56529 |
| 651 | STANLEY O KROGH REVOCABLE LIVING TR | 701 7TH AVE NE | DILWORTH MN | 56529 |
| 652 | SRUR JACE M | 1101 4TH AVE NE | DILWORTH MN | 56529 |
| 653 | ST ELIZABETH'S CHURCH | PO BOX 307 | DILWORTH MN | 56529-0307 |
| 654 | ST MICHEL ANTHONY A | 604 4TH ST NE | DILWORTH MN | 56529 |
| 655 | STABNOW DAVID | 504 2ND ST NE | DILWORTH MN | 56529 |
| 656 | STAIGER SHELLI | 405 13TH ST NE | DILWORTH MN | 56529 |
| 657 | STALBOERGER MICHAEL & PAULETTE | 505 2ND ST NE | DILWORTH MN | 56529 |
| 658 | STANLEY O KROGH REVOCABLE LIVING TR | 2609 9TH ST N | FARGO ND | 58102 |
| 659 | STATON JOSHUA J & RACHELLE M | 1104 6TH AVE NE | DILWORTH MN | 56529 |
| 660 | STEBLETON TAMARA | 504 WOODBRIDGE DR | DILWORTH MN | 56529 |
| 661 | STEEN BARRY K | 1102 BMW DRIVE | DILWORTH MN | 56529-1802 |
| 662 | STEEN MURRAY R & JANET | 1103 BMW DR | DILWORTH MN | 56529-1802 |
| 663 | STEEN RODNEY L | PO BOX 565 | DILWORTH MN | 56529-0565 |
| 664 | STEICHEN DAVID & JILL | 804 KROSHUS DR | DILWORTH MN | 56529 |
| 665 | STEICHEN PETER J & VALORIE A | PO BOX 698 | DILWORTH MN | 56529-0698 |
| 666 | STEPANEK DAVID P & SHERYL K | 406 5TH ST NE | DILWORTH MN | 56529 |
| 667 | STICKNEY JEFFREY J & JENNIFER | 500 4TH AVE NW | DILWORTH MN | 56529 |
| 668 | STIEHA LEEANN | 425 2ND ST NW | DILWORTH MN | 56529 |
| 669 | STIGEN RICHARD L & NANCY E | 1404 W SUMMERWOOD | DILWORTH MN | 56529 |
| 670 | STOCK JAMES & KATIE | 708 WOODBRIDGE DR | DILWORTH MN | 56529 |
| 671 | STOEN JEFFREY M & PAMELA J | 602 2ND ST NW | DILWORTH MN | 56529-1642 |
| 672 | STONEJ PROPERTIES LLC | 4450 190TH AVE N | GEORGETOWN MN | 56546 |
| 673 | STROMSTAD DARIN & BRANDI | 1003 6TH AVE NE | DILWORTH MN | 56529 |
| 674 | STUART JASON & ALLISON | 605 6TH ST NE | DILWORTH MN | 56529 |
| 675 | STULZ DENNIS M & SANDRA L | 407 4TH ST NE | DILWORTH MN | 56529 |
| 676 | STULLIVAN PROPERTIES INC | PO BOX 1496 | DICKINSON ND | 58602 |
| 677 | SUNDBY ERIK P & JORDAN M | 601 6TH ST NE | DILWORTH MN | 56529 |
| 678 | SUNDE BLAKE | 12775 110TH AVE N | FELTON MN | 56536 |
| 679 | SUNDE LARRY V & JACQUELINE E | 1518 5TH AVE NE | DILWORTH MN | 56529 |
| 680 | SUNDE TIMOTHY J | 1112 6TH AVE NE | DILWORTH MN | 56529 |
| 681 | SUNDSTROM DARIN & AMBER | 608 2ND ST NE | DILWORTH MN | 56529 |
| 682 | SWANGLER JUDITH KAY | 710 8TH AVE NE | DILWORTH MN | 56529 |
| 683 | SWEDBERG LYNELL & JOAN | 546 5TH ST NW | DILWORTH MN | 56529 |
| 684 | SWENSON BRYAN & JENNIFER | 802 8TH AVE NE | DILWORTH MN | 56529 |
| 685 | SWENSON JEFFREY D & MICHELLE G | 715 8TH AVE NE | DILWORTH MN | 56529 |
| 686 | SWENSON JEREMY S & TIFFANY D | 502 9TH ST NE | DILWORTH MN | 56529 |
| 687 | SYLLIAASEN BRADLEY L & KELLIE | 808 KROSHUS DR | DILWORTH MN | 56529 |
| 688 | SYLVANDER BRUCE & ELIZABETH | 712 7TH AVE NE | DILWORTH MN | 56529 |
| 689 | SYVERSON KEVIN K & JEAN M | 408 13TH ST NE | DILWORTH MN | 56529 |
| 690 | T & M LENERTZ FAMILY TRUST | 508 6TH ST NE | DILWORTH MN | 56529 |
| 691 | TACK MATTHEW & LUANN | 508 8TH ST NE | DILWORTH MN | 56529 |
| 692 | TADMEN AUSTIN J & KELSEY M | 300 4TH AVE NW | DILWORTH MN | 56529 |
| 693 | TAHRAN SHANE & LAURA | 808 9TH AVE NE | DILWORTH MN | 56529 |
| 694 | TALBOTT JON R & PATRICIA A | 909 11TH AVE NE | DILWORTH MN | 56529 |
| 695 | TEDROW ROBIN W & SAVANA L | 711 8TH AVE NE | DILWORTH MN | 56529 |
| 696 | THEIS SCOTT & MICHELLE | 514 9TH ST NE | DILWORTH MN | 56529 |
| 697 | THOEN DARSEY O & PATRICIA | 509 8TH ST NE | DILWORTH MN | 56529 |
| 698 | THOM ROBERT & KAREN | 645 2ND ST NW | DILWORTH MN | 56529 |
| 699 | THOMAS LEE & NOREEN | 609 4TH AVE NW | DILWORTH MN | 56529 |
| 700 | THOMPSON DWIGHT B & PHYLLIS A | 506 4TH AVE NE | DILWORTH MN | 56529 |
| 701 | THORNTON BENJAMIN & LAURA L | 807 W SUMMERWOOD | DILWORTH MN | 56529 |
| 702 | THUNE MATTHEW & JANA | 538 5 ST NW | DILWORTH MN | 56529 |
| 703 | THUNE RICHARD M & APRIL L | 817 7TH AVE NE | DILWORTH MN | 56529 |
| 704 | TIGUE GREG WADE & LEAH & LE: KENNETH | 403 3RD NE | DILWORTH MN | 56529 |
| 705 | TIGUE GREG A & SONIA B | 1502 6TH AVE NE | DILWORTH MN | 56529 |
| 706 | TOUGAS RANDALL V | 802 WOODBRIDGE CIR | DILWORTH MN | 56529 |
| 707 | TOWNSEND BILLI JO | 516 8TH ST NE | DILWORTH MN | 56529 |
| 708 | TRANDEM MARK & JENNIFER | 1115 W SUMMERWOOD | DILWORTH MN | 56529 |
| 709 | TREBIL PROPERTIES LLC | 60335 US HWY 12 | LITCHFIELD MN | 55355 |
| 710 | TRUE JEFFREY C & SHELBY | 531 5TH ST NW | DILWORTH MN | 56529 |
| 711 | TUTON LESLIE V & LADONNA M | 604 5TH ST NE | DILWORTH MN | 56529 |
| 712 | TYSVER MICAH E & CONTESSA L | 1301 W SUMMERWOOD | DILWORTH MN | 56529 |
| 713 | UHLER BENNETT A & ALEXIS M | 813 SUMMERWOOD TR | DILWORTH MN | 56529 |

Postcard Mailing List

| # | TAX_NAME | TAX_ADD_1 | Column1 | TAX_ADD_1 | TAX_ADD_1 | TAX_ADD_1 | TAX_ADD_1 |
|-----|------------------------------|-----------|-------------|-------------|-----------|------------|------------|
| 325 | JORDET SEJ 312 2ND ST NW | | | DILWORTH MN | | | 56529 |
| 326 | JOSEPH JEF 409 16TH ST NW | | | DILWORTH MN | | | 56529 |
| 327 | JULSRUD JI 502 6TH AVE NE | | | DILWORTH MN | | | 56529 |
| 328 | JUND MARI 704 WOODBRIDGE DR | | | DILWORTH MN | | | 56529 |
| 329 | JUNG BRIAI 1429 W SUMMERWOOD | | | DILWORTH MN | | | 56529 |
| 330 | JUNTUNEN 513 8TH ST NE | | | DILWORTH MN | | | 56529 |
| 331 | KADRIE STE 713 7TH AVE NE | | | DILWORTH MN | | | 56529 |
| 332 | KAKAC JASI 401 4TH ST NE | | | DILWORTH MN | | | 56529 |
| 333 | KANDT MIL 1010 4TH AVE NE | | | DILWORTH MN | | | 56529 |
| 334 | KANGAS A# 508 9TH ST NE | | | DILWORTH MN | | | 56529 |
| 335 | KASPRICK I 641 2ND ST NW | | | DILWORTH MN | | | 56529 |
| 336 | KASTE THO 601 1 ST NE | | | DILWORTH MN | | | 56529 |
| 337 | KAVANAGH 914 11TH AVE NE | | | DILWORTH MN | | | 56529 |
| 338 | KAYSER DE 1208 4TH AVE NW | | | DILWORTH MN | | | 56529 |
| 339 | KEHRBERG 1007 5TH AVE NE | | | DILWORTH MN | | | 56529 |
| 340 | KELLER LAL 604 4TH AVE NE | | | DILWORTH MN | | | 56529 |
| 341 | KELLER PO 518 5TH ST NW | | | DILWORTH MN | | | 56529 |
| 342 | KELLER REI 8100 GEMINI CIR | | FARGO ND | | | | 58103 |
| 343 | KEMMY RIC 1006 4TH AVE NW | | | DILWORTH MN | | | 56529 |
| 344 | KENNEDY J PO BOX 42 | | | DILWORTH MN | | | 56529 |
| 345 | KESSLER A# 1413 W SUMMERWOOD | | | DILWORTH MN | | | 56529 |
| 346 | KEYSTONE 8111 BRINK DR | | HORACE ND | | | 58047-9701 | |
| 347 | KIESELBAC 1408 W SUMMERWOOD | | | DILWORTH MN | | | 56529 |
| 348 | KIESELBAC 911 4TH AVE NE | | | DILWORTH MN | | | 56529 |
| 349 | KILDE PATF 1611 6TH AVE NE | | | DILWORTH MN | | | 56529 |
| 350 | KIND MARL 507 3 ST NE | | | DILWORTH MN | | | 56529 |
| 351 | KIND TROY 1517 6TH AVE NE | | | DILWORTH MN | | | 56529 |
| 352 | KIND TROY 1517 6TH AVE NE | | | DILWORTH MN | | | 56529 |
| 353 | KINZEL PEF 817 9TH AVE NE | | | DILWORTH MN | | | 56529 |
| 354 | KIRBY FAMI 1013 15 1/2 ST N | | MOORHEAI MN | | | | 56560 |
| 355 | KITTELSON 410 MARIANN LN | | | DILWORTH MN | | | 56529 |
| 356 | KLEESPIES 702 NICOLE LN | | | DILWORTH MN | | | 56529 |
| 357 | KLEIST DAN 1425 W SUMMERWOOD | | | DILWORTH MN | | | 56529 |
| 358 | KLEVEN PEI 803 8TH AVE NE | | | DILWORTH MN | | | 56529 |
| 359 | KLOECKNE 606 2ND ST NE | | | DILWORTH MN | | | 56529 |
| 360 | KLUNGTVEI 803 W SUMMERWOOD | | | DILWORTH MN | | | 56529 |
| 361 | KNAKMUH# 510 NICOLE LN | | | DILWORTH MN | | | 56529 |
| 362 | KNAPPER C 608 4TH ST NE | | | DILWORTH MN | | | 56529 |
| 363 | KNORR MIC 403 KROSHUS DR | | | DILWORTH MN | | | 56529 |
| 364 | KNUTSON C 503 3RD ST NE | | | DILWORTH MN | | | 56529 |
| 365 | KOERNER T 1114 4TH AVE NE | | | DILWORTH MN | | | 56529 |
| 366 | KOHLER C# 503 NICOLE LN | | | DILWORTH MN | | | 56529 |
| 367 | KOLLING P 513 9TH ST NE | | | DILWORTH MN | | | 56529 |
| 368 | KORYNTA L 802 6TH AVE NE | | | DILWORTH MN | | | 56529 |
| 369 | KOWALSKI 441 KROSHUS DR | | | DILWORTH MN | | | 56529-1636 |
| 370 | KOWITZ DA 1611 5TH AVE NE | | | DILWORTH MN | | | 56529 |
| 371 | KRAPP JER# 1304 W SUMMERWOOD | | | DILWORTH MN | | | 56529 |
| 372 | KRONBECK 9514 HEATHERDALE DI | | DALLAS TX | | | | 75243 |
| 373 | KRUEGER A 1114 6TH AVE NE | | | DILWORTH MN | | | 56529 |
| 374 | KRUEGER C 1133A HARWOOD DR | | FARGO ND | | | | 58104 |
| 375 | KRUIZE NA# 608 5TH ST NE | | | DILWORTH MN | | | 56529 |
| 376 | KRUMWIED 1418 SUMMERWOOD T | | | DILWORTH MN | | | 56529 |
| 377 | KUBASTA C 543 5TH ST NW | | | DILWORTH MN | | | 56529 |
| 378 | KUEHL JAM 1107 6TH AVE NE | | | DILWORTH MN | | | 56529 |
| 379 | KUEHL KEV 513 13TH ST NE | | | DILWORTH MN | | | 56529 |
| 380 | KUEHL ROE 433 KROSHUS DR | | | DILWORTH MN | | | 56529 |
| 381 | KVIDT JUDE 515 2ND ST NW | | | DILWORTH MN | | | 56529 |
| 382 | KYLMANEN 810 4TH AVE NE | | | DILWORTH MN | | | 56529 |
| 383 | LAMMERS J 505 4TH ST NE | | | DILWORTH MN | | | 56529 |
| 384 | LANGLIE R# 612 7TH ST NE | | | DILWORTH MN | | | 56529 |
| 385 | LARSON CF 517 KROSHUS DR | | | DILWORTH MN | | | 56529 |
| 386 | LARSON KE 506 6TH ST NE | | | DILWORTH MN | | | 56529 |
| 387 | LARSON KE 813 7TH AVE NE | | | DILWORTH MN | | | 56529 |
| 388 | LARSON R# 501 13TH ST NE | | | DILWORTH MN | | | 56529 |
| 389 | LARSON ST 408 4TH ST NE | | | DILWORTH MN | | | 56529 |

Postcard Mailing List

| # | TAX_NAME | TAX_ADD_1 | Column1 | TAX_ADD_1 | TAX_ADD_1 | TAX_ADD_1 | TAX_ADD_1 |
|-----|-------------------------------------|-----------|---------|---------------------|---------------|-----------|-------------------|
| 714 | UHLER MARK & SARAH | | | 705 WOODBRIDGE DR | | | DILWORTH MN 56529 |
| 715 | UPHOFF JEREMY P & ASHLEY R | | | 507 9TH ST NE | | | DILWORTH MN 56529 |
| 716 | VANYO ROBERT R & PATRICIA A | | | 503 6TH ST NE | | | DILWORTH MN 56514 |
| 717 | VARRIANO TYLER & REGINA | | | 405 4TH AVE NW | | | DILWORTH MN 56529 |
| 718 | VARTY STEVEN & LINDSAY | | | 804 11TH AVE NE | | | DILWORTH MN 56529 |
| 719 | VIG PHYLLIS A | | | 603 3RD ST NE | | | DILWORTH MN 56529 |
| 720 | VIKING GAS TRANSMISSION | | | PO BOX 871 TAX 14-5 | TULSA OK | | 74102-0871 |
| 721 | VINCENT DONALD III & BRANDIE | | | 1005 5TH AVE NE | | | DILWORTH MN 56529 |
| 722 | VOIT DUANE & GERALDINE | | | 410 13TH ST NE | | | DILWORTH MN 56529 |
| 723 | VOS RICHARD & DEANNA | | | 1117 4TH AVE NW | | | DILWORTH MN 56529 |
| 724 | VOSSLER KIP A | | | 210 4TH AVE NW | | | DILWORTH MN 56529 |
| 725 | WAALE DAVID & KIMBERLY | | | 304 4TH AVE NW | | | DILWORTH MN 56529 |
| 726 | WALKER JERRY & ELIZABETH A | | | PO BOX 423 | | | DILWORTH MN 56529 |
| 727 | WALKUP KEVIN L & RENEE J | | | 602 5TH AVE NE | | | DILWORTH MN 56529 |
| 728 | WAL-MART REAL EST BUSINESS TR | | | PO BOX 8050 | BENTONVII AR | | 72716 |
| 729 | WAL-MART STORES INC | | | PO BOX 8050 | BENTONVII AR | | 72716 |
| 730 | WALTON STEPHEN & KAYLA | | | 514 WOODBRIDGE DR | | | DILWORTH MN 56529 |
| 731 | WALZ BRIAN | | | 802 WEST SUMMERWC | | | DILWORTH MN 56529 |
| 732 | WANG BRIAN & STEPHANIE | | | 1014 4TH AVE NE | | | DILWORTH MN 56529 |
| 733 | WANNER GLENDE J & HOLLIE D | | | 1410 W SUMMERWOOD | | | DILWORTH MN 56529 |
| 734 | WARDIEN JASON & NICOLE | | | 407 KROSHUS DR | | | DILWORTH MN 56529 |
| 735 | WARNER KENNETH C | | | 609 4TH ST NE | | | DILWORTH MN 56529 |
| 736 | WARRINER CLINT & LINDSAY | | | 701 4TH AVE NW | | | DILWORTH MN 56529 |
| 737 | WASHBURN RUSSELL W | | | PO BOX 557 | | | DILWORTH MN 56529 |
| 738 | WASKOSKY GARY R & LINDA L | | | 1511 5TH AVE NE | | | DILWORTH MN 56529 |
| 739 | WATELAND DIANE K | | | 617 2ND ST NW | | | DILWORTH MN 56529 |
| 740 | WATNE BRADLEY J & MANDY | | | 525 KROSHUS DR | | | DILWORTH MN 56529 |
| 741 | WAYNE JEFFREY & TAMMY | | | 507 1ST ST NE | | | DILWORTH MN 56529 |
| 742 | WEAR JORDAN W & JENNIFER | | | 604 6TH ST NE | | | DILWORTH MN 56529 |
| 743 | WEETS DAVID & SHIRLEY | | | PO BOX 11 | MURDOCK MN | | 56271-0011 |
| 744 | WEINZIERL RYAN J | | | 1125 4TH AVE NW | | | DILWORTH MN 56529 |
| 745 | WEISER RYAN T & LORI L | | | 509 13TH ST NE | | | DILWORTH MN 56529 |
| 746 | WEISS JEREMIAH J & AMY C | | | 902 11TH AVE NE | | | DILWORTH MN 56529 |
| 747 | WEISS KENNETH J & KATHARINE F | | | 805 7 AVE NE | | | DILWORTH MN 56529 |
| 748 | WEIVODA CHRISTOPHER | | | 905 4TH AVE NW | | | DILWORTH MN 56529 |
| 749 | WELLE RAY & RENELL | | | 902 6TH AVE NE | | | DILWORTH MN 56529 |
| 750 | WENDT DANIEL & MERLINDA | | | 24595 KIEHL RD | DETROIT MI MN | | 56501 |
| 751 | WEST BRUCE & JOYCE | | | 508 2ND ST NE | | | DILWORTH MN 56529 |
| 752 | WEST NATHANIEL & KAISA | | | 506 13TH ST NE | | | DILWORTH MN 56529 |
| 753 | WESTGARD JEFF & KERRI | | | 1002 6TH AVE NE | | | DILWORTH MN 56529 |
| 754 | WHEELER ROBERT & TRACY | | | 512 13TH ST NE | | | DILWORTH MN 56529 |
| 755 | WHITNEY MELVIN & SARA | | | 1115 4TH AVE NW | | | DILWORTH MN 56529 |
| 756 | WIDMER ANDREW KEITH & CATLYN JOY | | | 508 5TH ST NW | | | DILWORTH MN 56529 |
| 757 | WIEDERHOLT SARA | | | 507 4TH AVE NE | | | DILWORTH MN 56529 |
| 758 | WILKIE ERIC & REBEKAH | | | 1002 KROSHUS DR | | | DILWORTH MN 56529 |
| 759 | WILLIAMS OWEN, LINDA, SEAN | | | 805 7TH ST NE | | | DILWORTH MN 56529 |
| 760 | WILSON SUSAN M | | | 502 4TH AVE NE | | | DILWORTH MN 56529 |
| 761 | WILSON TREVOR & MOLLY | | | 1500 W SUMMERWOOD | | | DILWORTH MN 56529 |
| 762 | WINTER DAVID J | | | 502 6TH ST NE | | | DILWORTH MN 56529 |
| 763 | WINTER KAREN | | | 804 4TH AVE NE | | | DILWORTH MN 56529 |
| 764 | WINTER MICHAEL D & JENNIFER R | | | 1108 6TH AVE N | | | DILWORTH MN 56529 |
| 765 | WINTER SCOTT M & TAMARA R | | | 1001 5TH AVE NE | | | DILWORTH MN 56529 |
| 766 | WIRTZ KENNY A & BARBARA E | | | 511 NICOLE LN | | | DILWORTH MN 56529 |
| 767 | WITTKOPP JULIE | | | 901 8TH AVE NE | | | DILWORTH MN 56529 |
| 768 | WOHLWEND BEAU & AMY | | | 518 15TH ST NE | | | DILWORTH MN 56529 |
| 769 | WOLFF DAVID S & MELISSA J | | | 1009 4TH AVE NW | | | DILWORTH MN 56529 |
| 770 | WORM JOSHUA & ASHLEY | | | 408 KROSHUS DR | | | DILWORTH MN 56529 |
| 771 | WUOLLET DARIN L & KARI L BOECKERMAN | | | 1003 5TH AVE NE | | | DILWORTH MN 56529 |
| 772 | WYLAND PAUL G | | | 615 2ND ST NW | | | DILWORTH MN 56529 |
| 773 | ZAHALKA GARY & DEBRA | | | 513 KROSHUS DR | | | DILWORTH MN 56529 |
| 774 | ZAHALKA TANNER L & CASSONDRA L | | | 608 7TH ST NE | | | DILWORTH MN 56529 |
| 775 | ZENTGRAF JASON M & COURTNEY V | | | 601 5TH AVE NE | | | DILWORTH MN 56529 |
| 776 | ZIMMEL GERALD L | | | 413 5TH ST NW | | | DILWORTH MN 56529 |
| 777 | ZIMMEL PETER W & BRENDA L | | | 902 4TH AVE NE | | | DILWORTH MN 56529 |
| 778 | ZIMMERMAN RONALD & PAMELA | | | 401 3RD ST NE | | | DILWORTH MN 56529 |



City of Dilworth, Minnesota

November 12, 2024 · 🌐



2nd Call 📌

Our 8th Avenue Extension Study open house event at the elementary school is a week from today. We hope to see you there!

[Metro COG](#)



Dilworth 8th Avenue Extension Study

WE NEED YOUR INPUT!



Open House

Tuesday, November 19, 2024

5:30 p.m. to 7:30 p.m.

(Presentation at 6:00 p.m.)

Dilworth-Glyndon-Felton
Elementary School
108 Main St N, Dilworth, MN 56529



Project Website

Visit the website for more information and to take a survey!



Website: www.fmmetrocog.org/projects-rfps/dilworth-8th-street-extension-study



THE REGIONAL METROPOLITAN PLANNING ORGANIZATION

Apex Engineering Group and 8 others

4 shares



Like



Comment



Share



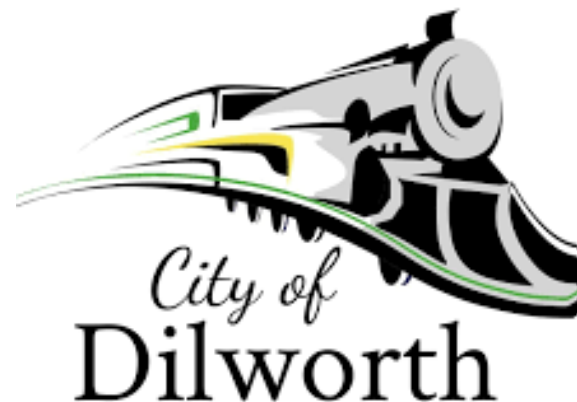
Dilworth 8th Avenue Extension

November 19, 2024

Public Input Meeting



Study Team



Study Overview

Providing a framework for the extension of the 8th Avenue North corridor to support the growth of Dilworth



Study Tasks

- Plan For Extension of 8th Ave N
 - Street Section
 - Alignment
 - Intersection Configuration
 - Access
- Plan for Surrounding Land Use
 - Regional Park
 - Housing Types
 - Commercial Hubs
- Community Engagement
 - Stakeholders
 - Public Input Meeting

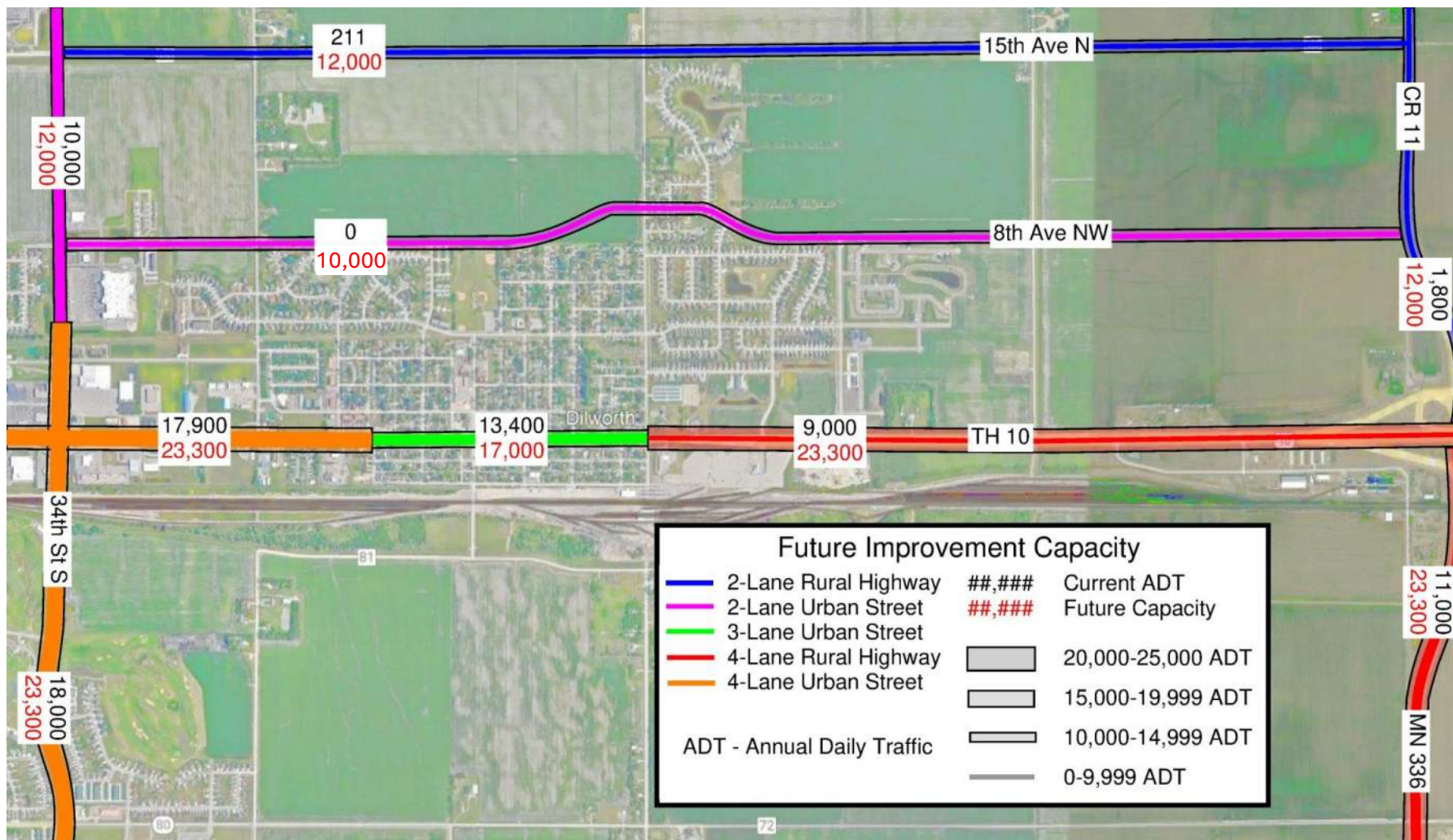


Proposed Park

- Previous concepts
- Will attract regional traffic
- 8th Avenue will provide access
- Access from Main Street?



Future Network Capacity



Existing Conditions

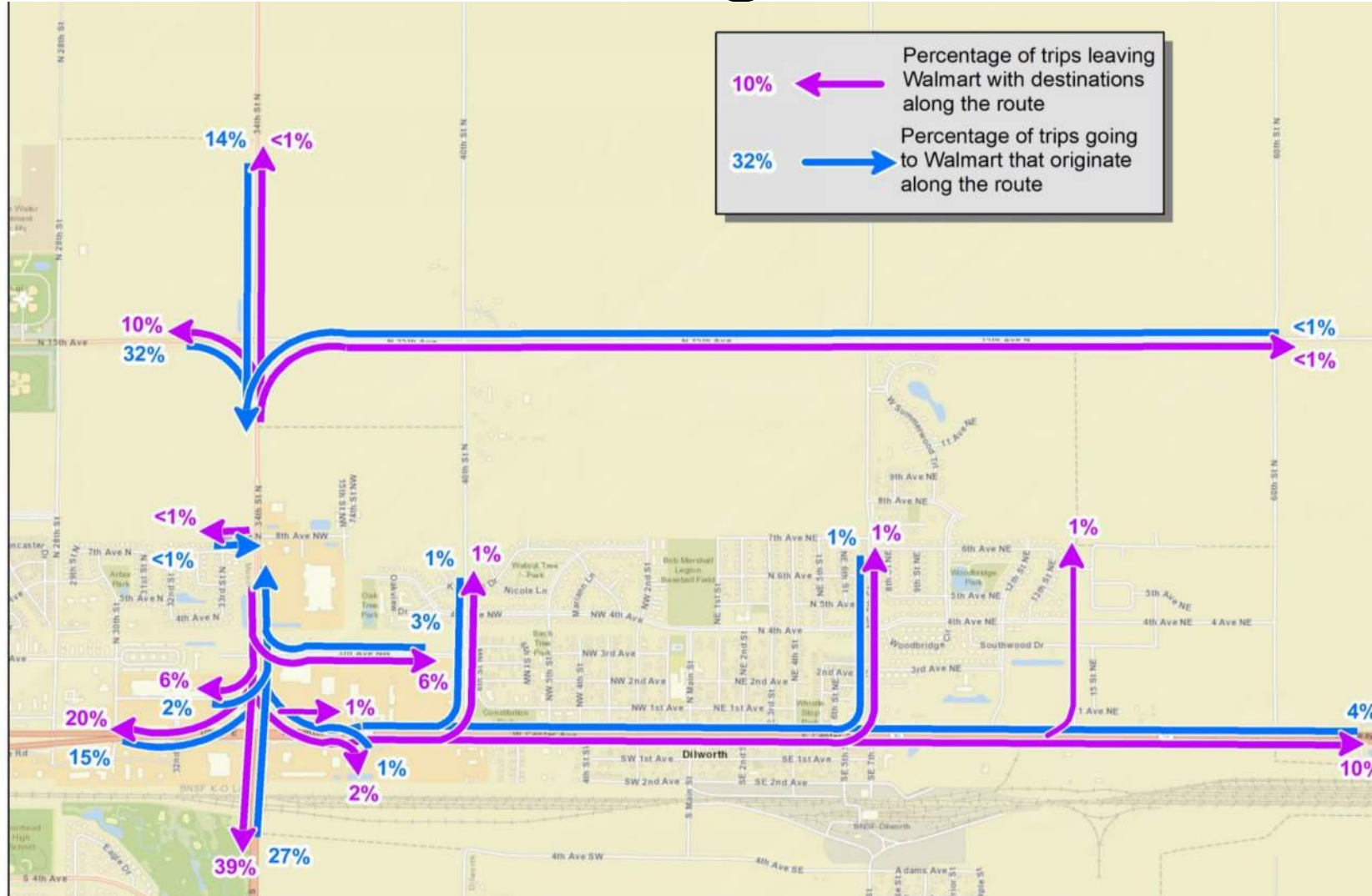


Proposed Typical Sections



Conceptual Cost = \$6 - \$8 million/mile

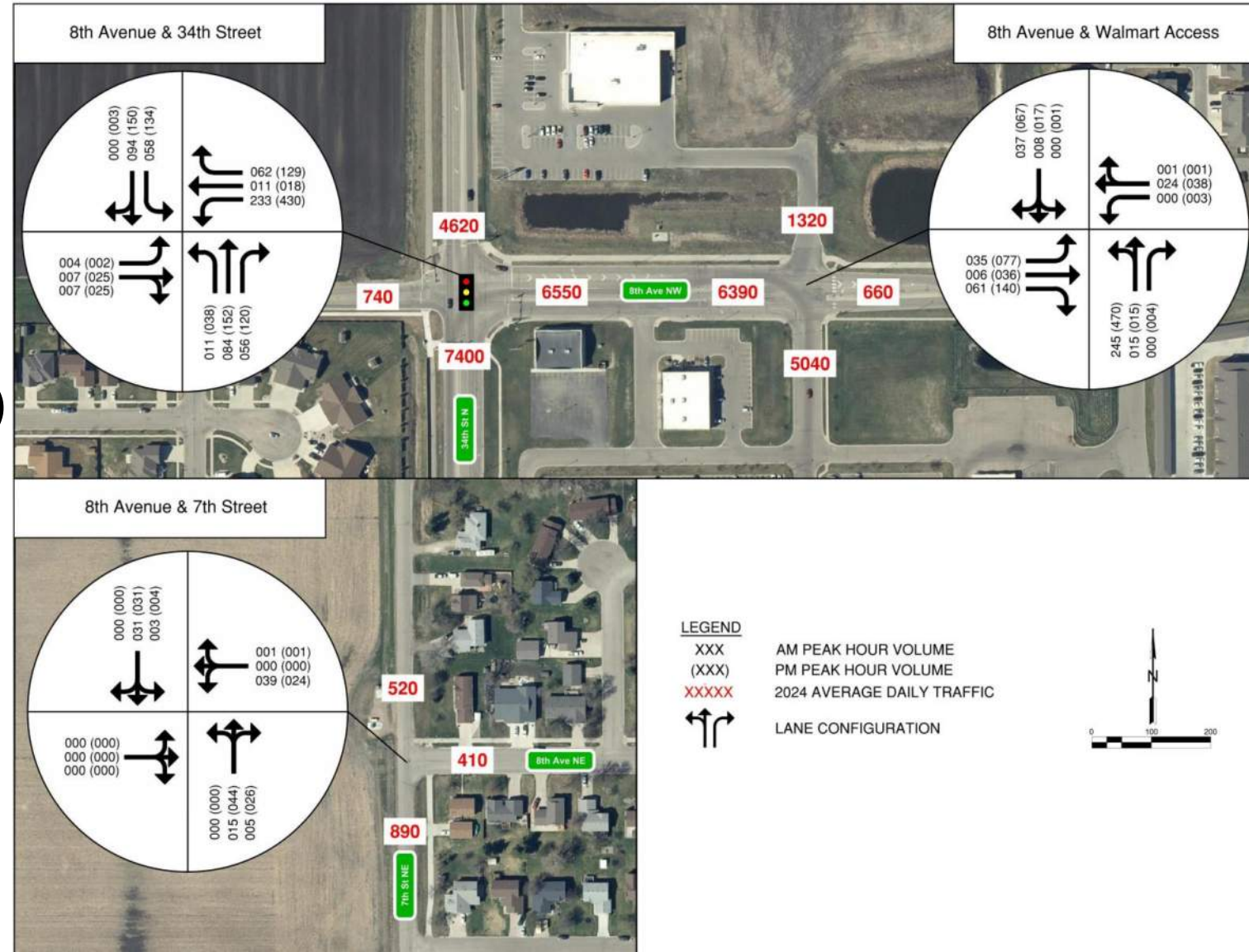
Traffic Patterns - Existing



Traffic Operations

- 34th Street Intersection
 - Current – Acceptable (B)
 - Future – Acceptable (C)
- Walmart Access
 - Current – Acceptable (A/F)
 - Future – Unacceptable (F/F)
 - Northbound Left Delays

| Intersection Level of Service (LOS) | | |
|-------------------------------------|---|--------------------------|
| Level of Service | Average Delay / Vehicle | |
| | Stop, Yield, and Roundabout Intersections | Signalized Intersections |
| A | < 10 seconds | < 10 seconds |
| B | 10 to 15 seconds | 10 to 20 seconds |
| C | 15 to 25 seconds | 20 to 35 seconds |
| D | 25 to 35 seconds | 35 to 55 seconds |
| E | 35 to 50 seconds | 55 to 80 seconds |
| F | > 50 seconds | > 80 seconds |



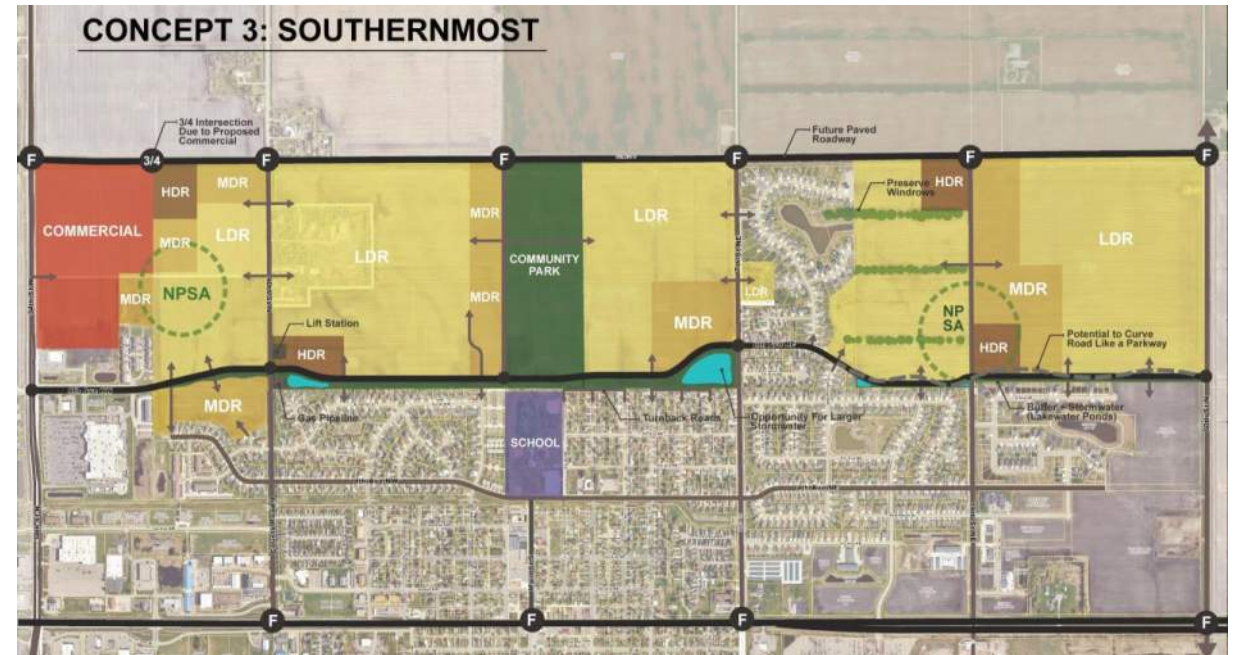
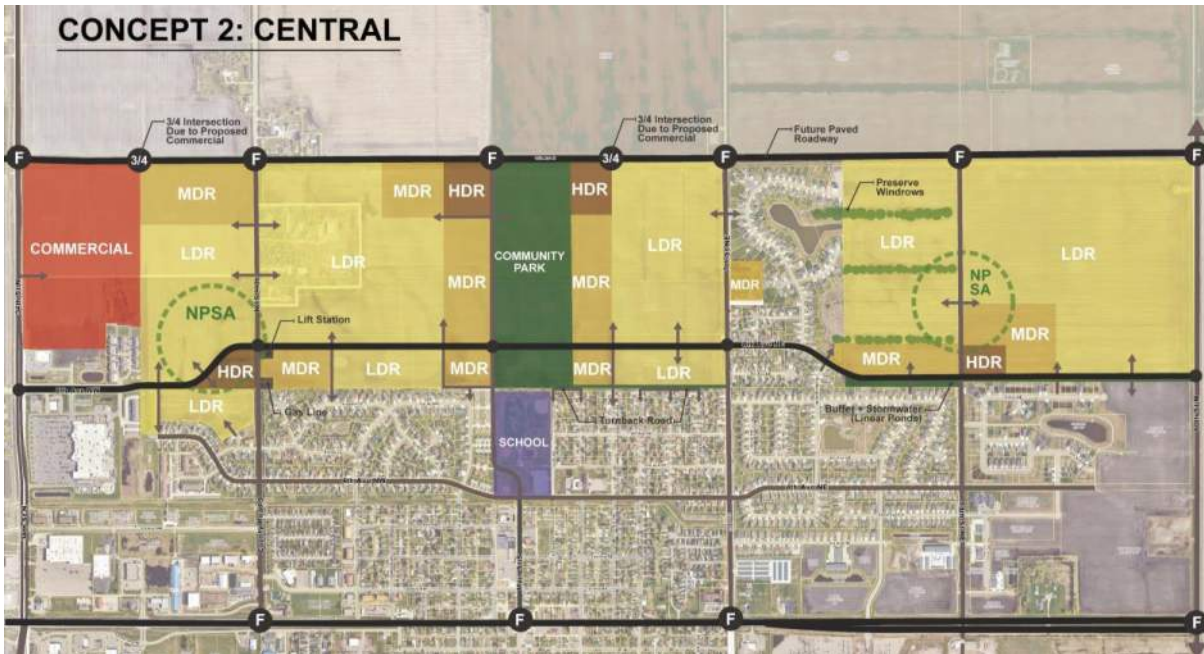
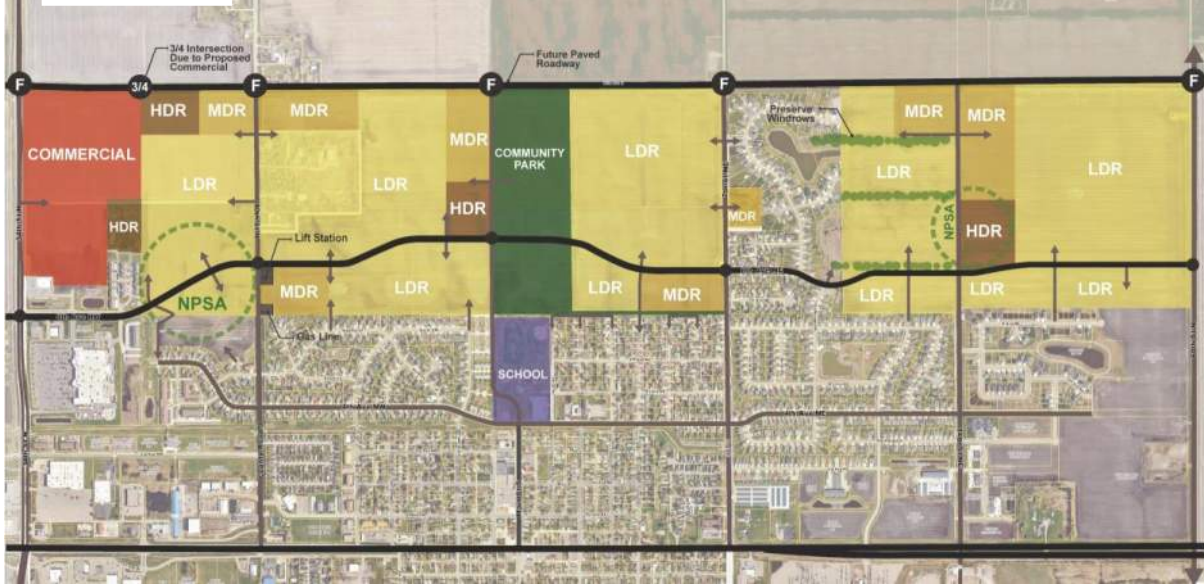
Intersection Options



Alignment Options



Land Use Concepts



F-M Regional Housing Needs Analysis and Strategies Overview

- Housing development has not kept pace with job growth in the region
- This gap is larger than the national average, with a ratio of 1.5 jobs to housing units, compared with 1.3 nationwide.



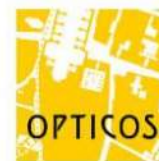
Dilworth Housing Trends

- 15% population growth compared to 7% growth statewide
- 73% owner-occupied housing
- Minimal to no multi-unit production in the last 5 years
- Housing demand in next 10 yrs: 300 units
 - 250 owner-occupied
 - 50 renter

Missing Middle Housing



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Land Use Typologies

Low Density Residential (LDR)

Low density housing is desirable for many people, particularly those who seek more privacy and space. **Examples include small lot, single family detached housing.** However, as the cost of low density housing has risen, it has made homeownership inaccessible for many. Having a mix of all housing types helps people of all ages and incomes have access to affordable housing.



Medium Density Residential (MDR)

Medium density housing provides more affordable homeownership opportunities, while keeping the character of low density housing. **Examples include twin homes/duplex's and townhomes.** Smaller lot sizes allow housing to be built close to amenities such as local businesses, schools and parks. This style of housing is particularly well suited for young

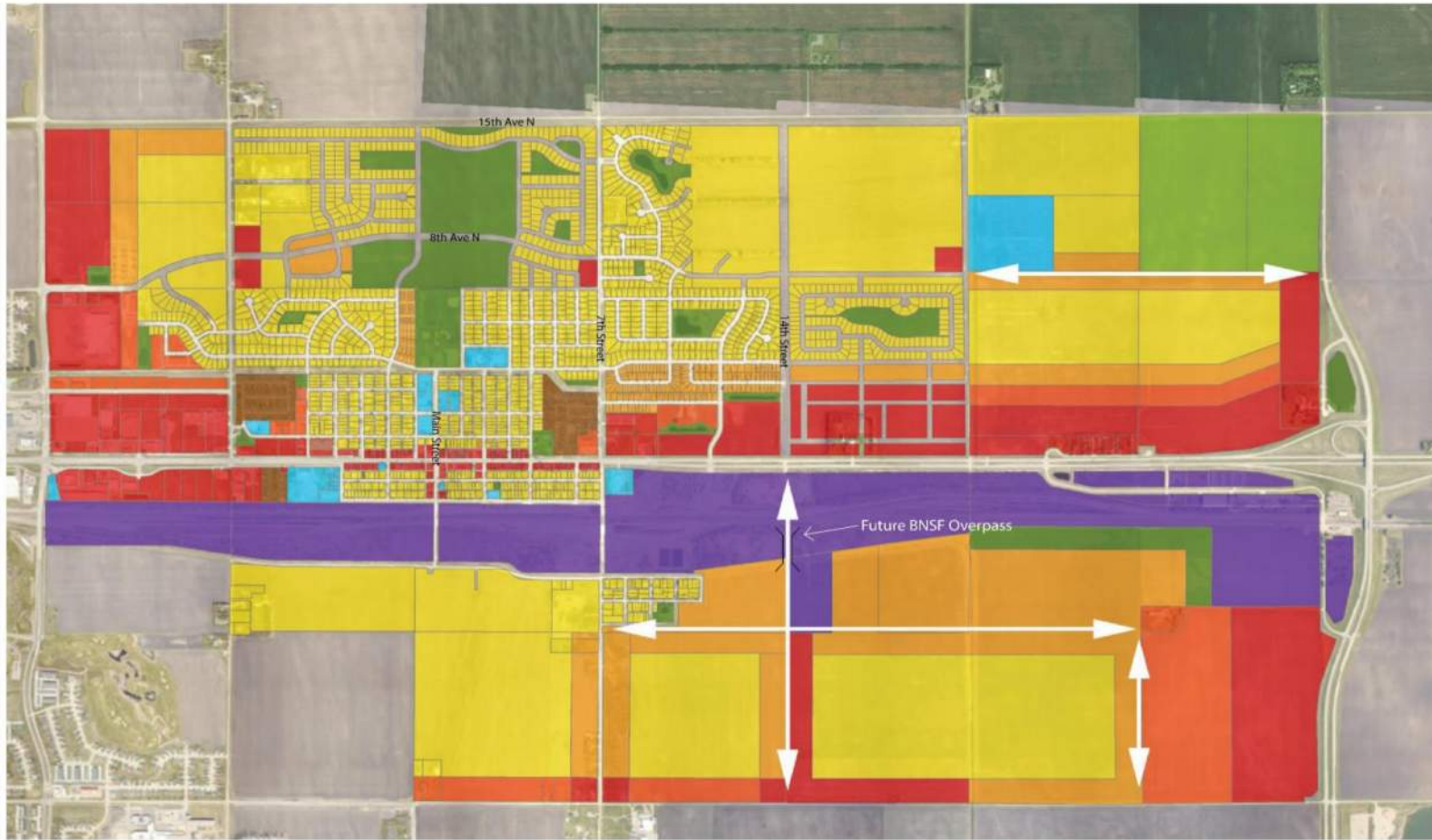


High Density Housing (HDR)

High density housing helps provide affordable rental opportunities for residents. **Examples include low-rise apartment buildings.** Providing accessible and affordable rental opportunities is essential in order to retain young professionals and recent college grads who help to support and grow the economy.



Approach to Housing Strategies

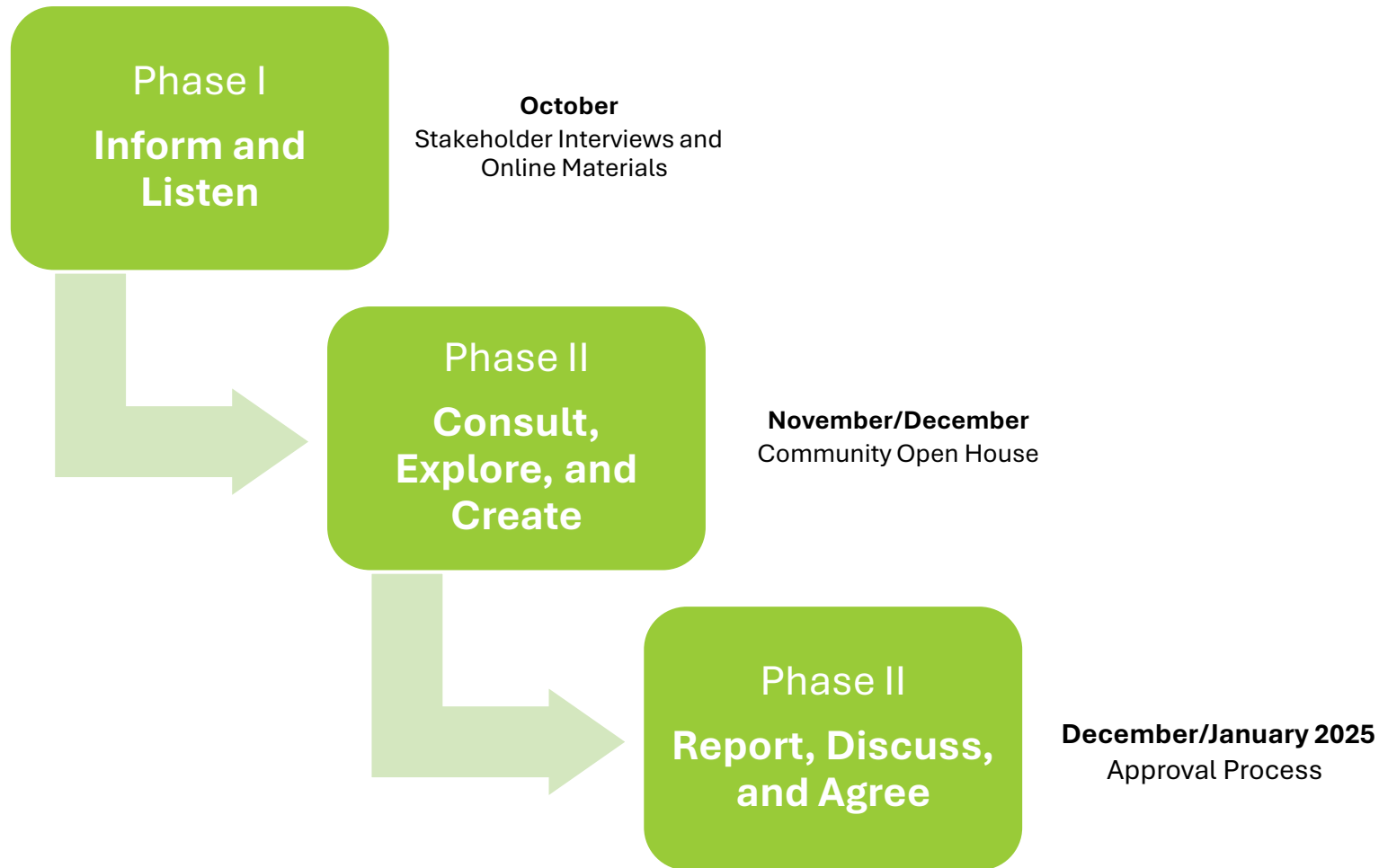


Key

- Commercial
- Industrial
- Public & Institutional
- Parks & Open Space
- Agriculture
- Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Manufactured Home Park

City of Dilworth Comprehensive Plan Future Land Use Map

Community Engagement & Schedule



Community Engagement Goals:

- Utilize effective communication tools accessible to a broad and diverse audience.
- Engage community leaders, property owners, the general public, and underserved populations.
- Ensure the community outreach strategies align with the sequence of study tasks, including key decision points, so that input gathered can meaningfully inform the work products that are developed.
- Incorporate online community engagement tools including, but not limited to surveys, ArcGIS story maps, project website, social media posts, emails.

Community Engagement & Schedule

Share your thoughts

Comment on the roadway alternatives and land use concepts.



Fill out a comment card



Visit the project website



<https://www.fmmetrocog.org/projects-rfps/dilworth-8th-ave-extension-study>

Contact

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Metro COG
Project Manager
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Email: maddox@fmmetrocog.org



Thank you for Coming!

Dilworth 8th Avenue Extension

November 19, 2024

Public Input Meeting



WELCOME!

**8th Avenue
Extension Study
Open House**



Posters

Precedent Image Exercise: Bicycle and Pedestrian Facilities

City of Dilworth METROCOG
IN REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Which photos best represent the bicycle and pedestrian facilities you want to see along the 8th Avenue extension?
Place a sticker on up to three images.

| | | |
|---|--|--|
| <p>On Street Bike Lanes</p>  | <p>Enhanced Crossings</p>  | <p>Separated Multi-Use Path</p>  |
| <p>Sidewalks</p>  | <p>Shared Multi-Use Path</p>  | <p>Other- Write Your Idea Below!</p>  |

Precedent Image Exercise: Commercial Space

City of Dilworth METROCOG
IN REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Which photos best represent the type of commercial buildings you would like to see developed as the city grows?
Place a sticker on up to three images.







| | | |
|--|---|---|
| <p>Commercial Space</p>  | <p>Mixed Use</p>  | <p>Office/Medical Space</p>  |
| <p>Convenience Store Space</p>  | <p>Strip Commercial Space</p>  | <p>Other- Write Your Idea Below!</p>  |

Posters

Precedent Image Exercise: Commercial Space



Which photos best represent the type of commercial buildings you would like to see developed as the city grows?
Place a sticker on up to three images.

| | | |
|--|---|--|
| <p>Commercial Space</p>  | <p>Mixed Use</p>  | <p>Office/Medical Space</p>  |
| <p>Convenience Store Space</p>  | <p>Strip Commercial Space</p>  | <p>Other- Write Your Idea Below!</p>  |

Precedent Image Exercise: Roadway Types



Which photos best represent roadway types and features that should be considered for the 8th Avenue extension?
Place a sticker on up to three images.

| | | |
|--|--|--|
| <p>Undivided Roadway</p>  | <p>Divided Roadway with Median</p>  | <p>Turn Lanes</p>  |
| <p>Traffic Calming</p>  | <p>Roundabouts</p>  | <p>Other- Write Your Idea Below!</p>  |

Posters

Precedent Image Exercise: Housing Types



METROCOG
METRO AREA REGIONAL ADMINISTRATION PLANNING ORGANIZATION

Which photos best represent the type of homes you want to see developed as the city grows?
Place a sticker on up to three images.

Single Unit Detached (Large Lot)



Single Unit Detached (Small Lot)



Twinhome/Duplex



Townhomes



Multi-Family Units



Other- Write Your Idea Below!



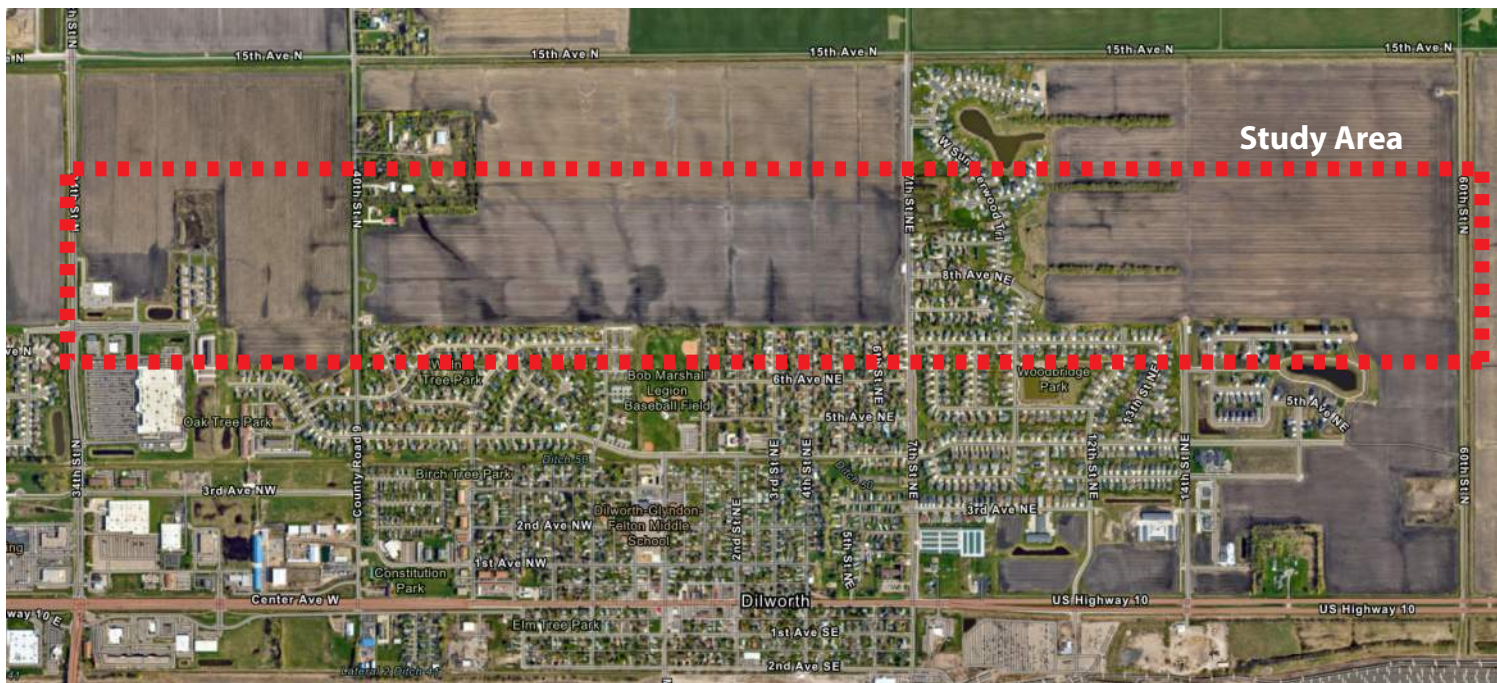
Project Overview



The City of Dilworth and Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is developing a corridor plan for the extension of 8th Avenue from 34th Street to 60th Street.

Currently two segments of 8th Avenue have been constructed (34th Street to 15th Street and 7th Street to Woodbridge Dr). **The study is taking the following into consideration:**

- 1) Traffic control at the intersections of 34th Street, County Road 9, 7th Street, and 14th Street.
- 2) Plans for a future regional park along 8th Avenue north of the elementary school.
- 3) Roadway alternatives for 8th Avenue and 15th Avenue (separated study underway).
- 4) Land use guidance from the City of Dilworth's Comprehensive Plan (2018).
- 5) Future MnDOT plans to improve Highway 10 through Dilworth (est. 2030).
- 6) Findings from a regional housing study (2023).



Study Goals

- 1 Develop a corridor plan for the 8th Avenue extension that meets the needs and desires of current and future community members.
- 2 Design a corridor which provides easy, safe and comfortable transportation options for users of all modes, ages and abilities.
- 3 Identify desired land use patterns for the study area, including but not limited to new housing and commercial opportunities.
- 4 Engage community leaders, property owners, the general public, and underserved populations.

Roadway Cross Section Considerations



The roadway alternatives being considered include an **undivided two-lane parkway** and a **divided two-lane parkway**. Access points (driveways) along 8th Avenue will be limited.

Undivided two-lane parkway



Divided two-lane parkway



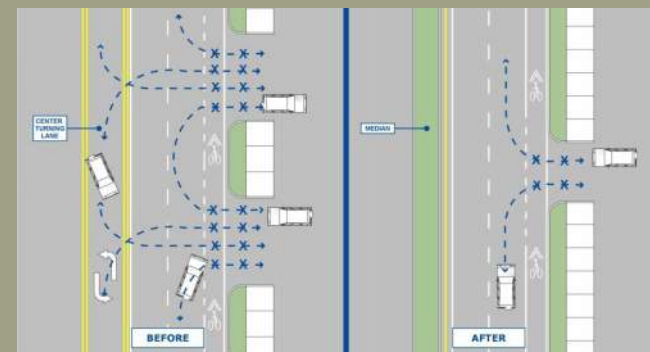
Why two lanes?



This study has determined a local two-lane road is needed to meet projected traffic volumes. These roads are designed to connect neighborhoods, improve access to local businesses, and enhance mobility for all modes (cars, pedestrians, and cyclists).

Why limit access points?

Access points create conflict areas and increase the risk of crashes.



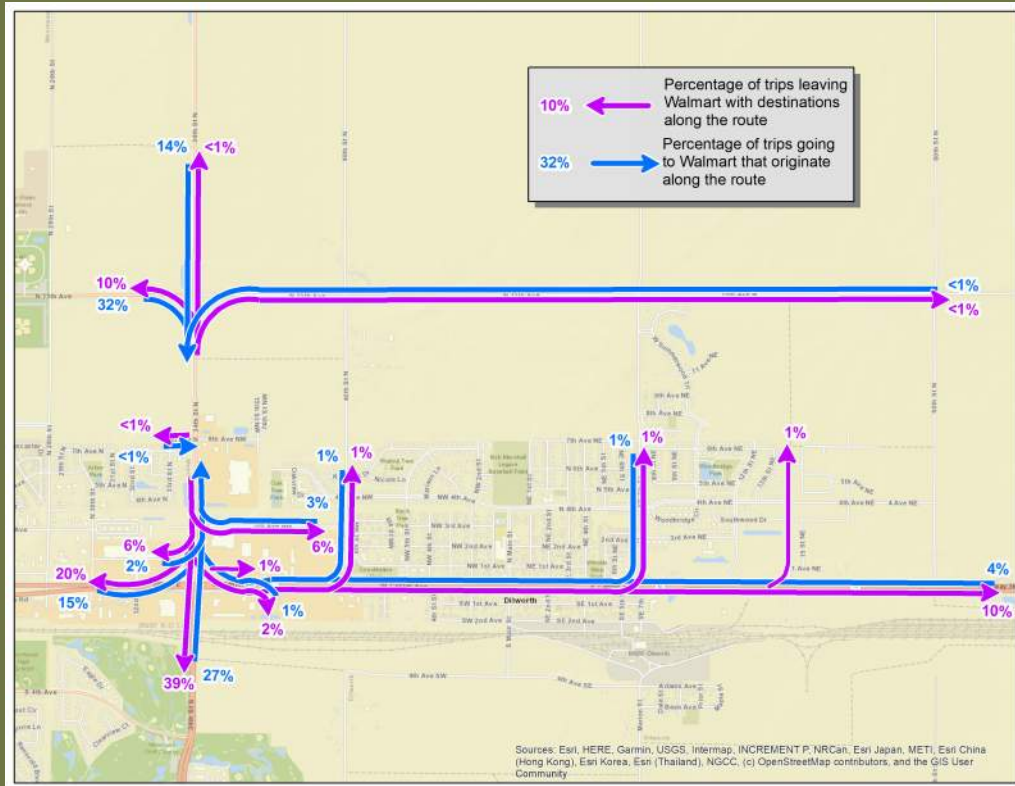
X = conflict point

According to MnDOT, each additional access point per mile increases a road's crash rate by 3 to 5 percent. Moving driveways to side streets reduces the chances of crashes and helps traffic flow more smoothly on the main road.

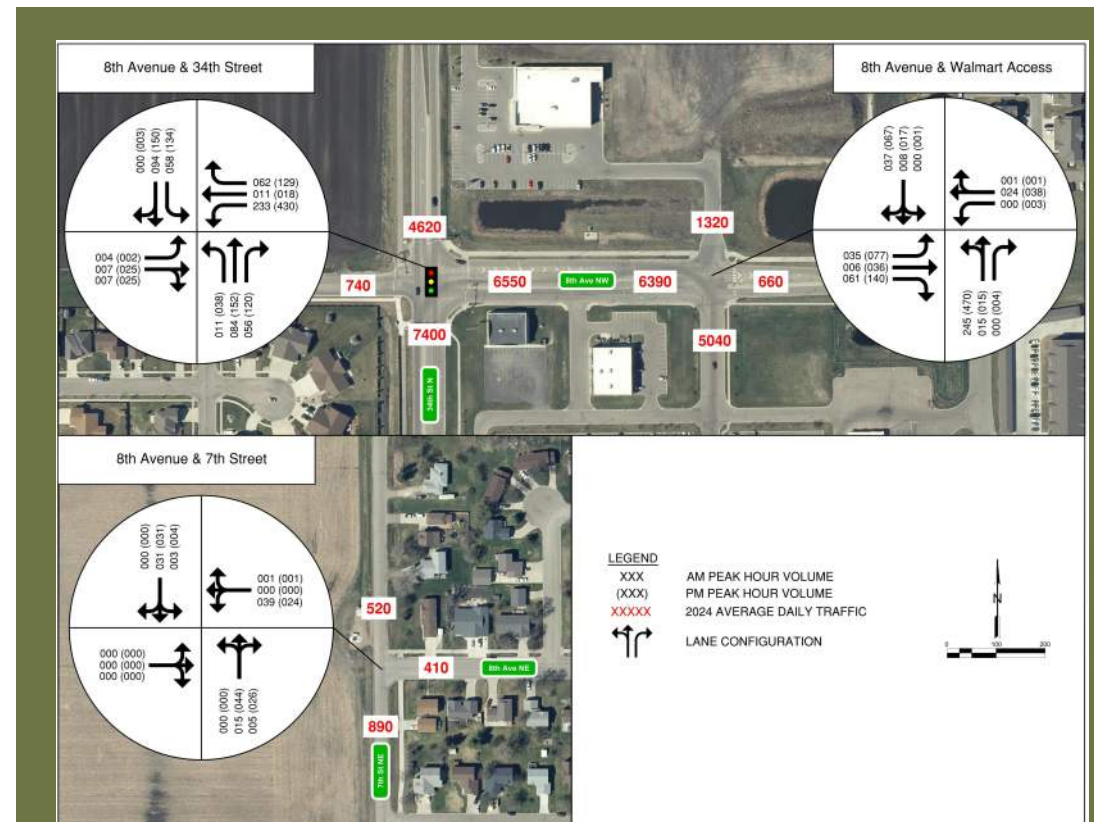
Existing Traffic Patterns



The study has evaluated traffic patterns to better understand how people travel throughout the city and how the 8th Avenue extension can be designed to address local needs.



Travel Patterns



Traffic Volumes

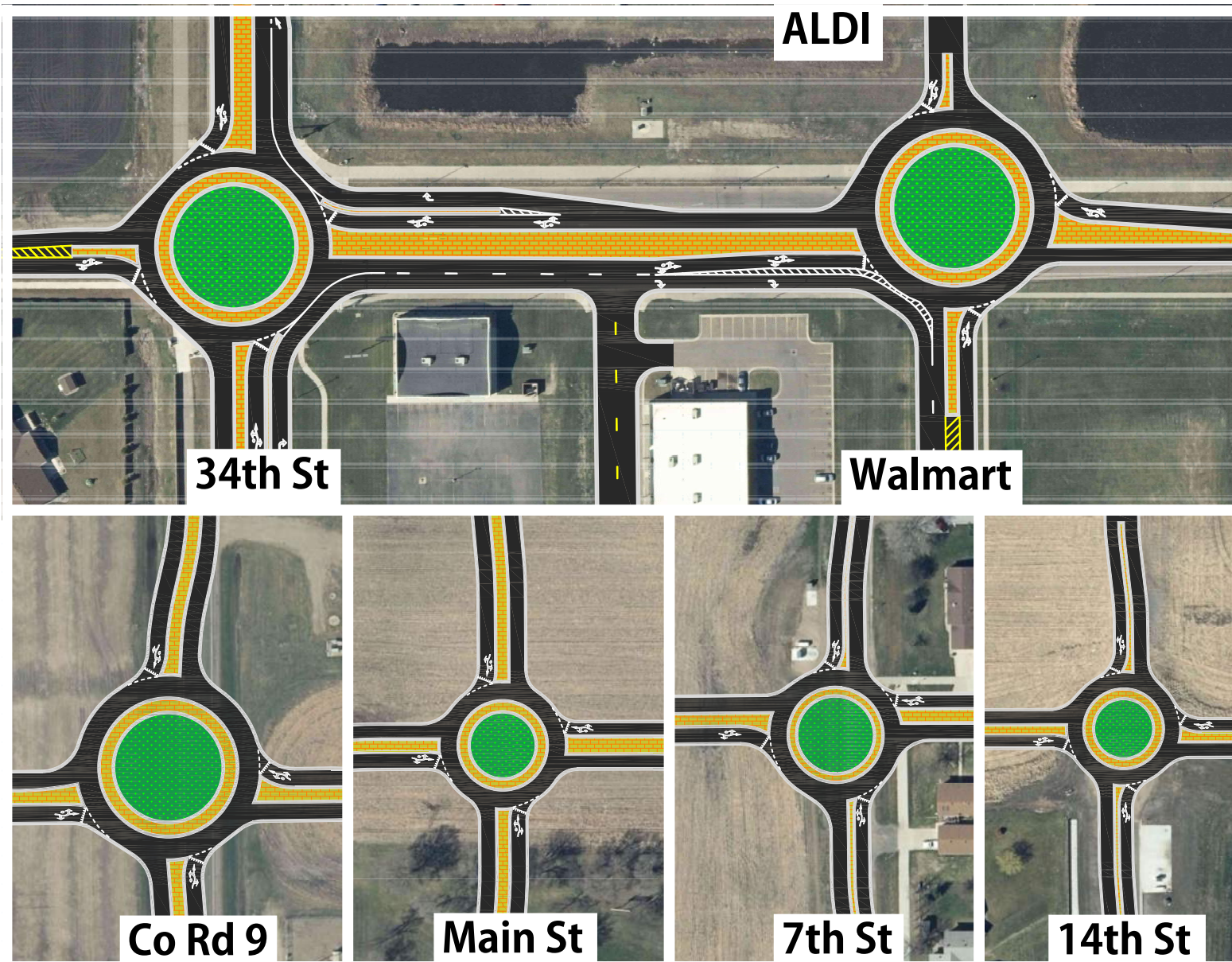
To better understand traffic patterns on 8th Avenue near Walmart, an Origin-Destination study was conducted. **Approximately 5 to 10 percent of the traffic going to the Walmart area is coming from within Dilworth** using Highway 10 or 3rd Avenue. This traffic could be using 8th Avenue if the roadway was connected.

The intersection of 8th Avenue and 34th Street is a low-volume intersection, with volume relatively balanced on 3 sides of the intersecting roadways. **These factors make the intersection the ideal location for a roundabout.** With balanced and low traffic volumes, roundabouts can manage traffic more efficiently than traffic signals, reducing delays, improving vehicle flow, and enhancing travel safety.

Roundabout Considerations



The roadway alternatives are **considering roundabouts at several key locations**, including 34th Street and County Road 9.



Why roundabouts?



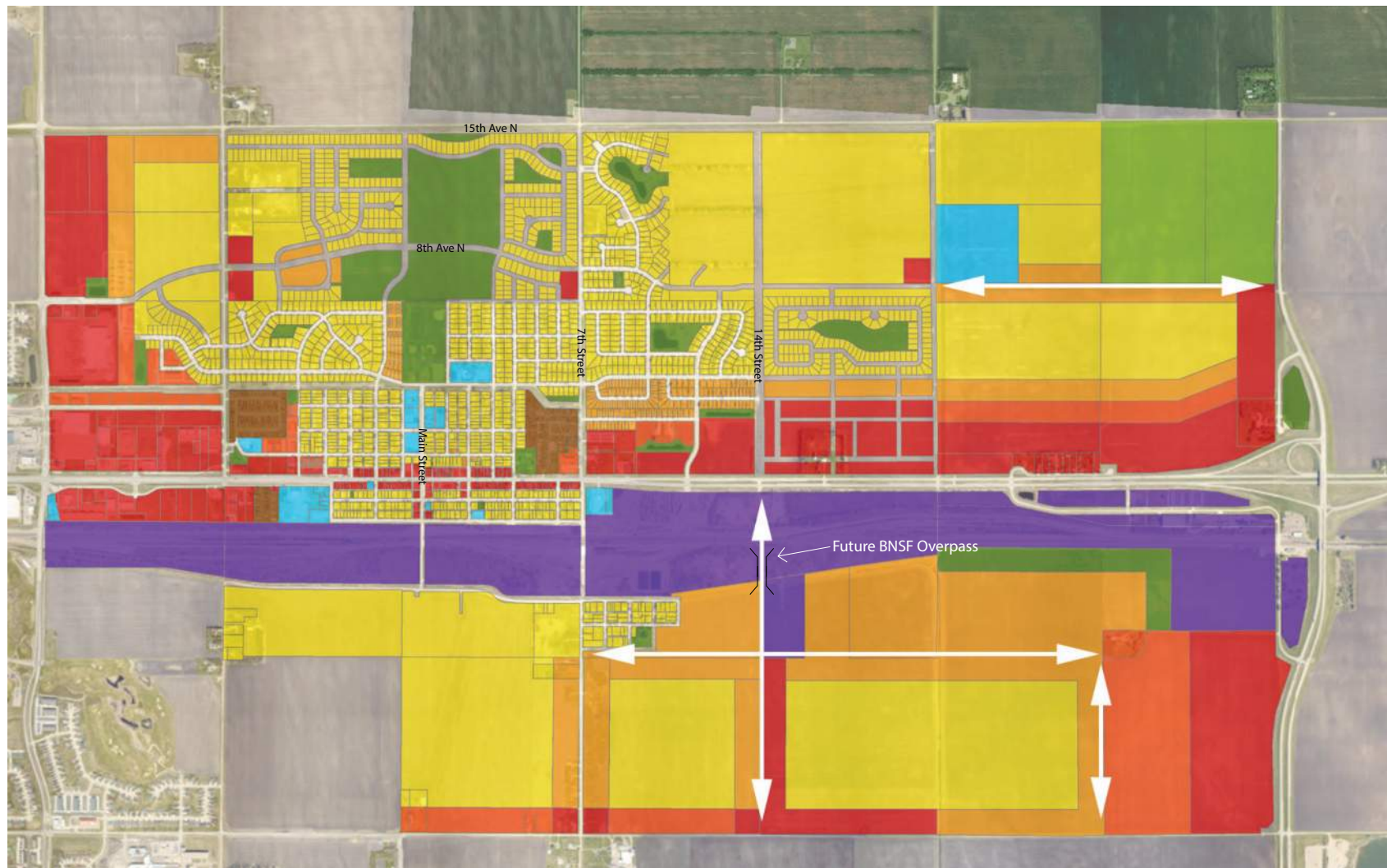
Unlike traffic signals, roundabouts allow for a continuous flow of traffic, which results in less congestion at intersections and improved traffic regulation. Roundabouts also reduce the speed of traffic entering and exiting intersections, enhancing safety. In Minnesota, roundabouts have led to an 86% reduction in fatal injury and 83% reduction in serious injury crashes.

Roundabouts are more cost efficient than signalized intersections, as they cost less to install, power and maintain.

Land Use Considerations



The City's 2018 Comprehensive Plan reflects the community's vision for the future and serves as a strategic guide to achieve that vision. This includes a land use plan that guides future land uses, development types, and densities. **This study is re-evaluating future land uses along the 8th Avenue extension to ensure better alignment with roadway options, housing needs, growth projections, market conditions, and property owners' goals for the area.**



| Key | |
|---|----------------------------|
| ■ | Commercial |
| ■ | Industrial |
| ■ | Public & Institutional |
| ■ | Parks & Open Space |
| ■ | Agriculture |
| ■ | Rural Residential |
| ■ | Low Density Residential |
| ■ | Medium Density Residential |
| ■ | High Density Residential |
| ■ | Manufactured Home Park |

City of Dilworth Comprehensive Plan Future Land Use Map

Dilworth's Housing Needs



In 2023, MetroCOG conducted an analysis of housing needs in the Fargo-Moorehead Metropolitan area. The study found that new housing unit production has not kept pace with job growth in the area, and the cost of housing has been steadily increasing since before the pandemic. Together, these two forces have created a lack of insufficient and affordable housing for residents in the area.

The housing study determined that to sustain the region's fast economic growth and high quality of life, **the region must begin to construct new housing of various types, known as "missing-middle."** Examples of this type of housing include small-lot detached homes, townhomes, duplexes, and condos.

Housing Demand



There are **1.5 jobs for every 1 unit of housing** in the Fargo-Moorehead area.



The population of **Dilworth has grown at a rate of 15%**, outpacing statewide growth of 7%.



Dilworth has seen **minimal multi-unit housing production** in the last 5 years.

Dilworth needs **300 new housing units** built in the next 10 years.



Affordability Need



The **average home price has increased by 69% since 2011**, outpacing wage growth for workers.

Less than 50% of all residents can afford the average home value of \$274K.



64% of senior renter households are cost-burdened*



58% of single-parent renter households are cost-burdened*



* Households are cost burdened when they are paying more than 30% of their income towards housing

Missing Middle Housing Considerations



This board shows a range of housing types that are being considered for future land uses (housing) within the 8th Avenue study area.

It is also helping plan for growth, while addressing a mix of missing middle housing needs for the community.



Low Density Residential (LDR)

Low density housing is desirable for many people, particularly those who seek more privacy and space. **Examples include small lot, single family detached housing.** However, as the cost of low density housing has risen, it has made homeownership inaccessible for many. Having a mix of all housing types helps people of all ages and incomes have access to affordable housing.



Medium Density Residential (MDR)

Medium density housing provides more affordable homeownership opportunities, while keeping the character of low density housing. **Examples include twin homes/duplex's and townhomes.** Smaller lot sizes allow housing to be built close to amenities such as local businesses, schools and parks. This style of housing is particularly well suited for young

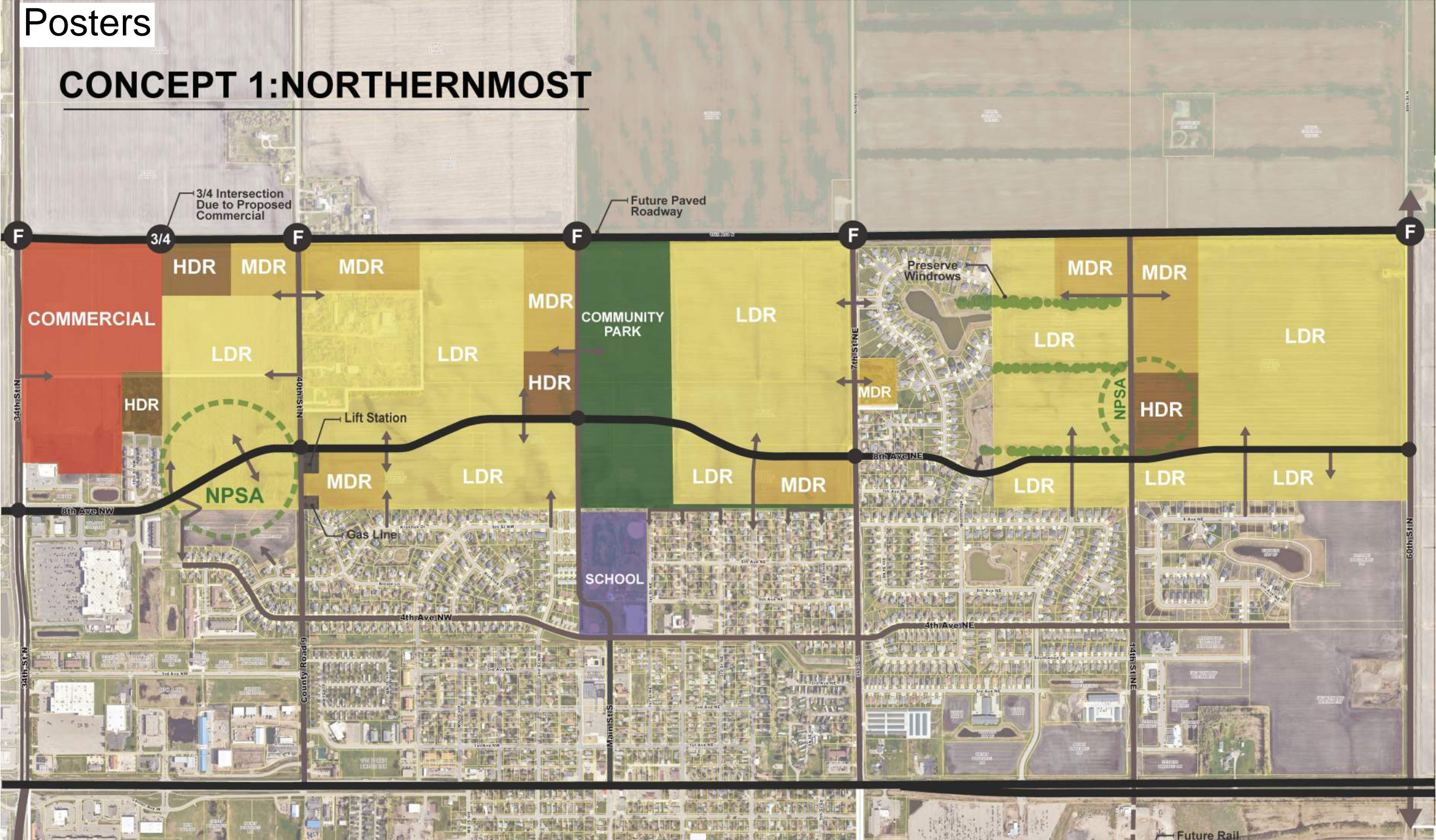


High Density Housing (HDR)

High density housing helps provide affordable rental opportunities for residents. **Examples include low-rise apartment buildings.** Providing accessible and affordable rental opportunities is essential in order to retain young professionals and recent college grads who help to support and grow the economy.



CONCEPT 1: NORTHERNMOST



LEGEND

- Dilworth Boundary
- Parcels

- Low Density Residential (LDR)
- Medium Density Residential (MDR)

- High Density Residential (HDR)
- Commercial/Retail

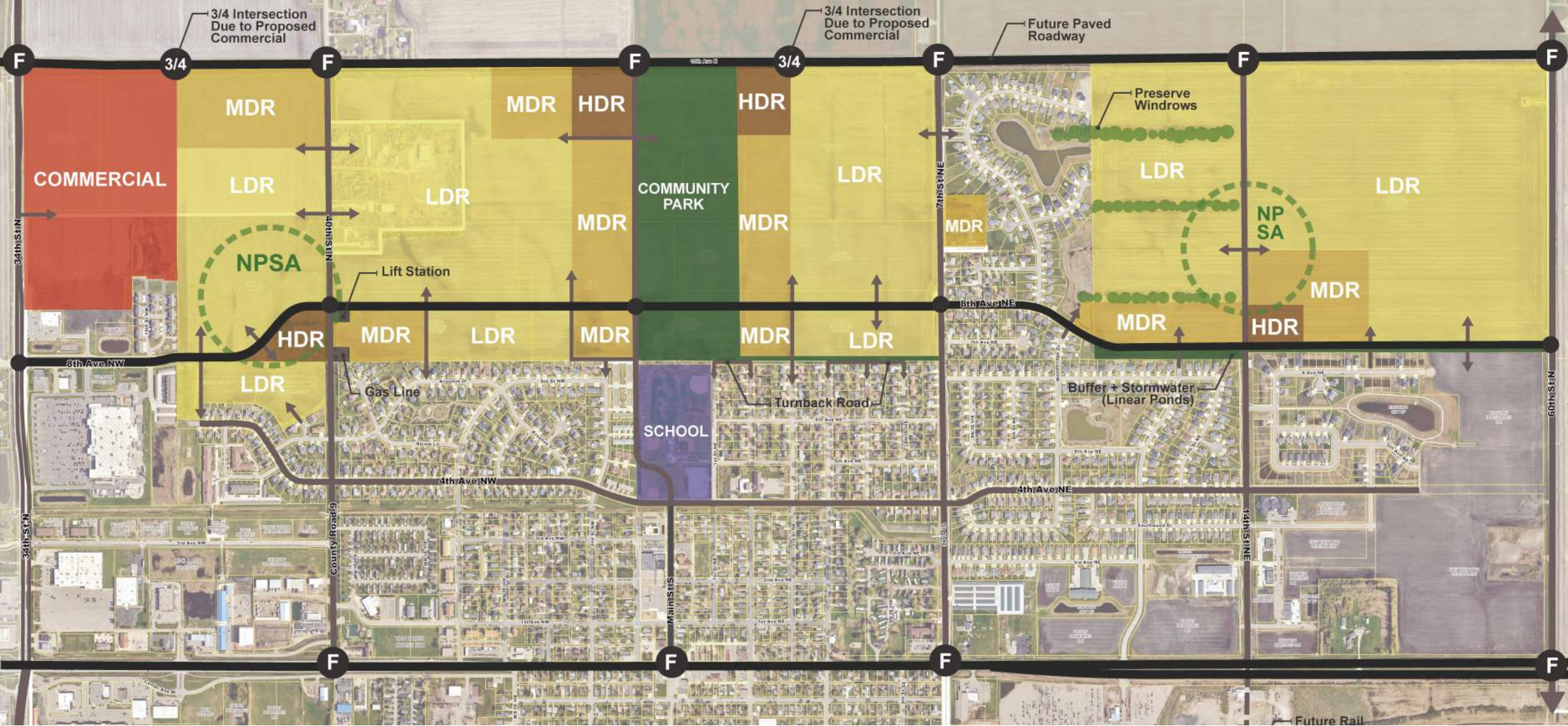
- Park and Open Space
- Education/School

- Utility
- Neighborhood Park Search Area (NPSA)

- 3/4 Intersection
- Full Intersection



CONCEPT 2: CENTRAL



LEGEND

- -
 -
 -
 -
 -
 -
 -
 -
 -
 -
 -
- Dilworth Boundary
 Parcels
 Low Density Residential (LDR)
 Medium Density Residential (MDR)
 High Density Residential (HDR)
 Commercial/Retail
 Park and Open Space
 Education/School
 Utility
 Neighborhood Park Search Area (NPSA)
 3/4 Intersection
 Full Intersection

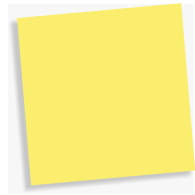


We Want to Hear from You!

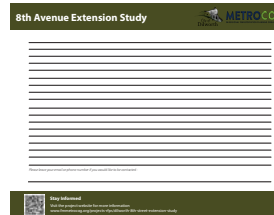


Share your thoughts

Comment on the roadway alternatives and land use concepts.



Fill out a comment card



Visit the project website



<https://www.fmmetrocog.org/projects-rf-dilworth-8th-ave-extension-study>

Contact

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Apex Engineering

Project Manager

Office: (701) 373 - 7966

Email: brent.muscha@apexenggroup.com

Michael Maddox

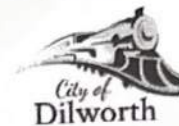
Metro COG

Project Manager

Office: (701) 532-5104

Email: maddox@fmmetrocog.org

8th Avenue Extension Study Comment Card



METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

I prefer a less curvy more direct route, so not the northern most route (concept 1). Don't mind concept 3 so it leaves more land to north to develop. Don't mind C2 as it would allow for some mixed housing options.

Please leave your email or phone number if you would like to be contacted:



Stay Informed
Visit the project website for more information
www.fmmetrocog.org/projects-rfps/dilworth-8th-street-extension-study

8th Avenue Extension Study Comment Card



METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

I prefer option 1 plan for curvy flow of road ~ more visually pleasing and slows traffic.

I would like to see use of roundabouts or other avenues to slow traffic thru residential roads

I think it is important to have a road part way thru future regional park for flow of park use and not such long walks

Please leave your email or phone number if you would like to be contacted :

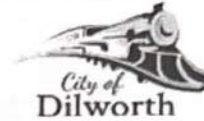
parkhome@live.com



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8th Avenue Extension Study Comment Card



METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

No support for Concept 3. (Too close to existing residential)
Support Concept 2 with LDR in place of MDR immediately
North of 2nd & 3rd St N.E.
Support Concept 1

K/S
Me too

[Handwritten signature]

Please leave your email or phone number if you would like to be contacted:



Stay Informed
Visit the project website for more information
www.fmmetrocog.org/projects-rfps/dilworth

8th Avenue Extension Study



METRO COG

Sign up for future Metro COG and City of Dilworth project updates:

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|-------------------------------------|--|---------------------|
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| <u>Whitney & Matt Engbrecht</u> | <u>imakenavysteam@gmail.com</u> | <u>701-214-8108</u> |
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| <u>Ryan Weinzler</u> | <u>grf.ryan@gmail.com</u> | <u>218-287-3999</u> |
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| <u>Rick Helverson</u> | <u>ricke.rick.helverson.construction.com</u> | <u>701-238-1709</u> |
| <u>Bruce West</u> | <u>foehn_home@yahoo.com</u> | <u>701-429-7794</u> |
| <u>Mike + Pam Astrup</u> | <u>m_astrup@msn.com</u> | <u>701-238-2535</u> |



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www.fmmetrocog.org/projects-rfps/dilworth-8th-street-extension-study

8th Avenue Extension Study



Sign up for future Metro COG and City of Dilworth project updates:

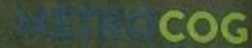
| Name | Email | Phone number |
|------------------|----------------------------------|--------------|
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| Lyle Korynta | lyle.korynta@yahoo.com | 218-329-0072 |
| Don Smith | | 701-261-6405 |
| Jim Lynn Park | parkhome@live.com | 218-329-8185 |
| Frank Gross | LAVINNE.FRANK.GROSS@gmail.com | 218-790-0287 |
| Luke Grithner | lgrithner@matthaus.com | |
| Kevin Cheff | KEVINCHEFF@MIDCO.NET | 701-219-5066 |
| JOHN SANGER | JSANGER@OUTLOOK.COM | 218-572-7136 |
| Ken Parke | Kparke313@gmail.com | 701-371-1353 |
| Michael Maddox | maddox@fmmetrocog.org | 701-532-5104 |
| Julie Nash | julie.nash@ci.dilworth.mn.us | 218-329-3773 |
| Jess Malvin | Jessica.Malvin@ci.dilworth.mn.us | 218-287-2313 |



Stay Informed

Visit the project website for more information
www.fmmetrocog.org/projects-rfps/dilworth-8th-street-extension-study

8th Avenue Extension Study



Sign up for future Metro COG and City of Dilworth project updates:

| Name | Email | Phone number |
|------------------------------|-------------------------------------|---------------------|
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Stay Informed

Visit the project website for more information
www.fmmetrocog.org/projects-rfps/dilworth-8th-street-extension-study



City of Dilworth, Minnesota

November 21, 2024 · 🌐



Thank you to the over 65 people who attended Tuesday night's 8th Avenue Extension Study open house. Your input is valuable as the consultants complete their work and provide their recommended alternatives.

Didn't get a chance to attend and/or would like to learn more about the project and provide feedback? You can do so by visiting this link 🌟

<https://www.fmmetrocog.org/.../dilworth-8th-ave-extension...>

And don't forget, tonight from 5-7 pm at the Depot, a similar type of open house will be held for the 15th Avenue Corridor Study. Project website for it: <https://www.fmmetrocog.org/15th-avenue-n-corridor-study-home>



Apex Engineering Group and 15 others

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Kevin Spaulding

65 people coming to a public input meeting is impressive!

6w



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