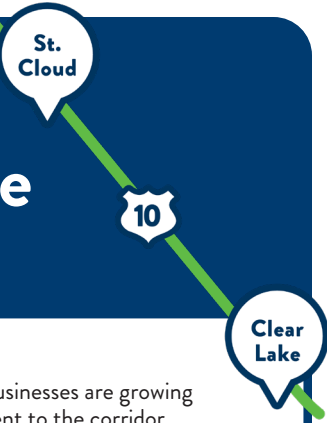


Hwy 10 between St. Cloud and Clear Lake

Project brief



Background

Constituents have voiced access- and safety-related concerns along the Hwy 10 corridor from Clear Lake to St. Cloud. Businesses are growing and expanding capacity. Land use in the area is changing as well, with significant new aggregate operations expected adjacent to the corridor.

Legislative direction

Based on concerns raised by area legislators, the MN legislature provided \$1M in funding for immediate improvements and the corridor study.

MnDOT corridor review

MnDOT District 3 had already identified this corridor as warranting study due to the speeds, volumes, safety performance, and adjacent development.

Corridor study

The Corridor Study was initiated to fully identify corridor issues, to investigate potential improvements, engage with the public and stakeholders, and recommend future improvements as needed.

Study - process document

Study partners

Government: MnDOT, St. Cloud APO, City of St. Cloud, Haven Township, Clear Lake Township, Clear Lake

Business: Aggregate companies, trucking, busing, agricultural, sales, residential, and commercial users along the Hwy 10



Public involvement

Several phases of public engagement were completed, which included open houses, stakeholder meetings and a comprehensive online project page.

Existing and future conditions

Users: The Hwy 10 corridor is a key arterial for long range trips across the region and state, connects Clear Lake and St. Cloud, serves local residents and commuters, is a heavily used freight corridor, and experiences large traffic peaks due to recreational travel.

Average traffic volumes: 23,000+ vehicles per day in 2022 – 16% of traffic is trucks/heavy vehicles, compared to an average of 10.5% average for similar highways in District 3.

Annual traffic growth rates: 0.2% to 2.3%.

Future traffic: 30,000+ vehicles per day in 2048

BNSF double tracks parallel to Hwy 10 are one of the busiest rail corridors in Minnesota.

Five year safety performance: From 2017 through 2021 there were 315 crashes along the corridor. Three of these crashes resulted in a fatality, and 23 resulted in possible, minor, or serious injury. Several intersections and segments experience fatal and severe injury crashes at a rate above the statewide average. There was an additional fatal crash in 2022.

Hwy 10 operations: Delay along the mainline movements of Hwy 10 is minimal, apart from signalized intersections (Hwy 24 in Clear Lake and 15th Ave in St. Cloud) during peak periods.

Side road operations: Narrow medians and limited gaps make entering Hwy 10 challenging and create delay.

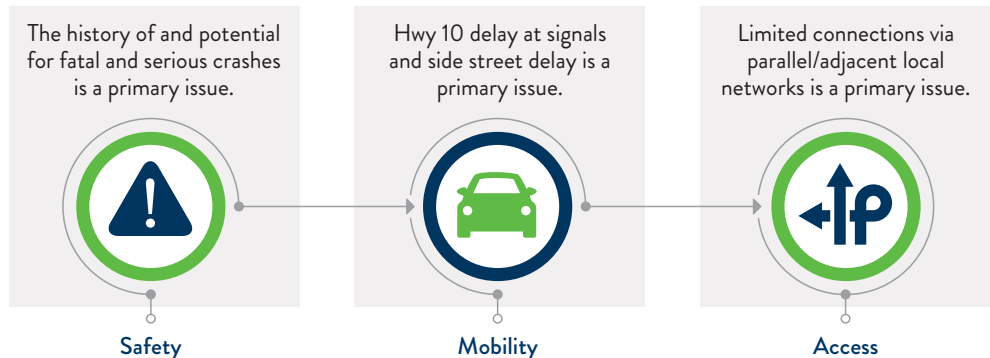
Intersection skew: Both safety and intersection delay are negatively impacted by the extreme intersection skews caused by the Hwy 10 alignment.

Land use and development: Industrial land uses also exist near St. Cloud, primarily serving the mining and aggregate industry, which is expanding in footprint and operations and is expected to increase heavy vehicle traffic in the area.

Publicly identified concerns

- Heavy truck traffic
- Coordination with proposed 33rd Street river crossing
- Industrial/agricultural traffic growth
- Lack of acceleration lanes
- Recreational travelers
- Intersection safety
- Mitigate access impacts to Hwy 10
- Congestion in Clear Lake

Corridor issues



Study objectives

Develop a corridor management strategy to create a safe, efficient, and accessible highway for all users with destinations along, across, or through Hwy 10 between Hwy 24 and 15th Avenue SE.

Study goals

Goal #1: Reduce potential for fatal and severe injury crashes for all users.

Goal #2: Improve Hwy 10 and side road operations and reduce delay.

Goal #3: Improve non-Hwy 10 connections to locations along the corridor.

Individual study goals often conflict, which requires balancing the needs of each goal against the others to achieve the overall study objectives.

Freeway alternative (\$140–160M)

Conversion to access-controlled, grade-separated freeway.

- Highest safety, mobility, local connectivity benefit, but high cost and highest impacts.
- Longest time to develop, requires the most project, agency, and landowner coordination.

Construction cost only — does not include right-of-way acquisition, engineering, or construction oversight costs.

