

AGENDA

APO POLICY BOARD MEETING

THURSDAY, OCTOBER 14, 2021 - 4:30 P.M.

RIVERSIDE TERRACE EVENT CENTER
195 RIVER AVENUE SOUTH, SAUK RAPIDS, MN



1. Pledge of Allegiance
2. Introductions
3. Approval of Agenda
4. Public Comment Period
5. Consideration of Consent Agenda Items (*Attachments A – H*)
 - a. Approve Minutes of September 9, 2021 Policy Board Meeting (*Attachment A*)
 - b. Approve Bills Lists (*Attachments B1 & B2*)
 - c. Approve Contract Extension for Mississippi River Bridge Planning Study (*Attachment C*)
 - d. Approve Thank You Letter to Senator Putnam (*Attachment D*)
 - e. Approve Administrative Modification to the 2021-2024 Transportation Improvement Program (*Attachment E*)
 - f. Receive 3rd Quarter Financial Report (*Attachment F*)
 - g. Receive Notice of Contract Change for Southwest Beltline Corridor Study (*Attachment G*)
 - h. Receive Staff Report of September 30, 2021 Meeting of the Technical Advisory Committee (*Attachment H*)
6. Consider Rankings of Highway Safety Improvement Program (HSIP) Projects (*Attachments I1 – I4*) *Vicki Johnson, Senior Planner*
 - a. **Suggested Action: Approve**
7. Consider Amendment to 2022-2023 Unified Planning Work Program (*Attachment J*) *Brian Gibson, Executive Director*
 - a. **Suggested Action: Approve**
8. Consider Stakeholder Engagement Plan Annual Review (*Attachment K*) *Brian Gibson, Executive Director*
 - a. **Suggested Action: Approve**
9. Other Business & Announcements
10. Adjournment

English

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Somali

Ururka Qorsheynta Deegaanka ee Cloud Cloud (APO) wuxuu si buuxda u waafaqsanahay Cinwaanka VI ee Xuquuqda Xuquuqda Rayidka ee 1964, Cinwaanka II ee Sharciga Naafada Mareykanka ee 1990, Amarka Fulinta 12898, Amarka Fulinta 13116 iyo qawaaniinta iyo qawaaniinta la xiriira. APO waa u furan tahay dhammaan dadka awooda oo dhan. Qofka u baahan dib-u-habeyn ama dejin, caawimaad gargaar ah, adeegyo turjumaad, adeegyo turjubaan, iwm, si uu uga qeyb galo kulan dadweyne, oo ay ku jiraan helitaanka ajendahaan iyo / ama ku lifaaqan qaab kale, ama luqadda fadlan la xiriir APO. 320-252-7568 ama at admin@stcloudapo.org ugu yaraan toddobo (7) maalmood kahor kulanka.

Spanish

La Organización de Planificación del Área de Saint Cloud (APO en inglés) cumple plenamente con el Título VI de la Ley de Derechos Civiles de 1964, con el Título II de la Ley sobre los Estadounidenses con Discapacidad de 1990), de la Orden Ejecutiva 12898, de la Orden Ejecutiva 13116 y los estatutos y reglamentos relacionados. La APO es accesible para todas las personas de todas las capacidades. Una persona que requiere una modificación o acomodación, ayudas auxiliares, servicios de traducción, servicios de interpretación, etc., para poder participar en una reunión pública, incluyendo recibir esta agenda y/o archivos adjuntos en un formato o idioma alternativo, por favor, contacta a la APO al número de teléfono 320-252-7568 o al admin@stcloudapo.org al menos siete (7) días antes de la reunión.

**SAINT CLOUD AREA PLANNING ORGANIZATION POLICY BOARD
Thursday, September 9, 2021 – 4:30 p.m.**

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, September 12 at 4:30 p.m. APO Chair Joe Perske presided with the following members:

Joe Perske	Stearns County
Frank Theisen	City of Waite Park
Raeanne Danielowski	Sherburne County
Dottie Seamans	City of Sauk Rapids
Carol Lewis	City of Saint Cloud
Rick Schultz	City of Saint Joseph
Jeff Westerlund	LeSauk Township
Dave Kleis	City of Saint Cloud
Jeff Goerger	City of Saint Cloud
Jared Gapinski	Benton County
Ryan Daniel	Metro Bus
Tim Elness	City of Sartell

Also in attendance were:

Brian Gibson	Saint Cloud APO
Amber Blattner	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Fred Sandal	Saint Cloud APO

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA:

Mr. Goerger motioned to approve the agenda, and Mr. Theisen seconded the motion. Motion carried.

PUBLIC COMMENT PERIOD: No members of the public were in attendance.

CONSIDERATION OF CONSENT AGENDA ITEMS:

- a. Approve Minutes of August 12, 2021 Policy Board Meeting
- b. Approve Bills Lists
- c. Consider 2022 Regional Safety Targets
- d. Receive Staff Report of August 26, 2021 Meeting of the Technical Advisory Committee

Mr. Gapinski motioned to approve the consent agenda, and Ms. Seamans seconded the motion. Motion carried.

Consider 2022-2025 Transportation Improvement Plan

Ms. Johnson summarized the status of the APO Transportation Improvement Plan (TIP). At the June 10, 2021, APO Policy Board meeting, Policy Board members voted to release the draft FY 2022-2025 TIP out for a 30-day public comment period that concluded on August 13, 2021. APO staff received 27 responses to the 11 online surveys. The number of responses is down from last year. The APO's Technical Advisory Committee (TAC) met on August 26, 2021 to recommend Policy Board approval of the final draft of the TIP. With approval by the Board, APO staff will submit the final version of the TIP to MnDOT to be incorporated into the State Transportation Improvement Program (STIP). From there, the STIP will need to be approved by Federal Highway and Federal Transit Administrations.

Mr. Goerger motioned to approve the TIP. Mr. Schultz seconded the motion. Motion carried.

Consider Process to Rank Highway Safety Improvement Program (HSIP) Projects in 2021

Ms. Johnson summarized the change to the solicitation process for HSIP projects. MnDOT's Office of Traffic Engineering (OTE) has altered the solicitation process to further involve Metropolitan Planning Organizations (MPOs) in the project selection process. On August 20, 2021 APO staff reached out to the three county engineers to ask if they were planning on submitting any HSIP projects within the APO's planning area. Two of the three indicated their intent to do so. With this information, APO staff – working closely with MnDOT's MPO coordinator, Anna Pierce came up with three possible solutions to address the need to prioritize HSIP projects: 1. APO staff would internally rank and prioritize all HSIP projects that fall within the planning boundaries. 2. APO staff could decide to provide all submitted projects with the same ranking/prioritization. 3. APO staff could call another meeting of the TAC and Policy Board to review the submitted projects and finalize a ranking/prioritization.

At the August 26, 2021 TAC meeting, TAC representatives recommended a meeting of the TAC in September (Sept. 30) and Policy Board (Oct. 14) to provide each respective entity the opportunity to review, prioritize, and rank proposed HSIP applications that will have an impact on the APO's planning area. Mr. Gibson clarified that the TAC would rank the projects and their decision would be brought to the Policy Board. Mr. Perske asked about details on the funding. Ms. Johnson clarified that each project is capped at \$500,000. Mr. Perske would like to see the funding maximized, prioritizing a project that costs the most. Mr. Kleis clarified that the projects need to be approved on the federal level and it is best the TAC make recommendations before it reaches the Policy Board for approval.

Mr. Kleis motioned to approve the third choice – another meeting of the TAC and Board to review and finalize project rankings - for the HSIP selection process. Mr. Goerger seconded the motion. Motion carried.

Discuss Regional Active Transportation Plan (ATP) City and Regional Profiles

Mr. Gibson clarified when the MTP was being put together the Policy Board reviewed the list of priorities and decided that the list was not accurate. To avoid a situation

like this Mr. Sandal will present on where the APO is at with the ATP for you to be able to provide comments through the end of the year.

Mr. Sandal provided a summary of where the APO staff is at with the ATP draft. APO staff wanted to provide the attached draft information as a check-in with Policy Board members before they begin to develop the draft document for public release.

City profiles provide analysis of focus areas within Sauk Rapids, Sartell, Saint Joseph, Waite Park, and Saint Cloud along with recommendations to address areas of need. The first phase is assessing the needs within the individual cities. The plan is not addressing all active transportation needs, but the intent is to address the areas that have the most needs within the MPA. Between September and December, the APO staff will complete the ATP draft. In February 2022 the TAC will review the draft, in March 2022 the Policy Board will review, and then it will go out for public comment.

Mr. Goerger commented that the material was extensive and is wondering where all the data came from. Mr. Sandal received estimates from the 2018 census to get the information for this plan. Ms. Seamans asked if the municipalities have reviewed the profiles and if they believe the information to be accurate. Mr. Sandal said there were meetings with the city planners and engineers to review this information. Mr. Gibson added that when a potential project touched county right-of-way the information was also sent to the county engineers for their review. Mr. Perske asked if a certain amount of sales-tax dollars were allocated for trails regionally. Mr. Schultz thought each jurisdiction set their own. Mr. Kleis clarified that the regional project got the most and then the local projects got funded. Mr. Perske noted that the Beaver Island Trail is in the running for a grant to complete the trail to Warner Lake. Mr. Kleis added Heatherwood road is a part of the trail and St. Cloud is doing a bonding request to complete that project. Mr. Gibson encouraged board members to review the draft and let APO know if they have any edits.

Present Results of Executive Director Performance Evaluation

Mr. Perske summarized Mr. Gibson's annual performance review. Mr. Gibson received high scores from the APO staff and APO Policy Board members.

After an executive session it was approved to move Mr. Gibson to step 9 on the pay scale.

OTHER BUSINESS & ANNOUNCEMENTS:

Mr. Daniel asked for clarification on when the trip to DC will take place. Mr. Gibson clarified that the trip has been delayed and would take place Monday to Thursday (Oct. 18-21).

Mr. Westerlund commented on the large turnout by Board members and Mr. Perske agrees it is nice to see every jurisdiction have representation at the meeting.

ADJOURNMENT:

The meeting was adjourned at 5:20 p.m.

ST. CLOUD AREA PLANNING ORGANIZATION
Transaction List by Vendor
September 2021

Date	Transaction Type	Vendor	Accounting Description	Amount
Adobe Creative Cloud				
09/13/2021	Bill Payment (Credit Card)		6609 · IT Support & Software	57.03
09/13/2021	Bill Payment (Credit Card)		6609 · IT Support & Software	57.03
09/20/2021	Bill Payment (Credit Card)		6609 · IT Support & Software	16.13
09/20/2021	Bill Payment (Credit Card)		6609 · IT Support & Software	16.13
AFLAC				
09/16/2021	Bill Payment (Check)		6600.5 · Health/Dental/Life Insurance	993.90
American Planning Association				
09/15/2021	Bill Payment (Credit Card)		Dues & Subscriptions	341.00
BCBS of MN				
09/20/2021	Bill Payment (Check)		6600.5 · Health/Dental/Life Insurance	4,819.18
City of St. Cloud - Water/Sewer				
09/14/2021	Bill Payment (Check)		Water and Sewer	262.92
Cloudnet				
09/14/2021	Bill Payment (Check)		6609 · IT Support & Software	10.00
David Turch & Associates				
09/14/2021	Bill Payment (Check)		Lobbying	4,000.00
Delta Dental				
09/03/2021	Bill Payment (Check)		6600.5 · Health/Dental/Life Insurance	275.70
Emerald Companies Inc				
09/07/2021	Bill Payment (Check)		Lawn care maintenance	346.71
Express Services Inc				
09/10/2021	Bill Payment (Credit Card)		Receptionist - contract labor	379.95
09/15/2021	Bill Payment (Credit Card)		Receptionist - contract labor	506.60
09/22/2021	Bill Payment (Credit Card)		Receptionist - contract labor	506.60
09/30/2021	Bill Payment (Credit Card)		Receptionist - contract labor	395.91
Google Inc.				
09/03/2021	Expense		6609 · IT Support & Software	48.00
Granite Pest Control LLC				

ST. CLOUD AREA PLANNING ORGANIZATION
Transaction List by Vendor
September 2021

Date	Transaction Type	Vendor	Accounting Description	Amount
09/14/2021	Bill Payment (Check)		Pest control - lawn & building	350.00
		Liberty Savings Bank		
09/13/2021	Check		Credit card account payment	899.61
		Loffler Companies		
09/08/2021	Bill Payment (Check)		Copier useage	267.82
		Mailchimp.com		
09/02/2021	Bill Payment (Credit Card)		6609 · IT Support & Software	14.99
		Net V Pro		
09/01/2021	Bill Payment (Check)		6609 · IT Support & Software	321.00
		Newegg.com		
09/22/2021	Bill Payment (Credit Card)		Miscellaneous - laptop	1,311.95
		Premium Waters, Inc.		
09/14/2021	Bill Payment (Check)		Office Supplies	31.65
		Principal Mutual Life Insurance		
09/14/2021	Bill Payment (Check)		6600.5 · Health/Dental/Life Insurance	361.28
		RSG		
09/01/2021	Bill Payment (Check)		6622.26 CPG Passthrough Expense:Household Travel Survey 2021	11,537.96
		Spectrum Business (Charter)		
09/14/2021	Bill Payment (Check)		Internet and Telephone	414.94
		SRF Consulting Group, Inc.		
09/15/2021	Bill Payment (Check)		SW Beltline Corridor Study	20,000.00
09/16/2021	Bill Payment (Check)		SW Beltline Corridor Study	13,149.50
		Stantec Consulting Services Inc		
09/14/2021	Bill Payment (Check)		CPG Passthrough Mississippi River Bridge Plan20	2,530.01
		Stearns Electric Association		
09/24/2021	Bill Payment (Check)		1002 Liberty Checking account	238.17

ST. CLOUD AREA PLANNING ORGANIZATION

Transaction List by Vendor

September 2021

Date	Transaction Type	Vendor	Accounting Description	Amount
Superior Vent & Air Duct Cleaning				
09/14/2021	Bill Payment (Check)		building maintenance	800.00
The MN Transportation Alliance Inc				
09/24/2021	Bill Payment (Check)		Dues & Subscriptions	435.00
Traut Companies				
09/24/2021	Bill Payment (Check)		Lawn sprinkler maintenance	125.00
Uline				
09/28/2021	Bill Payment (Credit Card)		Office safety supplies	225.60
Weisman Cleaning Inc				
09/01/2021	Bill Payment (Check)		6606.2 · Maintenance	172.20
West Central Sanitation, Inc				
09/14/2021	Bill Payment (Check)		6606.1 · Utilities	11.75
Xcel Energy				
09/02/2021	Bill Payment (Check)		6606.1 · Utilities	55.42
Your CFO Inc				
09/01/2021	Bill Payment (Check)	JBQCXZG3	6602.2 · Accounting Services	1,549.00
				<u>61,262.32</u>

LIBERTY BANK DEPOSITS

	<u>Deposit Date</u>	<u>Amount</u>
Bank interest earned	9/30/2021	6.75
		<u>6.75</u>

PROPOSED October 2021 and November 2021 DISBURSEMENTS
 prepared 10/4/2021

Attachment B2

Method Of Payment	To Whom Paid	What Check is for	Account	Amount
Direct Dep.	Net Payroll (including insurance reimbursement)	10/01/2021 Payroll Paid	Payroll	\$ 10,625.29
Electronic	Expense Reimbursemt - Employee mileage	10/01/2021 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	10/01/2021 Payroll Paid	Payroll	\$ 4,344.29
Electronic	MN Department of Revenue-Withholding PAID	10/01/2021 Payroll Paid	Payroll	\$ 982.00
Electronic	PERA	10/01/2021 Payroll Paid	Payroll	\$ 2,427.71
Electronic	Great West Annuity	10/01/2021 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	10/01/2021 Payroll Paid	Payroll	\$ 94.56
Electronic	Select Account (H.S.A.)	10/01/2021 Payroll Paid	Payroll	\$ 107.70
Direct Dep.	Net Payroll (including insurance reimbursement)	10/15/2021 Payroll Paid	Payroll	\$ 8,068.86
Electronic	Expense Reimbursemt - Employee mileage	10/15/2021 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	10/15/2021 Payroll Paid	Payroll	\$ 2,469.83
Electronic	MN Department of Revenue-Withholding PAID	10/15/2021 Payroll Paid	Payroll	\$ 583.00
Electronic	PERA	10/15/2021 Payroll Paid	Payroll	\$ 1,724.39
Electronic	Great West Annuity	10/15/2021 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	10/15/2021 Payroll Paid	Payroll	\$ 94.56
Electronic	Select Account (H.S.A.)	10/15/2021 Payroll Paid	Payroll	\$ 107.70
Direct Dep.	Net Payroll (including insurance reimbursement)	10/29/2021 Payroll Paid	Payroll	\$ 8,068.86
Electronic	Expense Reimbursemt - Employee mileage	10/29/2021 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	10/29/2021 Payroll Paid	Payroll	\$ 2,469.83
Electronic	MN Department of Revenue-Withholding PAID	10/29/2021 Payroll Paid	Payroll	\$ 583.00
Electronic	PERA	10/29/2021 Payroll Paid	Payroll	\$ 1,724.39
Electronic	Great West Annuity	10/29/2021 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	10/29/2021 Payroll Paid	Payroll	\$ 94.56
Electronic	Select Account (H.S.A.)	10/29/2021 Payroll Paid	Payroll	\$ 107.70
Direct Dep.	Net Payroll (including insurance reimbursement)	11/12/2021 Payroll Paid	Payroll	\$ 8,068.86
Electronic	Expense Reimbursemt - TRB conference	11/12/2021 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	11/12/2021 Payroll Paid	Payroll	\$ 2,469.83
Electronic	MN Department of Revenue-Withholding PAID	11/12/2021 Payroll Paid	Payroll	\$ 583.00
Electronic	PERA	11/12/2021 Payroll Paid	Payroll	\$ 1,724.39
Electronic	Great West Annuity	11/12/2021 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	11/12/2021 Payroll Paid	Payroll	\$ 94.56
Electronic	Select Account (H.S.A.)	11/12/2021 Payroll Paid	Payroll	\$ 107.70
Direct Dep.	Net Payroll (including insurance reimbursement)	11/26/2021 Payroll Paid	Payroll	\$ 8,068.86
Electronic	Expense Reimbursemt - TRB conference	11/26/2021 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	11/26/2021 Payroll Paid	Payroll	\$ 2,469.83
Electronic	MN Department of Revenue-Withholding PAID	11/26/2021 Payroll Paid	Payroll	\$ 583.00
Electronic	PERA	11/26/2021 Payroll Paid	Payroll	\$ 1,724.39
Electronic	Great West Annuity	11/26/2021 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	11/26/2021 Payroll Paid	Payroll	\$ 94.56
Electronic	Select Account (H.S.A.)	11/26/2021 Payroll Paid	Payroll	\$ 107.70
Credit Card	Adobe Creative Cloud - October 2021	Subscription service to PDF software	IT Support & Software	\$ 146.32
Credit Card	Adobe Creative Cloud - November 2021	Subscription service to PDF software	IT Support & Software	\$ 146.32
Check	AFLAC - October 2021	Employee Addtl Insurance	Payroll	\$ 993.90
Check	AFLAC - November 2021	Employee Addtl Insurance	Payroll	\$ 993.90
Credit Card	American Planning Association	Dues - Alex McKenzie	Dues and Subscriptions	\$ 341.00
Electronic	BCBS of MN - October 2021	Employee Health Insurance	Payroll	\$ 4,819.18
Electronic	BCBS of MN - November 2021	Employee Health Insurance	Payroll	\$ 4,819.18
Check	City of St Cloud - Water/Sewer - October 2021	Utilities - water / sewer	Utilities	\$ 262.92
Check	City of St Cloud - Water/Sewer - November 2021	Utilities - water / sewer	Utilities	\$ 40.00
Check	Cloudnet - October 2021	Internet Service	Utilities	\$ 15.00
Check	Cloudnet - November 2021	Internet Service	Utilities	\$ 15.00
Check	David Turch & Associates - estimate - October 2021	Lobbyist Services	Lobbying	\$ 4,000.00
Check	David Turch & Associates - estimate - November 2021	Lobbyist Services	Lobbying	\$ 4,000.00

PROPOSED October 2021 and November 2021 DISBURSEMENTS
 prepared 10/4/2021

Method Of Payment	To Whom Paid	What Check is for	Account	Amount
Check	Delta Dental - estimate - October 2021	Employee dental insurance	Payroll	\$ 275.70
Check	Delta Dental - estimate - November 2021	Employee dental insurance	Payroll	\$ 275.70
Check	Emerald Companies Inc - October 2021	monthly lawn service	Maintenance	\$ 346.71
Credit Card	Express Services Inc	Contract Labor - receptionist	Payroll	\$ 379.95
Credit Card	Express Services Inc	Contract Labor - receptionist	Payroll	\$ 506.60
Credit Card	Express Services Inc	Contract Labor - receptionist	Payroll	\$ 506.60
Credit Card	Express Services Inc	Contract Labor - receptionist	Payroll	\$ 395.91
Credit Card	Facebook	Advertising	Printing & Publishing	\$ 100.00
Credit Card	Google Inc - October 2021	G Suite Basic - Commitment	Utilities	\$ 48.00
Credit Card	Google Inc - November 2021	G Suite Basic - Commitment	Utilities	\$ 48.00
Check	Granite Pest Control LLC	lawn and building maintenance	Maintenance	\$ 350.00
Check	Loffler Companies - estimate - October 2021	Copier Supplies	Copy Machine	\$ 267.82
Check	Loffler Companies - estimate - November 2021	Copier Supplies	Copy Machine	\$ 250.00
Credit Card	Mailchimp.com	Monthly IT Support	IT Support & Software	\$ 14.99
Credit Card	Neopost USA, Inc.	Postage Meter	Meter Lease	\$ 59.25
Credit Card	Neopost USA, Inc.	Postage Meter	Postage	\$ 200.00
Check	Net V Pro - October 2021	Monthly IT Support	IT Support & Software	\$ 321.00
Check	Net V Pro - November 2021	Monthly IT Support	IT Support & Software	\$ 321.00
Credit Card	Newegg.com	laptop	Miscellaneous	\$ 1,311.95
Check	Premium Water Inc - estimate - October 2021	office drinking water	Utilities	\$ 30.00
Check	Premium Water Inc - estimate - November 2021	office drinking water	Utilities	\$ 30.00
Check	Principal Financial - October 2021	Employee disability insurance	Payroll	\$ 300.00
Check	Principal Financial - November 2021	Employee disability insurance	Payroll	\$ 300.00
Credit Card	Quill.com	Office supplies	Office Supplies	\$ 22.98
Check	RSG - White River Junction VT - Oct/Nov Estimate	St Cld Household Travel Survey 2021 - estimates	St Cld Household Travel Survey 2021	\$ 30,000.00
Check	Spectrum Business (Charter) - estimate - October 2021	Internet Service	Utilities	\$ 414.94
Check	Spectrum Business (Charter) - estimate - November 2021	Internet Service	Utilities	\$ 414.94
Check	SRF Consulting - Oct/Nov Estimates	SW Beltline Corridor Study - estimate	SW Beltline Corridor Study	\$ 54,000.00
Electronic	Stearns Electric Association - estimate - October 2021	Utilities - electric	Utilities	\$ 250.00
Electronic	Stearns Electric Association - estimate - November 2021	Utilities - electric	Utilities	\$ 250.00
Check	Superior Vent & Air Duct Cleaning	Building maintenance	Maintenance	\$ 800.00
Check	SC Times - estimate - estimate - October 2021	Public Postings	Printing/Publishing	\$ 200.00
Check	SC Times - estimate - estimate - November 2021	Public Postings	Printing/Publishing	\$ 200.00
Credit Card	The MN Transportation Alliance Inc	Dues	Dues and Subscriptions	\$ 435.00
Check	Traut Companies	Lawn sprinkler clean out	Maintenance	\$ 125.00
Credit Card	Uline	office safety supplies	Office Supplies	\$ 235.60
Check	Weisman Cleaning Inc - estimate - October 2021	Office Cleaning Services	Maintenance	\$ 151.00
Check	Weisman Cleaning Inc - estimate - November 2021	Office Cleaning Services	Maintenance	\$ 151.00
Check	West Central Sanitation Inc - estimate - October 2021	Utility - garbage	Utilities	\$ 41.75
Check	West Central Sanitation Inc - estimate - November 2021	Utility - garbage	Utilities	\$ 41.75
Electronic	Xcel Energy - estimate - October 2021	Utilities - gas	Utilities	\$ 100.00
Electronic	Xcel Energy - estimate - November 2021	Utilities - gas	Utilities	\$ 250.00
Check	Your CFO Inc	2021 accounting services - October	Accounting Services	\$ 1,549.00
Check	Your CFO Inc	2021 accounting services - November	Accounting Services	\$ 1,549.00
	TOTAL			\$ 189,238.77



1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Brian Gibson, Executive Director
RE: Contract Extension for Mississippi River Bridge Study
DATE: Sept 29, 2021

In October of 2020, the APO contracted with the consulting firm Stantec to update the planning for a Mississippi River Bridge at 33rd Street South in Saint Cloud and the associated corridor connecting to US 10 in Sherburne County.

As part of that process, the Project Management Team felt it was important to engage the Minnesota Department of Natural Resources (DNR) to hear and mitigate any concerns they may have. The DNR has welcomed the engagement but reports that the documents and materials produced for the study will require review by 22 individuals in their offices. In order to accommodate that review time, Stantec is requesting a time extension for their contract.

Our contract currently stipulates that the project be completed by December 31, 2021. APO staff is recommending an extension to June 30, 2022.

This extension is for additional time only and does not impact the project budget.

Suggested Action: Approve



1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568 F. 320.252.6557

TO: Senator Aric Putnam and Representative Dan Wolgamott
FROM: Joseph Perske, Policy Board Chair
RE: Funding for US-10 Safety Study and Project
DATE: October 14, 2021

As you know, safe and efficient transportation networks are critical to economic development and quality of life for our residents.

The Policy Board of the APO asked me to convey their gratitude and thanks to both of you for the \$1 million in State funding you were able to direct toward conducting a safety study for US-10 in the APO planning area and for implementing one or more recommendations from that study.

US-10 is a critical mobility corridor that connects the entire Saint Cloud urban area to the Twin Cities and the rest of Minnesota. It is important for freight movement, commuters, students, and recreational travelers. Your commitment to ensuring its safe and efficient operation will help the region maintain its competitiveness as an economic hub and its attractiveness as a home for our almost 140,000 residents.

We look forward to continuing a productive relationship with both of you as the region continues to grow and we all work to provide the services and infrastructure our residents need.

Respectfully,

Joe Perske
Saint Cloud APO Policy Board Chair



1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2021-2024 Transportation Improvement Program Administrative Modification
DATE: Sept. 30, 2021

One of the responsibilities of the Saint Cloud Area Planning Organization (APO), as outlined by the Federal Government, is to develop and maintain a Transportation Improvement Program (TIP). The TIP is the document that programs federal funds for transportation improvements in the APO's Metropolitan Planning Area (MPA). Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring agencies and jurisdictions. As a document, the TIP reports how the various agencies and jurisdictions within the MPA have prioritized their use of limited Federal highway and transit funding.

The Minnesota Department of Transportation (MnDOT) is requesting a change be made to the fiscal years 2021-2024 TIP. The US 10 box culvert project (0502-115) was originally programmed for construction in FY 2022 with an estimated project cost of \$1,401,000. Per MnDOT District 3's Planning Director, the estimated project cost has increased to \$2,000,000. Fiscal constraint has been maintained.

Due to the timing of this project's letting date (Jan. 28, 2022) and the transition from the outgoing FY 2021-2024 TIP to the incoming FY 2022-2025 TIP, this administrative modification request will need to be addressed in both the outgoing and incoming TIP.

MnDOT is requesting to modify the FY 2021-2024 TIP to allow the letting procedure to continue.

However, per the Federal Highway Administration (FHWA), modifications to the FY 2022-2025 TIP cannot occur until the STIP has been approved by both FHWA and FTA. Because of this, the APO Policy Board CANNOT take action on the FY 2022-2025 modification request until a later date.

At the Sept. 30 TAC meeting, TAC representatives made two motions to accommodate this request. The first motion was to recommended Policy Board approval of the FY 2021-2024 TIP modification at the next regularly scheduled meeting. The second motion was to recommend Policy Board approval of the FY 2022-2025 TIP modification as soon as the STIP was approved by FHWA/FTA. A future meeting of the Policy Board will be required to take action on this motion.

In accordance with the APO's Stakeholder Engagement Plan, the proposed changes are an administrative modification and therefore do not require the 30-day public input process.

Suggested Action: Approval of the FY 2021-2024 Administrative Modification.

ST. CLOUD AREA PLANNING ORGANIZATION
Budget vs. Actuals: Budget Year 2021 - FY21 P&L
 January - September, 2021

	Total			
	Actual	Annual Budget	over Budget	% of Budget
Expenses				
6560A Wages and Benefits		468,000.00	-468,000.00	
6560 Payroll Expenses	237,059.28		237,059.28	
6565 Payroll Tax Expense	29,238.08		29,238.08	
6600 Employee Benefits				
6600.1 PERA	17,879.55		17,879.55	
6600.10 Employment Services	1,789.06		1,789.06	
6600.2 Social Security	3,732.56		3,732.56	
6600.3 Medicare	872.93		872.93	
6600.5 Health/Dental/Life Insurance	51,518.10		51,518.10	
6600.6 HSA Account	1,546.15		1,546.15	
Total 6600 Employee Benefits	\$ 77,338.35	\$ 0.00	\$ 77,338.35	
Total 6560A Wages and Benefits	\$ 343,635.71	\$ 468,000.00	-\$ 124,364.29	73.43%
6601 Office Supplies	880.38	3,000.00	-2,119.62	29.35%
6602 Accounting Services			0.00	
6602.2 Accounting Services	13,761.00	18,410.00	-4,649.00	74.75%
Total 6602 Accounting Services	\$ 13,761.00	\$ 18,410.00	-\$ 4,649.00	74.75%
6603 Communications		4,500.00	-4,500.00	
6603.1 Telephone	1,875.64		1,875.64	
6603.2 Postage	346.88		346.88	
6603.3 Internet	2,039.82		2,039.82	
6603.4 Translation Services	130.00		130.00	
Total 6603 Communications	\$ 4,392.34	\$ 4,500.00	-\$ 107.66	97.61%
6604 Travel		4,500.00	-4,500.00	0.00%
6605 Printing & Publishing	590.55	2,500.00	-1,909.45	23.62%
6606 Utilities and Maintenance		12,000.00	-12,000.00	
6606.1 Utilities	3,010.27		3,010.27	
6606.2 Maintenance	8,671.42		8,671.42	

Total 6606 Utilities and Maintenance	\$ 11,681.69	\$ 12,000.00	-\$ 318.31	97.35%
6607 Legal Services	360.00	1,500.00	-1,140.00	24.00%
6608 Multifunction Copier	1,242.41	3,000.00	-1,757.59	41.41%
6609 IT Support & Software	15,071.25	18,700.00	-3,628.75	80.59%
6609.1 Equipment & Hardware	8,795.07	7,500.00	1,295.07	117.27%
6610 Dues & Subscriptions	3,651.99	5,000.00	-1,348.01	73.04%
6611 Miscellaneous Expenses	1,311.95	5,000.00	-3,688.05	26.24%
6615 Insurance - Office	3,673.30	5,750.00	-2,076.70	63.88%
6615.01 Workers Compensation	645.68		645.68	
Total 6615 Insurance - Office	\$ 4,318.98	\$ 5,750.00	-\$ 1,431.02	75.11%
6616 Bank Service Charges	140.00		140.00	
6618 Professional Development		5,000.00	-5,000.00	0.00%
Sub-Total Non-Passthrough Expenses	409,833.32	564,360.00	-\$ 154,526.68	72.62%
6622 CPG Passthrough Expense			0.00	
6622.21 TH15 Operational Improvemt	5,827.78		5,827.78	
6622.25 Mississippi River Bridge Plan20	43,482.26	116,941.98	-73,459.72	37.18%
6622.26 Household Travel Survey 2021	33,441.68	300,000.00	-266,558.32	11.15%
6622.27 SW Beltline Corridor Study	90,406.92	145,000.00	-54,593.08	62.35%
Total 6622 CPG Passthrough Expense	\$ 173,158.64	\$ 561,941.98	-\$ 388,783.34	30.81%
Grand Total Expenses	\$ 582,991.96	\$ 1,126,301.98	-\$ 543,310.02	51.76%
Other Income				
5001 Washington Lobbyist Assessment	48,030.00	48,000.00	30.00	100.06%
Total Other Income	\$ 48,030.00	\$ 48,000.00	\$ 30.00	100.06%
Other Expenses				
902 Ineligible Fed Reimbursemt			0.00	
902.1 Travel - Air Meals Etc	837.60	5,000.00	-4,162.40	16.75%
902.10 Washington Lobbyist	36,000.00	48,000.00	-12,000.00	75.00%
Total 902 Ineligible Fed Reimbursemt	\$ 36,837.60	\$ 53,000.00	-\$ 16,162.40	69.50%
903 Audit Fees	8,610.00	8,250.00	360.00	104.36%
Total Other Expenses	\$ 45,447.60	\$ 61,250.00	-\$ 15,802.40	74.20%



1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Brian Gibson, Executive Director
RE: Contract Modification for Southwest Beltline Study
DATE: Sept 29, 2021

Earlier this year, the APO contracted with SRF Consulting Group to complete the Southwest Beltline Corridor Study. Last month, two of the senior SRF staff members working on the study decided to leave SRF and form their own consulting firm. They then contracted back to SRF to complete our Southwest Beltline Study.

MnDOT notified us that this change required a modification to our contract identifying the new sub-contractor.

The change does not impact the budget for the study nor the project schedule or scope. It is simply an administrative modification identifying the new sub-contractor. Unfortunately, MnDOT would not allow the two former SRF staff members to work on the project until the contract had been formally amended. As a reminder, all APO Federal funds expire at the end of each calendar year so our consultant-led studies cannot carry over from one calendar year to the next. I was concerned that too much of a delay in amending the contract would put the study behind schedule. It must be completed no later than December 31st.

The APO's legal counsel advised that such a change could be approved by the Board Chair without formal Policy Board action, but he did recommend notifying the Board of the change at the earliest possible time.

Chair Perske did sign the contract modification on behalf of the APO and it has now been fully executed and submitted to MnDOT. The study is continuing on schedule.

Suggested Action: None, informational only



1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff Report on Sept. 30, 2021, Technical Advisory Committee meeting
DATE: Oct. 1, 2021

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a meeting on Thursday, Sept. 30, 2021. At that meeting, the following topics were discussed:

- Consideration of FY 2023-2026 Highway Safety Improvement Program project prioritization/ranking
 - APO Senior Transportation Planner Vicki Johnson discussed the changes to the HSIP solicitation program that would require MPO involvement in the ranking/prioritizing safety projects prior to their submittal to MnDOT's Office of Traffic Engineering. Ms. Johnson reviewed the three HSIP projects that were submitted to the APO (one from Stearns County and two from Sherburne County). TAC representatives discussed the projects and issues with ranking them due to the differences in types of safety work and funding years proposed. TAC representatives recommended the Policy Board rank/prioritize these projects equally.
- Consideration of the 2020-2021 Stakeholder Engagement Plan Annual Report
 - APO Executive Director Brian Gibson discussed the SEP Annual Report including reviewing the public engagement done between July 1, 2020, and June 30, 2021. He presented on proposed APO staff recommendations to improve engagement over the next year. TAC representatives recommended Policy Board approval of the report.
- Consideration of an amendment to the FY 2022-2023 Unified Planning Work Program:
 - APO Executive Director Brian Gibson discussed proposed changes to the UPWP. This included the removal of the City of Saint Joseph's Birch Street consultant led study, APO staffing changes (Associate Planner Fred Sandal had left the APO), and the addition of a City of Saint Cloud planning study for Opportunity Drive. No net changes have been proposed to jurisdictional assessments – with the exception of the City of Saint Cloud's local match for the Opportunity Drive study. TAC representatives recommend Policy Board approval of the amendment.
- Consideration of an administrative modification to the FY 2021-2024 TIP and FY 2022-2025 TIP:
 - This item was added to the agenda by MnDOT District 3 Planning Director Steve Voss. Mr. Voss stated the MnDOT project 0502-115 for a box culvert installation on US 10 (programmed for FY 2022) had increased in project cost from \$1,400,000 to \$2,000,000. This 43% increase would qualify this project for an administrative modification. Mr. Voss was requesting to change the FY 2021-2024 TIP/STIP to allow for the scheduled Jan. 28, 2022 letting date to

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occur. Per Bobbi Retzlaff (FHWA) and Anna Pierce (MnDOT MPO Coordinator) changes to the FY 2022-2025 TIP would not be permitted to occur until after Federal Highway and Federal Transit approved the 2022-2025 STIP. They did say TAC could take recommending action on these items, but any Policy Board meeting to change the FY 2022-2025 TIP would need to occur after the STIP was approved. TAC representatives recommended Policy Board approval of the administrative modification to the FY 2021-2024 TIP and the modification to the FY 2022-2025 TIP. The latter would only be presented to the Policy Board once FHWA/FTA officially approved the FY 2022-2025 STIP.

Suggested Action: None, informational only.



1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2023-2026 Highway Safety Improvement Program prioritization
DATE: Sept. 30, 2021

As a comprehensive, intergovernmental transportation planning agency for the Saint Cloud Metropolitan Planning Area (MPA), the Saint Cloud Area Planning Organization (APO) works with member agencies and jurisdictions to facilitate local, state, and Federal funds for programs and surface transportation improvement programs. In order to accomplish this, the APO is tasked with prioritizing projects that align with its long-range transportation vision for the region.

The Metropolitan Transportation Plan (MTP) is a long-range, multimodal, surface transportation plan that identifies a regional vision for transportation and the steps necessary to achieve that vision. Part of those steps includes the identification of various transportation improvement projects within the Metropolitan Planning Area (MPA).

In order to carry out the vision of the MTP, the APO develops and maintains a Transportation Improvement Program (TIP). The TIP is a short-range (four year) programming document that reports on how the various agencies and jurisdictions within the Saint Cloud MPA have prioritized their use of limited Federal highway and transit funding. This document is updated on an annual basis.

Projects contained within the TIP must either be identified within the MTP or align closely with the goals and objectives of the MTP. In addition, these projects are funded in part by the Federal Government or are projects sponsored specifically by the Minnesota Department of Transportation (MnDOT).

One of the sources of transportation funding the Federal Government uses is the Highway Safety Improvement Program (HSIP). The goal of HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads and roads on tribal lands. This funding source requires a 10% local match with a maximum cap for a project being \$500,000 per location.

This year, MnDOT's Office of Traffic Engineering (OTE) has altered the solicitation process to further involve Metropolitan Planning Organizations (MPOs) in the project selection process. In previous years, applicants would directly submit their projects to OTE, indicating if any potential project would be located within an MPO. A representative from OTE would then contact the respective MPO and would ask if the proposed projects were acceptable to the MPO.

However, in order to more actively involve the MPOs at the front end of the process, OTE has made the following changes to the HSIP process as of Friday, Aug. 20:

1. Reach out ASAP to your MPOs to coordinate with them to determine their upcoming meeting dates and individual processes and deadlines.
2. Submit your full, finalized HSIP application to your applicable MPO within an agreed upon approved time table.
- 3. The MPO will review the application and prioritize. You will receive**

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confirmation from the MPO that the application is supported and can be submitted to OTE. This will come in the form of a letter or resolution depending on the MPO.

4. Submit the final, approved application with letter of support from MPO to OTE by Nov. 24.

With these changes, especially under bullet point number 3, the APO's Policy Board – working in conjunction with APO staff and the APO's Technical Advisory Committee (TAC) – have recommended an interim solution for the FY 2023-2026 HSIP solicitation cycle. This solution will include APO TAC representatives reviewing and recommending a prioritization and ranking for HSIP projects within the APO's planning area. This recommendation would be provided for consideration by the APO's Policy Board.

APO staff have requested county jurisdictions to submit their applications for TAC and Policy Board consideration by Sept. 20. Those applications can be found as Attachments I2-I4.

At the Sept. 30, 2021, TAC meeting, TAC representatives heard presentations on the three proposed projects. A discussion was had about the difficulty in ranking these projects due to one being a reactive project programmed for FY 2025 or 2026 and two being proactive projects set to be programmed for FY 2023. In the end, TAC representatives recommended the Policy Board state these projects would receive equal rankings of importance and provide that recommendation to MnDOT's Office of Traffic Engineering.

Suggested Action: Recommend a final ranking and prioritization of HSIP projects.

Due Nov. 24, 2021

Greater Minnesota, Local HSIP Solicitation

Application for Federal Safety Funds

1. Contact Information Details

Lead Agency	Contact Name
Stearns County	Jodi Teich

2. Funding Details

Federal Funds	+	Local Match	=	Total Cost
\$500,000	+	\$600,000	=	\$1,100,000

NOTE: maximum of \$500,000 in federal funds per agency per project.

Preferred Funding Year(s)
2025 or 2026

Funding Notes
Stearns County and the city of St. Joseph will share the local match.

3. Project Description

Project Description
Stearns County and the city of St. Joseph are proposing to construct a roundabout at the intersection of CSAH 2 and Minnesota Street/Leaf Road on the west side of the city. The intersection currently has stop signs on the side streets with CSAH 2 being the through route.

ATP	County or Counties	Metropolitan Planning Organization (MPO)
3	Stearns County	St. Cloud APO

NOTE: if any portion of the project is located within MPO boundaries, a letter of support / priority from the MPO is needed.

Estimated Output	Units
0.0	Miles
1	Intersections
0	Curves

NOTE: estimate output for one of three metric: number of miles, number of intersections, or number of curves.

4. Selection Criteria

Describe how project was identified.

The proposed project area was analyzed by the consultant during the County Road Safety Plan update, and discussed at length as part of the public workshop held in 2017. At that time the consultant stated a roundabout would be the long-term solution if right of way could be secured, especially as heavy commercial traffic throughout the area became more accustomed to roundabouts. Adjacent property owners would support any form of intersection control, and the rural/higher speed nature of the area, combined with the superelevation along this section of CSAH 2, causes concerns with a traffic signal. Constructing a R-CUT or J-Turn type intersection would be challenging with the proximity to the Interstate 94 interchange to the south.

Is this project in partnership with another agency?

Yes. The city of St. Joseph will partner with Stearns County on this project and share in the local match. A letter of support from the city is attached.

5. Crash Data for Reactive Projects ONLY: Jan. 1, 2016 through Dec. 31, 2020

Number of Crashes	K	A	B	C	PDO	Total
All Crash Types	0	2	1	1	7	11

NOTE: set filters to 2016 through 2020 in MnCMAT if you submit an Intersection Report or Section Report.

OPTIONAL: Crashes by Basic Type	K	A	B	C	PDO	Total
Pedestrian	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Single Vehicle Run-off-road	0	0	0	0	0	0
Single Vehicle Other	0	0	0	0	0	0
Sideswipe Same Direction	0	0	0	0	0	0
Sideswipe Opposing Direction	0	0	0	0	0	0
Rear End	0	0	0	0	2	2
Head On	0	0	0	0	1	1
Left Turn	0	0	1	0	0	1
Angle	0	2	0	1	4	7
Other	0	0	0	0	0	0

OPTIONAL: Description of any unique characteristics.

As stated above, the rural/higher speed nature of the area, combined with the superelevation along this section of CSAH 2, causes concerns with a traffic signal. Constructing a R-CUT or J-Turn type intersection would be challenging with the proximity to the Interstate 94 interchange to the south. Further, because of the traffic volumes an all-way stop would likely cause significant queuing during the peak hours, which would have the potential to impact the interchange at Interstate 94 and/or cause heavy commercial traffic to reroute through downtown St. Joseph.

Reactive projects must have a benefit-cost ratio greater than 1.00; to simplify this analysis, OTE will conduct the calculation. An electronic copy of the analysis output will be available upon request.

6. OPTIONAL: Additional Notes

Additional Notes for Selection Committee

CSAH 2 was rerouted to the outskirts of the limits of St. Joseph in 2012 to keep heavy commercial truck traffic out of downtown St. Joseph. The newly constructed intersection of CSAH 2/Minnesota Street immediately had crashes. The county then installed larger stop and stop ahead signs as well as left side stop signs. As the crashes continued rural intersection lighting was installed at the intersection in 2013. Crashes continued to occur so the county installed a rural intersection conflict warning system in 2014. County forces also removed the concrete island that delineated the northbound right turn lane, as it was thought that may be creating some confusion for drivers stopped along Minnesota Street. As traffic continued to increase the RICWS lost effectiveness. As part of the Stearns County Road Safety Plan update the intersection was analyzed by the consultant and discussed at length at the county's workshop. At that time the consultant stated that traffic volumes had grown to the point that a RICWS was no longer effective based on (at that time) recent studies. While both the county and city had hoped that crashes would be minimized over time there were 11 reported crashes over the last five years (2016-2020). In 2021 there have been 2 left turn/angle type crashes, one of which involved a minor injury and the other a possible injury. There are also reports of multiple near misses every month.

7. Submission Information

Submit this application via PDF to SafetyProject.DOT@state.mn.us by **November 24, 2021**.

Please include the following as necessary:

- Map of project location(s)
- County Road Safety Plan project sheet(s)
- Letters of support
 - a. Metropolitan Planning Organization (MPO) if within borders
 - b. MnDOT District Traffic Engineer if work performed in MnDOT right-of-way



Crash Detail Report - Short Form

Report Version 1.0
February 2020

CSAH 2/MN Street

INCIDENT ID 00495309	ROUTE SYS 04-CSAH	ROUTE NUM 0002	MEASURE 18.585	ROUTE NAME CSAH 2	ROUTE ID 0400006595170002-I	COUNTY 73-Stearns	CITY				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 08/20/17	TIME 16:57	DAY Sun	LAT 45.561966	LONG -94.336331	UTM X 395711.5	UTM Y 5046249.2	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Left Turn		CRASH SEVERITY B - Minor Injury		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Pickup	Passenger Car		
Direction of Travel	Northbound	Eastbound		
Maneuver	Moving Forward	Making a U Turn		
Age/Sex	61 M	33 F		
Physical Cond	Has Been Drinking Alcohol	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Operated Motor Vehicle: Care		

<p>OFFICER SKETCH</p> <p style="text-align: center; color: red;">Not To Scale</p>	<p>NARRATIVE</p> <p>DODGE PICKUP TRUCK TOWING TRAILER WAS NB ON CO RD 2. CHEVY MALIBU HEADING EB ON MINNESOTA ST W. MALIBU WENT STRAIGHT THROUGH THE INTERSECTION ONTO LEAF RD WHERE IT ATTEMPTED TO MAKE A U TURN AND HEAD BACK EB ON MINNESOTA ST. DRIVER OF MALIBU ADMITTED TO NOT NOTICING OR SEEING THE TRUCK AND ADMITTED FAULT.</p>
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INCIDENT ID 00799299	ROUTE SYS 04-CSAH	ROUTE NUM 0002	MEASURE 18.585	ROUTE NAME CSAH 2	ROUTE ID 0400006595170002-I	COUNTY 73-Stearns	CITY Saint Joseph				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 02/14/20	TIME 13:50	DAY Fri	LAT 45.561984	LONG -94.336323	UTM X 395712.2	UTM Y 5046251.3	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Left Turn		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Van (Seats Install	Other Bus		
Direction of Travel	Northbound	Southbound		
Maneuver	Moving Forward	Turning Left		
Age/Sex	37 M	51 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Unknown	Failure to Yield Right-of-Way		

<p>OFFICER SKETCH</p> <p style="text-align: center; color: red;">Not To Scale</p>	<p>NARRATIVE</p> <p>VEHICLE 1 WAS DRIVEN BY MALE ID'D AS SCOTT, HE WAS TRAVELLING NORTHBOUND ON CSAH 2 NEAR THE INTERSECTION OF MN ST W TO GO STRAIGHT NORTH ON CSAH 2. VEHICLE 2(BUS) WAS DRIVEN BY MALE ID'D AS RICHARD, HE WAS TRAVELLING SOUTH ON CSAH 2 APPROACHING MN ST W IN AN ATTEMPT TO MAKE A LEFT HAND TURN ONTO MN ST W. SCOTT ADVISED ME THAT HE WAS DRIVING WHEN HE SAW THE BUS TURN IN FRONT OF HIM, HE ATTEMPTED TO SWERVE TO THE RIGHT TO MISS THE BUS, AND WAS UNABLE TO AVOID THE COLLISION STRIKING THE BUS IN THE PASSENGER SIDE WITH IS FRONT END, DISABLING HIS VEHICLE. I SPOKE TO RICHARD WHO STATED HE MADE A COMPLETE STOP IN THE INTERSECTION, WAITING TO TURN LEFT. RICHARD STATED THERE WAS TWO OTHER VEHICLES IN THE NORTHBOUND TURN LANE TO TURN RIGHT (EAST) ONTO MN ST W, (WHO HAVE A YIELD SIGN FOR OPPOSING TRAFFIC). HE STATED WHEN HE SAW THAT THE VEHICLES WERE GOING TO LET HIM GO, HE</p>
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Crash Detail Report - Short Form

CSAH 2/MN Street

INCIDENT ID 00386139	ROUTE SYS 04-CSAH	ROUTE NUM 0002	MEASURE 18.586	ROUTE NAME CSAH 2	ROUTE ID 0400006595170002-I	COUNTY 73-Stearns	CITY Saint Joseph				
INTERSECT WITH MINNESOTA ST		# VEH 2	# KILL 0	DATE 10/12/16	TIME 05:50	DAY Wed	LAT 45.561982	LONG -94.336240	UTM X 395718.6	UTM Y 5046250.9	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Sideswipe Opposing		CRASH SEVERITY C - Possible Injury		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Dark (Str Lights On)		WEATHER PRIMARY Cloudy		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Passenger Car		
Direction of Travel	Westbound	Northbound		
Maneuver	Turning Left	Moving Forward		
Age/Sex	76 M	72 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

<p>OFFICER SKETCH</p> <p style="text-align: center; font-size: small;">Not To Scale</p>	<p>NARRATIVE</p> <p>UNIT 1 TRAVELING WB ON MINNESOTA ST W STOPPED AT STOP SIGN AND PULLED ON TO COUNTY ROAD 2. UNIT 1 HIT UNIT 2 ON PASSANGER SIDE WHILE TRAVELING NB ON COUNTY ROAD 2. UNIT 1 DIDNT YEILD TO RIGHT OF WAY OF UNIT 2.</p>
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INCIDENT ID 00428986	ROUTE SYS 04-CSAH	ROUTE NUM 0002	MEASURE 18.586	ROUTE NAME CSAH 2	ROUTE ID 0400006595170002-I	COUNTY 73-Stearns	CITY				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 03/12/17	TIME 15:00	DAY Sun	LAT 45.561992	LONG -94.336327	UTM X 395711.8	UTM Y 5046252.1	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Head On		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Daylight		WEATHER PRIMARY Snow		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Sport Utility Vehicle		
Direction of Travel	Westbound	Eastbound		
Maneuver	Vehicle Stopped or Stalled in	Turning Right		
Age/Sex	49 M	21 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Swerved or Avoided Due to V		

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>WHILE VEHICLE 1 WAS STOPPED AT THE STOP SIGN TO TURN LEFT ONTO CO RD 2, VEHICLE 2 WAS TURNING RIGHT ONTO MN ST W FROM CO RD 2 WHEN SHE SLID ON SNOW COVERED ROAD INTO VEHICLE 1.</p>
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Crash Detail Report - Short Form

CSAH 2/MN Street

INCIDENT ID 00449353	ROUTE SYS 04-CSAH	ROUTE NUM 0002	MEASURE 18.587	ROUTE NAME CSAH 2	ROUTE ID 0400006595170002-I	COUNTY 73-Stearns	CITY				
INTERSECT WITH MINNESOTA ST		# VEH 2	# KILL 0	DATE 05/02/17	TIME 07:25	DAY Tue	LAT 45.561998	LONG -94.336331	UTM X 395711.6	UTM Y 5046252.8	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Passenger Car		
Direction of Travel	Southbound	Eastbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	16 F	38 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Failure to Yield Right-of-Way		

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>UNIT ONE WAS SB ON CSAH 2. UNIT TWO STOPPED AT THE STOP SIGN ON LEAF RD AND WAS ABOUT TO HEAD EAST ONTO E MINN ST. THE DRIVER OF UNIT TWO DIDN'T SEE UNIT ONE. UNIT TWO PULLED OUT AND HIT UNIT ONE AT A RIGHT ANGLE IN THE RIGHT REAR.</p>
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INCIDENT ID 00626828	ROUTE SYS 04-CSAH	ROUTE NUM 0002	MEASURE 18.587	ROUTE NAME CSAH 2	ROUTE ID 0400006595170002-I	COUNTY 73-Stearns	CITY				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 07/29/18	TIME 15:50	DAY Sun	LAT 45.561999	LONG -94.336331	UTM X 395711.6	UTM Y 5046252.9	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Sport Utility Vehicle	Sport Utility Vehicle		
Direction of Travel	Northbound	Westbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	55 M	77 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Failure to Yield Right-of-Way		

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>V1 WAS TRAVELING N/B ON CTY RD 2 PULLING A BUMPER PULL CAMPER. V2 WAS W/B ON MINNESOTA STREET WEST AT STOP SIGN. V2 PULLED OUT ONTO CTY RD 2 CAUSING V1 TO SWERVE INTO ONCOMING TRAFFIC LANE. V2 STRUCK THE REAR CORNER OF V1'S CAMPER. NO INJURIES. VEHICLES MOVED UPON MY ARRIVAL.</p>
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Crash Detail Report - Short Form

CSAH 2/MN Street

INCIDENT ID 00524536	ROUTE SYS 04-CSAH	ROUTE NUM 0002	MEASURE 18.588	ROUTE NAME CSAH 2	ROUTE ID 0400006595170002-I	COUNTY 73-Stearns	CITY				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 12/13/17	TIME 09:48	DAY Wed	LAT 45.562016	LONG -94.336325	UTM X 395712.1	UTM Y 5046254.8	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Rear End		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Daylight		WEATHER PRIMARY Cloudy		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Pickup	Pickup		
Direction of Travel	Southbound	Southbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	41 M	81 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Failure to Yield Right-of-Way		

<p>OFFICER SKETCH</p> <p style="text-align: center; color: red; font-size: small;">Not To Scale</p>	<p>NARRATIVE</p> <p>UNIT 1 WAS TRAVELING SOUTHBOUND ON CO ROAD 2 IN ST. JOSEPH TWP. UNIT 2 TURNED ONTO CO ROAD 2 FROM MINNESOTA STREET. THE INTERSECTION IS A PARTIALLY CONTROLLED INTERSECTION. NORTHBOUND AND SOUTHBOUND TRAFFIC HAVE THE RIGHT OF WAY. UNIT 1 WAS TRAVELING APPROXIMATELY 50 MPH AND STRUCK THE REAR OF UNIT 2'S VEHICLE. DRIVER 1 STATED HE WAS UNABLE TO AVOID THE CRASH DUE TO ONCOMING TRAFFIC IN THE NORTHBOUND LANE AND DUE TO THE FACT HE WAS PULLING A TRAILER WITH A BOBCAT. DRIVER 1 STATED HE APPLIED THE BRAKES BUT THE TRAILER BEGAN TO BREAK AND THE TRUCK BEGAN TO SLIDE. UNIT 1 SUFFERED DAMAGE TO THE FRONT END OF THE VEHICLE. UNIT 2 SUFFERED DAMAGE TO THE REAR BUMPER. DRIVER 1 AND DRIVER 2 DENIED HAVING ANY INJURIES. NEITHER ONE OF THE VEHICLE'S AIRBAGS DEPLOYED. BOTH VEHICLES WERE ABLE TO BE DRIVEN FROM THE SCENE. DRIVER 2 WAS CITED FOR FAILURE TO YIELD.</p>
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INCIDENT ID 00809349	ROUTE SYS 04-CSAH	ROUTE NUM 0002	MEASURE 18.588	ROUTE NAME CSAH 2	ROUTE ID 0400006595170002-I	COUNTY 73-Stearns	CITY Saint Joseph				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 05/06/20	TIME 17:59	DAY Wed	LAT 45.562020	LONG -94.336324	UTM X 395712.2	UTM Y 5046255.2	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle		CRASH SEVERITY A - Serious Injury		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Pickup	Passenger Car		
Direction of Travel	Northbound	Westbound		
Maneuver	Moving Forward	Turning Left		
Age/Sex	55 M	21 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Failure to Yield Right-of-Way		

<p>OFFICER SKETCH</p> <p style="text-align: center; color: red; font-size: small;">Not To Scale</p>	<p>NARRATIVE</p> <p>UNIT #1 WAS NB ON CO RD 2. UNIT #2 WAS WB ON MN ST W AND CAME UP TO THE STOP SIGN AT CO RD 2. UNIT #2 FAILED TO YIELD THE RIGHT OF WAY TO UNIT #1. UNIT #2 PULLED OUT TO POSSIBLY TURN AROUND OR TAKE A LEFT TO GO SB ON CO RD 2. UNIT #1 SWERVED TO THE LEFT BUT ENDED UP HITTING THE DRIVER'S SIDE OF UNIT #2. THE FRONT OF UNIT #1 HIT THE DRIVER'S SIDE OF UNIT #2. DRIVER OF UNIT #2 AND BACK SEAT LEFT PASSENGER WERE TRANSPORTED TO HOSPITAL BY MAYO AMBULANCE. THE OTHER TWO PASSENGERS IN UNIT #2 HAD MINOR INJURIES AND WERE NOT TRANSPORTED. THE DRIVER OF UNIT #1 HAD NO APPARENT INJURY. PICS. TAKEN. LUETHMERS</p>
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Crash Detail Report - Short Form

Report Version 1.0
February 2020

CSAH 2/MN Street

INCIDENT ID 00810444	ROUTE SYS 04-CSAH	ROUTE NUM 0002	MEASURE 18.588	ROUTE NAME CSAH 2	ROUTE ID 0400006595170002-I	COUNTY 73-Stearns	CITY Saint Joseph				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 05/16/20	TIME 12:50	DAY Sat	LAT 45.562020	LONG -94.336364	UTM X 395709.0	UTM Y 5046255.2	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Motor Vehicle In Transport				LIGHT CONDITION Daylight		WEATHER PRIMARY Cloudy	

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Motorcycle		
Direction of Travel	Westbound	Northbound		
Maneuver	Turning Left	Moving Forward		
Age/Sex	67 M	32 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>DRIVER OF VEHICLE ONE WAS FACING WEST ON MINNESOTA STREET WEST. HE STOPPED AT STOP SIGN THEN PULLED OUT WITHOUT SEEING VEHICLE TWO UNTIL IT WAS TOO LATE. DRIVER OF VEHICLE TWO TOOK EVASIVE ACTIONS BY DRIVING INTO THE SOUTHBOUND LANE AS IT WAS TRAVELING IN THE NORTHBOUND LANE. THE ACTION WAS PARTIALLY SUCCESSFUL AS VEHICLE TWO AVOIDED HITTING VEHICLE ONE IN THE SIDE, HOWEVER, THE RIGHT SIDE SADDLE BAG ON VEHICLE TWO STRUCK THE RIGHT FRONT BUMPER OF VEHICLE ONE. DRIVER OF VEHICLE TWO WAS ABLE TO KEEP THE BIKE UPRIGHT SO THERE WERE NO INJURIES.</p>
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INCIDENT ID 00381910	ROUTE SYS 04-CSAH	ROUTE NUM 0002	MEASURE 18.589	ROUTE NAME CSAH 2	ROUTE ID 0400006595170002-I	COUNTY 73-Stearns	CITY				
INTERSECT WITH MINNESOTA ST		# VEH 2	# KILL 0	DATE 09/18/16	TIME 11:15	DAY Sun	LAT 45.562027	LONG -94.336318	UTM X 395712.6	UTM Y 5046256.0	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Head On		CRASH SEVERITY A - Serious Injury		FIRST HARMFUL Motor Vehicle In Transport				LIGHT CONDITION Daylight		WEATHER PRIMARY Clear	

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Motorcycle		
Direction of Travel	Southbound	Northbound		
Maneuver	Turning Left	Moving Forward		
Age/Sex	90 M	70 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>VEH 1 WAS SB ON CSAH 2 APPROACHING THE INTERSECTION W/MN ST W AND LEAF RD. VEH 2 WAS NB ON CSAH 2 APPROACHING SAME INTERSECTION. ACCORDING TO WITNESS MORTRUDE, VEH 1 PUT ON LEFT TURN SIGNAL AND STARTED TO SLOW DOWN. MORTRUDE WAS SB DIRECTLY BEHIND VEH 1. MORTRUDE SAW A CAR NB TURNING RIGHT AND VEH 2 NB CONTINUING STRAIGHT. MORTRUDE THOUGHT VEH 1 WAS GOING TO STOP AND WAIT TO TURN. VEH 1 STARTED TO MAKE LEFT TURN. VEH 2 WAS STILL NB WHEN VEH 1 TURNED INTO HIS LANE. VEH 2 WAS UNABLE TO AVOID COLLISION WITH VEH 1. DRIVER 2 WAS EJECTED FROM HIS MOTORCYCLE AND FLEW ABOUT 50 FEET LANDING PRONE ON THE ROADWAY NORTH OF VEH 1. DRIVER 2 WAS TENDED TO BY PASSING MOTORISTS AND TRANSPORTED BY GOLD CROSS AMBULANCE TO ST CLOUD HOSPITAL ER AND EVENTUALLY TRANSFERRED TO HENNEPIN COUNTY MEDICAL CENTER FOR TREATMENT OF SEVERE INJURIES.</p>
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Crash Detail Report - Short Form

CSAH 2/MN Street

Report Version 1.0
February 2020

INCIDENT ID 00733100	ROUTE SYS 05-MSAS	ROUTE NUM 0116	MEASURE 0.018	ROUTE NAME MINNESOTA ST			ROUTE ID 0500023964970116-I	COUNTY 73-Stearns		CITY Saint Joseph		
INTERSECT WITH			# VEH 3	# KILL 0	DATE 07/12/19	TIME 16:48	DAY Fri	LAT 45.561989	LONG -94.335946	UTM X 395741.6	UTM Y 5046251.3	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Rear End		CRASH SEVERITY N - Prop Damage Only			FIRST HARMFUL Motor Vehicle In Transport				LIGHT CONDITION Daylight		WEATHER PRIMARY Clear	

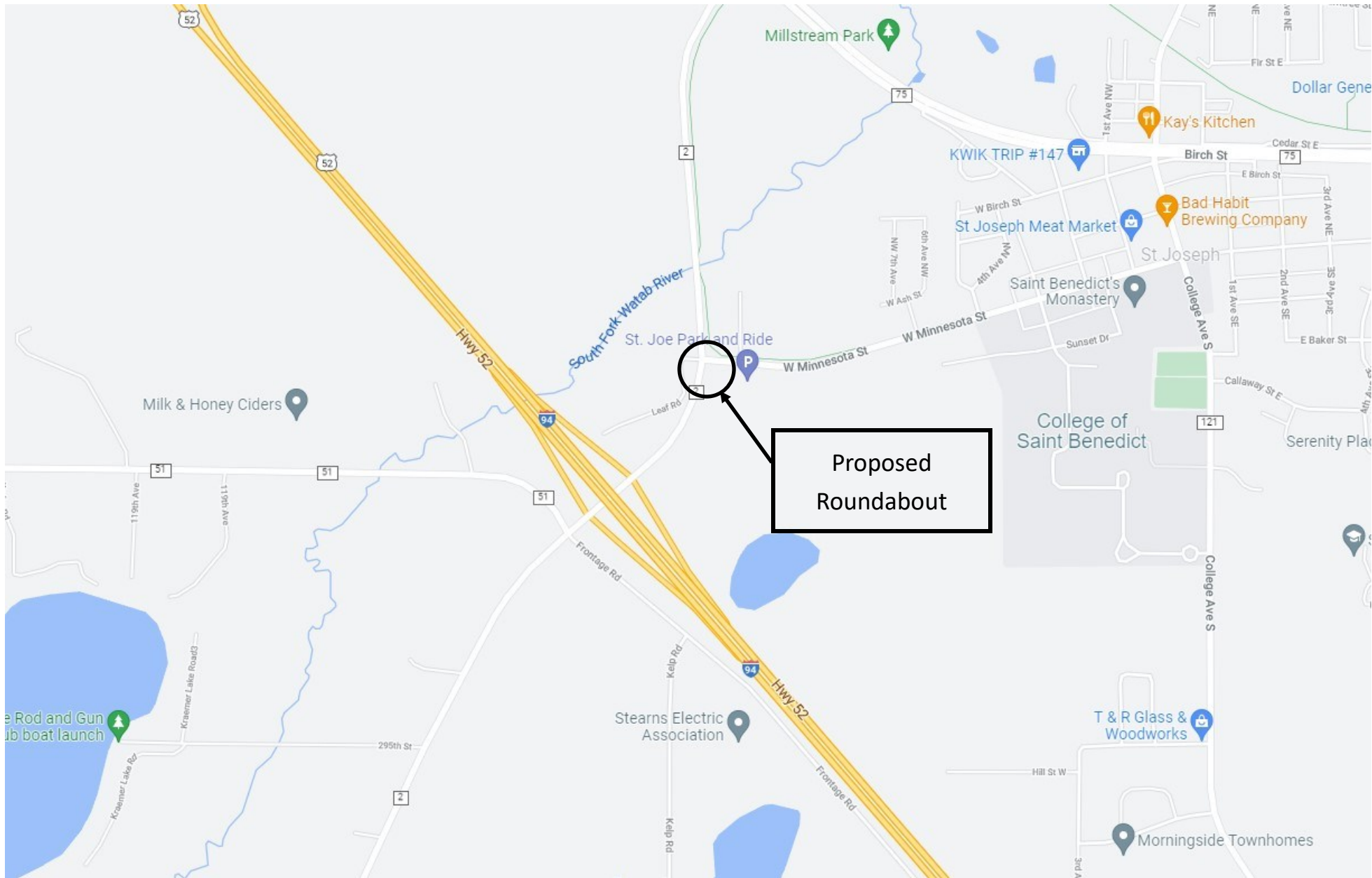
	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport	Motor Vehicle in Transport	
Vehicle Type	Passenger Car	Passenger Car	Passenger Car	
Direction of Travel	Westbound	Westbound	Westbound	
Maneuver	Vehicle Stopped or Stalled in	Vehicle Stopped or Stalled in	Moving Forward	
Age/Sex	72 F	55 F	27 M	
Physical Cond	Apparently Normal	Apparently Normal	Apparently Normal	
Contributing Factor 1	No Clear Contributing Action	No Clear Contributing Action	Operated Motor Vehicle: Care	

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>VEHICLES ONE AND TWO WERE STOPPED IN THE TRAFFIC LANE OF WEST BOUND MINNESOTA ST WEST:IN A LINE OF CARS AT THE STOP SIGN AT COUNTY ROAD 2. VEHICLE THREE CAME UP BEHIND VEHICLE TWO, STRIKING IT IN THE REAR WITH THE FRONT OF HIS VEHICLE PUSHING VEHICLE TWO INTO THE REAR OF VEHICLE ONE.</p>
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Selection Filter:

WORK AREA: County('659517') - FILTER: Year('2016','2017','2018','2019','2020') - SPATIAL FILTER APPLIED

Analyst: Jodi Teich Notes:



Proposed
Roundabout

Due Nov. 24, 2021

Greater Minnesota, Local HSIP Solicitation

Application for Federal Safety Funds

1. Contact Information Details

Lead Agency	Contact Name
Sherburne County	David Roedel

2. Funding Details

Federal Funds	+	Local Match	=	Total Cost
\$162,000	+	\$18,000	=	\$180,000

NOTE: maximum of \$500,000 in federal funds per agency per project.

Preferred Funding Year(s)
2023

Funding Notes
County funds will be used for the local match

3. Project Description

Project Description
Rural Intersection Safety Street Lighting.

ATP	County or Counties	Metropolitan Planning Organization (MPO)
3	Sherburne County	St. Cloud Area Planning Organization

NOTE: if any portion of the project is located within MPO boundaries, a letter of support / priority from the MPO is needed.

Estimated Output	Units
0.0	Miles
9	Intersections
0	Curves

NOTE: estimate output for one of three metric: number of miles, number of intersections, or number of curves.

3. Selection Criteria

Describe how project was identified.
The county's 2010 Safety Plan identifies many of these intersections as priority projects. Additionally, the intersections identified as "T" intersections rank as a high priority in our adopted "Rural Safety Street Light Policy". We feel with the proven reduction of intersection crashes with the installation of streetlights, the county is aggressively implementing this improvement to reduce crashes.

Is this project in partnership with another agency?
No.

4. Crash Data for Reactive Projects ONLY: Jan. 1, 2016 through Dec. 31, 2020

Number of Crashes	K	A	B	C	PDO	Total
All Crash Types	0	0	0	0	0	0

NOTE: set filters to 2016 through 2020 in MnCMAT if you submit an Intersection Report or Section Report.

OPTIONAL: Crashes by Basic Type	K	A	B	C	PDO	Total
Pedestrian	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Single Vehicle Run-off-road	0	0	0	0	0	0
Single Vehicle Other	0	0	0	0	0	0
Sideswipe Same Direction	0	0	0	0	0	0
Sideswipe Opposing Direction	0	0	0	0	0	0
Rear End	0	0	0	0	0	0
Head On	0	0	0	0	0	0
Left Turn	0	0	0	0	0	0
Angle	0	0	0	0	0	0
Other	0	0	0	0	0	0

OPTIONAL: Description of any unique characteristics.
None.

Reactive projects must have a benefit-cost ratio greater than 1.00; to simplify this analysis, OTE will conduct the calculation. An electronic copy of the analysis output will be available upon request.

6. OPTIONAL: Additional Notes

Additional Notes for Selection Committee

Sherburne County recognizes the need to improve the safety of rural county road intersections. Sherburne county is currently in the process of installing intersection lighting at other various intersections that are experiencing safety concerns. This is a continuation of the safety improvements as we propose to install streetlights at designated intersections as part of the 2023-2026 HSIP solicitation. These are high priority “T” intersections, with many having a 3-star rating or greater. There are a few that are rated less than 2-star in the 2010 County road safety plan that have since, are being viewed by the county as high priority per our “Rural Safety Street Light Policy”.

The county added 3 additional intersections not listed in Sherburne County’s 2010 Safety Plan. We have included these important intersections that have systemic characteristics and are in the vicinity of intersections listed in the County Road safety plan. The intersections that are experiencing similar safety concerns. They are at or closely adjacent to the USTH 10 corridor.

Rural intersection street lighting improvements are recognized in the MnDOT’s Traffic Safety Fundamentals Handbook (2015) as a proven effective strategy for reducing crashes. They have an average B/C ratio of approx. 15:1.

The county has been making safety improvements over the years by enhancing signing at all intersections. However, we have not seen a reduction in intersection crashes from 2016-2020 and we believe this safety improvement will help with reducing intersection crashes and lighting of these intersections is the next step in recognized safety measures. See attached crash summary.

The following intersections are located within the St. Cloud APO area:

- Int. # 3.01 - CSAH 3 and USTH 10
- Int # 3.03 – CSAH 3 and CR 78
- Int # 8.10 – CSAH 8 and CSAH 16
- Int # 8.11 – CSAH 8 and CR 65
- Int # 16.01 – CSAH 16 and USTH 10
- CSAH 16 and 45th Street – 2 intersections
- CR 61 and USTH 10
- Int # 62.01 – CR 62 and CR 78

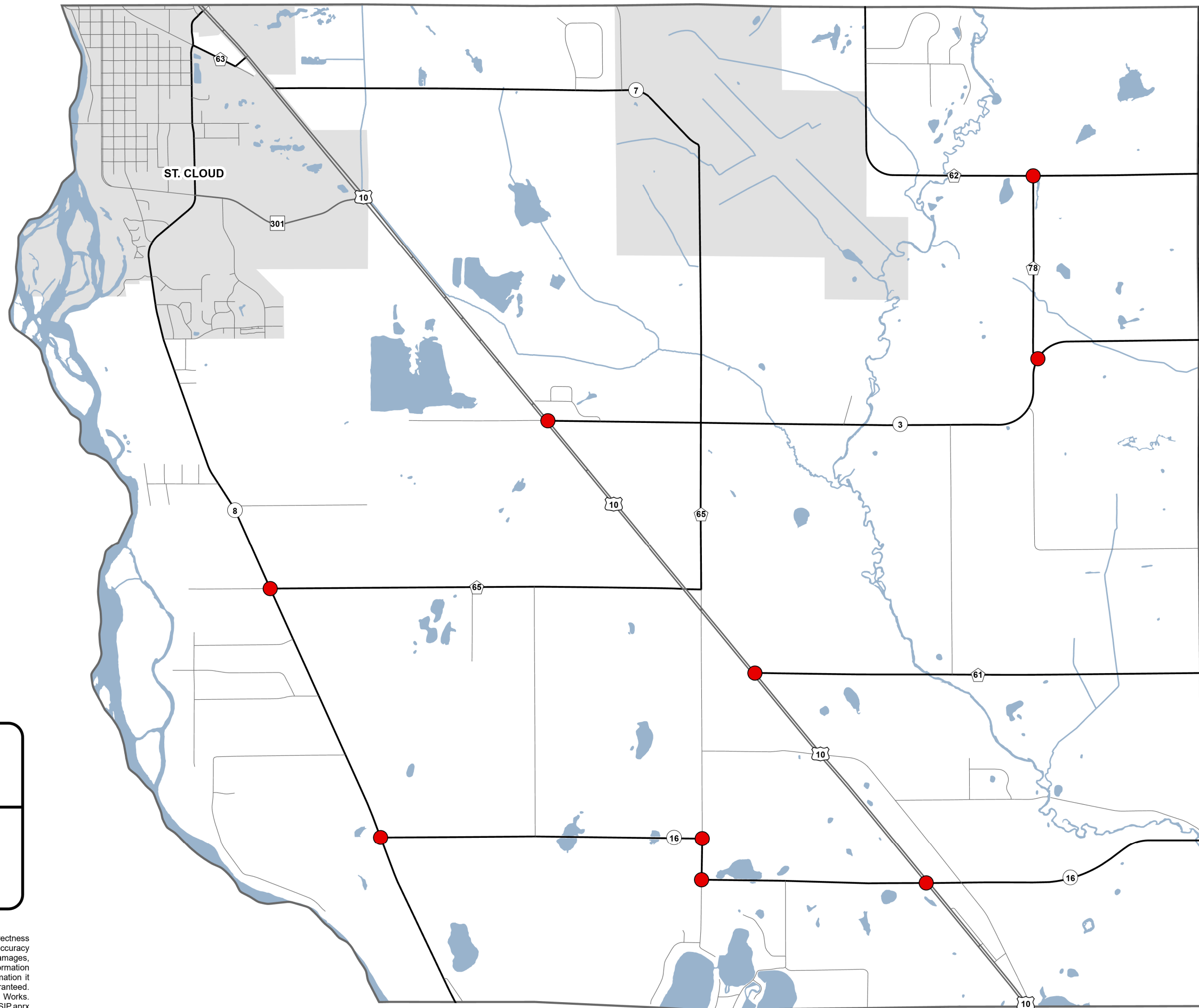
Attached is the letter of Support from the St. Cloud APO.

7. Submission Information

Submit this application via PDF to SafetyProject.DOT@state.mn.us by November 24, 2021.

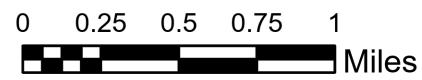
Please include the following as necessary:

- Map of project location(s)
- County Road Safety Plan project sheet(s)
- Letters of support
 - a. Metropolitan Planning Organization (MPO) if within borders
 - b. MnDOT District Traffic Engineer if work performed in MnDOT right-of-way



**2021
HSIP Solicitation Projects
Rural Street Lighting**

● Project Location



DISCLAIMER: Sherburne County does not warrant the accuracy nor the correctness of the information contained in this map. It is your responsibility to verify the accuracy of this information. In no event will Sherburne County be liable for any damages, including loss of business, lost profits, business interruption, loss of business information or other pecuniary loss that might arise from the use of this map or the information it contains. Map information is believed to be accurate but accuracy is not guaranteed. Any errors or omissions should be reported to Sherburne County Public Works.
 Path: H:\GIS\GIS_Maps\Custom\PublicWorks\HSIP\HSIP\HSIP.aprx
 Map Updated: 9/10/2021

Detailed Intersection Information

Sherburne County Rural Intersection Prioritization

Int #	Sys	Num	Intersection Description	Skew	On/Near Curve	Development	RR Xing	ADT	Previous STOP (>5mi)	Total Crashes	Ratio (Min/Maj)	Crash Cost
1.10	CSAH	1	231ST AVE NW LT CR-32	No	Yes	No	No	2,625	Yes	0	0.21	\$0
1.11	CSAH	1	237TH AVE NW RT CSAH-25	No	Yes	No	No	2,070	Yes	3	0.51	\$36,000
1.12	CSAH	1	247TH AVE NW RT CR-46	No	Yes	No	No	2,525	Yes	4	1.06	\$172,000
1.13	CSAH	1	FREMONT AVE NW CSAH-4 X-ING	No	Yes	Yes	No	7,750	Yes	10	0.34	\$526,000
1.15	CSAH	1	281ST AVE NW LT CR-42	Yes	Yes	No	No	1,600	No	4	0.67	\$527,000
1.17	CSAH	1	309TH AVE NW CR-42 X-ING	No	Yes	No	No	2,175	No	1	0.75	\$12,000
1.18	CSAH	1	325TH AVE NW LT CSAH-3, MILLE LACS C	No	No	No	No	1,890	No	0	1.43	\$0
2.02	CSAH	2	124TH ST NW CSAH-2 SEG #2 AHD, CSAH	No	Yes	No	No	3,700	No	2	1.44	\$227,000
2.03	CSAH	2	108TH ST NW RT CSAH-19	No	No	No	No	2,525	No	1	0.59	\$12,000
2.04	CSAH	2	USTH-169 X-ING, T-110 BHD, CSAH-2 SEI	No	Yes	No	No	10,400	No	6	0.12	\$1,008,000
3.01	CSAH	3	USTH-10 WBL X-ING, 32ND ST SE T-5 BHI	Yes	No	Yes	Yes	28,777	No	17	0.03	\$1,061,000
3.02	CSAH	3	45TH AVE SE X-ING CSAH-7 LT CR-65 RT	No	No	No	No	1,843	No	4	0.23	\$448,000
3.03	CSAH	3	65TH AVE SE LT CR-78, CSAH-3 CURVES	No	Yes	No	No	1,563	No	0	0.08	\$0
3.04	CSAH	3	75TH AVE SE CSAH-20 X-ING	No	No	No	No	1,835	No	5	0.22	\$466,000
3.05	CSAH	3	95TH AVE SE X-ING T-27 LT CR-61 RT	No	Yes	No	No	1,595	Yes	2	0.06	\$148,000
3.07	CSAH	3	120TH AVE SE MNTH-25 X-ING	No	No	No	No	3,695	No	2	0.42	\$182,000
3.09	CSAH	3	150TH AVE SE CSAH-23 X-ING	No	No	No	No	1,570	No	3	0.91	\$284,000
3.10	CSAH	3	19TH ST SE RT CR-90	No	Yes	No	No	840	No	0	0.24	\$0
3.11	CSAH	3	165TH AVE SE CSAH-11 X-ING, 20TH ST S	Yes	No	Yes	No	2,080	No	0	0.34	\$0
3.12	CSAH	3	165TH AVE SE CSAH-11 X-ING (NORTH)	No	No	No	No	1,615	No	1	0.44	\$12,000
3.13	CSAH	3	173RD AVE SE RT CR-64	No	No	No	No	735	No	0	0.53	\$0
3.14	CSAH	3	175TH AVE SE LT CR-70 (WEST) AT 17TH	No	No	No	No	653	No	1	0.25	\$824,000
3.15	CSAH	3	180TH AVE SE RT CR-70 (EAST) AT 17TH	No	No	No	No	590	No	0	0.03	\$0
3.16	CSAH	3	195TH AVE NW LT CSAH-22, CSAH-3 CUR	No	No	No	No	738	No	1	1.30	\$136,000
3.17	CSAH	3	22ND ST NW RT CR-70 (SOUTH) AT 313 /	Yes	Yes	No	No	590	No	2	0.03	\$24,000
3.18	CSAH	3	184TH ST NW CSAH-5 X-ING	No	No	No	No	1,715	No	3	0.49	\$684,000
3.19	CSAH	3	319TH AVE NW LT CR-80	No	Yes	No	No	1,088	No	0	0.23	\$0
4.01	CSAH	4	SHERBURNE AVE SE CSAH-23 X-ING	No	Yes	No	No	4,975	No	8	0.34	\$457,000
4.02	CSAH	4	155TH AVE SE RT CR-67	No	No	No	No	1,620	No	1	0.23	\$136,000
4.03	CSAH	4	165TH AVE SE CSAH-11 X-ING	No	No	No	No	4,200	No	5	0.56	\$511,000
4.04	CSAH	4	173RD AVE SE X-ING T-217 LT CR-51 RT	No	No	No	No	1,852	No	0	0.19	\$0
4.05	CSAH	4	185TH AVE SE X-ING CR-93 LT T-480 RT	No	No	No	No	2,027	No	2	0.31	\$227,000
4.06	CSAH	4	188TH ST NW RT CR-75	No	No	No	No	2,200	No	2	0.84	\$24,000
4.07	CSAH	4	184TH ST NW CSAH-5 X-ING, 253RD AVE	No	No	No	No	3,927	No	4	0.25	\$172,000
4.08	CSAH	4	184TH ST NW CSAH-5 X-ING (NORTH)	No	No	Yes	No	4,275	No	5	0.71	\$60,000
4.09	CSAH	4	164TH ST NW RT CSAH-15	No	No	No	No	4,800	No	4	0.39	\$251,000
4.13	CSAH	4	112TH ST NW X-ING CR-39 LT T-130 RT	No	No	No	No	6,702	No	8	0.10	\$981,000
4.14	CSAH	4	104TH ST NW CSAH-19 X-ING	No	No	No	No	7,725	No	12	0.33	\$753,000

Detailed Intersection Information

Sherburne County Rural Intersection Prioritization

Int #	Sys	Num	Intersection Description	Skew	On/Near Curve	Development	RR Xing	ADT	Previous STOP (>5mi)	Total Crashes	Ratio (Min/Maj)	Crash Cost
4.15	CSAH	4	ISANTI CR-50 LT, T-119 RT, CSAH-8 AHD	No	No	No	No	4,792	No	1	0.03	\$12,000
5.05	CSAH	5	190TH ST NW LT CR-75	No	Yes	No	No	5,375	No	0	0.28	\$0
5.06	CSAH	5	(237TH) 241ST AVE NW X-ING T-442 LT C	Yes	Yes	No	No	3,850	Yes	3	0.44	\$36,000
5.07	CSAH	5	271ST AVE NW LT CSAH-16	No	No	No	No	2,490	Yes	1	0.32	\$412,000
5.08	CSAH	5	289TH AVE NW RT CSAH-9	No	No	No	No	1,530	Yes	5	0.66	\$139,000
5.09	CSAH	5	321ST AVE NW RT CR-80	No	No	No	No	1,263	Yes	1	0.20	\$12,000
6.02	CSAH	6	93RD AVE SE RT CR-55	No	Yes	No	No	1,540	No	6	0.12	\$630,000
6.03	CSAH	6	57TH ST SE CSAH-16 X-ING (WEST)	Yes	No	No	No	2,675	No	2	0.74	\$148,000
6.04	CSAH	6	57TH ST SE CSAH-16 X-ING (EAST)	No	No	No	No	2,675	No	5	0.74	\$184,000
6.05	CSAH	6	37TH ST SE RT CR-48	No	No	No	No	1,248	No	1	0.50	\$12,000
6.06	CSAH	6	17TH ST SE LT CR-62	Yes	Yes	No	No	538	No	1	0.34	\$12,000
8.02	CSAH	8	125TH AVE SE CR-52 X-ING, W CORP LIM	No	No	No	No	2,067	No	4	0.09	\$527,000
8.03	CSAH	8	115TH AVE SE CR-53 X-ING	No	No	No	No	2,075	No	1	0.09	\$12,000
8.04	CSAH	8	(80TH) 82ND AVE SE LT T-1580 80TH AVE	Yes	Yes	No	No	2,040	Yes	3	0.07	\$194,000
8.06	CSAH	8	58TH AVE SE LT 90TH ST SE RT CR-57 X-	Yes	Yes	No	No	2,025	No	0	0.07	\$0
8.07	CSAH	8	44TH AVE SE RT CR-76	No	Yes	No	No	1,953	No	1	0.06	\$12,000
8.08	CSAH	8	31ST AVE SE RT CR-91 (SOUTH)	No	Yes	No	No	1,930	Yes	0	0.03	\$0
8.09	CSAH	8	31ST AVE SE RT CR-91 (NORTH)	No	Yes	No	No	1,930	Yes	0	0.03	\$0
8.10	CSAH	8	57TH ST SE RT CSAH-16	Yes	No	No	No	2,415	Yes	4	0.27	\$251,000
8.11	CSAH	8	42ND ST SE X-ING T-6 LT CR-65 RT	Yes	No	No	No	2,947	Yes	0	0.08	\$0
8.12	CSAH	8	9TH AVE SE AT 15TH AVE SE RT CSAH-8	No	Yes	No	No	4,400	Yes	1	1.26	\$12,000
9.01	CSAH	9	152ND ST NW CR-42 X-ING	No	No	No	No	1,150	No	0	0.17	\$0
9.03	CSAH	9	116TH ST NW RT CR-39	No	No	No	No	1,275	No	1	0.55	\$136,000
9.04	CSAH	9	108TH ST NW CSAH-19 X-ING	No	No	No	No	2,300	No	5	0.56	\$432,000
10.01	CSAH	10	164TH ST NW CSAH-15 X-ING	No	Yes	No	No	3,675	No	5	0.47	\$432,000
11.02	CSAH	11	187TH AVE SE LT T-1406 175TH AVE SE F	No	Yes	No	No	13,015	No	6	0.10	\$1,284,000
11.04	CSAH	11	127TH ST SE X-ING T-200 LT CR-73 RT	No	No	No	No	4,302	No	6	0.15	\$444,000
11.05	CSAH	11	117TH ST SE X-ING CSAH-24 LT CR-51 R1	No	No	No	No	5,200	No	2	0.37	\$148,000
11.06	CSAH	11	57TH ST SE CSAH-16 X-ING	Yes	Yes	No	No	2,365	Yes	4	0.53	\$606,000
11.07	CSAH	11	47TH ST SE LT CR-85	No	No	No	No	1,570	Yes	1	0.03	\$412,000
11.08	CSAH	11	37TH ST SE LT CR-48	No	No	No	No	1,778	Yes	1	0.29	\$12,000
11.09	CSAH	11	27TH ST SE X-ING CR-86 LT NWR-102 RT	No	No	No	No	1,775	Yes	0	0.15	\$0
14.01	CSAH	14	(182ND) 183RD ST NW X-ING CSAH-43 LT	No	Yes	No	No	3,337	No	8	0.15	\$823,000
14.02	CSAH	14	160TH ST NW RT CSAH-30	Yes	Yes	No	No	3,325	Yes	2	0.29	\$148,000
15.01	CSAH	15	202ND AVE NW RT CR-35	No	Yes	No	No	4,750	No	10	0.26	\$402,000
15.02	CSAH	15	214TH AVE NW LT CR-83	No	No	No	No	4,405	No	1	0.18	\$12,000
15.03	CSAH	15	229TH AVE NW LT CR-43	No	Yes	No	No	6,325	Yes	1	0.88	\$12,000
16.01	CSAH	16	USTH-10 X-ING	Yes	No	No	Yes	29,163	No	6	0.04	\$512,000

Detailed Intersection Information

Sherburne County Rural Intersection Prioritization

Int #	Sys	Num	Intersection Description	Skew	On/Near Curve	Development	RR Xing	ADT	Previous STOP (>5mi)	Total Crashes	Ratio (Min/Maj)	Crash Cost
16.02	CSAH	16	CR-66 X-ING	Yes	No	No	No	2,040	No	0	0.05	\$0
16.03	CSAH	16	75TH AVE SE CSAH-20 X-ING	No	No	No	No	2,338	No	0	0.20	\$0
16.04	CSAH	16	115TH AVE SE X-ING T-44 LT CR-53 RT	No	Yes	No	No	2,037	No	0	0.15	\$0
16.05	CSAH	16	125TH AVE SE MNTH-25 X-ING	No	No	No	No	4,525	Yes	3	0.43	\$36,000
16.06	CSAH	16	140TH AVE SE RT CR-127	No	No	No	No	1,490	No	0	0.71	\$0
16.07	CSAH	16	150TH AVE SE CSAH-23 X-ING	No	No	No	No	1,900	No	1	0.75	\$12,000
16.08	CSAH	16	47TH ST SE LT CR-85	Yes	Yes	No	No	1,120	No	0	0.04	\$0
17.01	CSAH	17	MNTH-25 X-ING	No	Yes	Yes	No	15,662	No	13	0.16	\$1,453,000
19.01	CSAH	19	USTH-169 X-ING	No	Yes	No	No	31,600	No	17	0.07	\$1,749,000
19.02	CSAH	19	108TH ST NW RT CR-74	No	No	No	No	2,585	No	0	0.43	\$0
19.03	CSAH	19	289TH AVE NW RT CSAH-28	No	Yes	No	No	2,300	No	3	0.56	\$318,000
19.04	CSAH	19	305TH AVE NW CR-38 X-ING	No	No	No	No	2,090	Yes	3	0.42	\$560,000
20.02	CSAH	20	47TH ST SE CR-61 X-ING	No	No	No	No	510	No	0	0.52	\$0
20.03	CSAH	20	17TH ST SE CR-62 X-ING	No	No	No	No	630	No	1	0.88	\$136,000
23.03	CSAH	23	137TH AVE SE RT CR-127	No	Yes	No	No	3,165	No	1	0.28	\$136,000
23.04	CSAH	23	37TH ST SE CR-48 X-ING	No	No	No	No	1,303	Yes	4	0.59	\$1,920,000
23.05	CSAH	23	27TH ST SE RT CR-86	No	No	No	No	890	Yes	0	0.17	\$0
23.06	CSAH	23	12TH ST SE LT CR-59	No	No	No	No	865	Yes	0	0.11	\$0
25.01	CSAH	25	128TH ST NW LT CR-45	No	Yes	No	No	2,545	No	6	1.58	\$72,000
25.02	CSAH	25	USTH-169 X-ING	No	No	Yes	No	31,500	No	12	0.07	\$629,000
37.01	CNTY	37	MILLE LACS CSAH-1 X-ING	No	Yes	No	No	923	No	0	0.17	\$0
38.01	CNTY	38	USTH-169 X-ING	No	No	No	No	19,935	No	7	0.03	\$445,000
42.01	CNTY	42	128TH ST NW CR-45 X-ING	No	No	No	No	3,825	No	3	0.57	\$36,000
43.04	CNTY	43	221ST AVE NW X-ING T-846 LT CR-83 RT	No	Yes	No	No	4,542	No	2	0.18	\$24,000
48.01	CNTY	48	120TH AVE SE MNTH-25 X-ING	Yes	No	No	No	3,203	No	1	0.19	\$824,000
50.01	CNTY	50	USTH-10 X-ING	Yes	No	Yes	Yes	19,975	No	1	0.07	\$824,000
53.01	CNTY	53	USTH-10 X-ING	Yes	No	Yes	Yes	12,205	No	2	0.02	\$24,000
53.02	CNTY	53	87TH ST SE X-ING CR-56 LT T-37 RT	No	No	No	No	325	No	0	0.38	\$0
53.03	CNTY	53	77TH ST SE X-ING CR-54 LT, CR-53 TURN	No	Yes	No	No	465	No	0	0.68	\$0
54.01	CNTY	54	USTH-10 X-ING, 85TH AVE SE T-246 BHD	Yes	No	No	Yes	14,040	No	4	0.01	\$251,000
54.02	CNTY	54	95TH AVE SE CR-55 X-ING	No	No	No	No	675	No	0	0.50	\$0
54.03	CNTY	54	105TH AVE SE X-ING CR-56 RT	No	No	No	No	288	No	0	0.56	\$0
55.01	CNTY	55	USTH-10 X-ING	No	Yes	No	Yes	13,313	No	5	0.03	\$342,000
56.01	CNTY	56	USTH-10 X-ING, 100TH AVE SE T-58 BHD	Yes	Yes	No	Yes	12,090	No	5	0.01	\$218,000
57.01	CNTY	57	MNTH-24 X-ING, CLEAR LAKE CORP LIM :	Yes	Yes	Yes	No	13,108	No	0	0.02	\$0
61.01	CNTY	61	USTH-10 & 52 X-ING	Yes	No	No	No	28,088	No	3	0.01	\$36,000
62.01	CNTY	62	65TH AVE SE RT CR-78	No	No	No	No	498	No	1	0.29	\$12,000
62.02	CNTY	62	90TH AVE SE LT CR-71	No	No	No	No	170	No	0	0.19	\$0

Detailed Intersection Information

**Sherburne County
Rural Intersection Prioritization**

Int #	Sys	Num	Intersection Description	Skew	On/Near Curve	Development	RR Xing	ADT	Previous STOP (>5mi)	Total Crashes	Ratio (Min/Maj)	Crash Cost
65.01	CNTY	65	USTH-10 X-ING	Yes	No	Yes	Yes	28,338	No	5	0.01	\$263,000
66.01	CNTY	66	USTH-10 X-ING (SOUTH)	Yes	Yes	No	No	28,045	No	3	0.00	\$115,000
66.02	CNTY	66	USTH-10 X-ING, 52ND ST SE T-14 AHD (N	Yes	Yes	No	Yes	28,072	No	2	0.00	\$24,000
73.03	CNTY	73	221ST AVE NW LT CR-81 (NORTH)	No	No	No	No	1,480	No	4	0.19	\$127,000
74.01	CNTY	74	USTH-169 X-ING	Yes	No	No	No	30,960	No	9	0.03	\$435,000
84.01	CNTY	84	USTH-169 X-ING, 273RD AVE NW T-123 Al	No	Yes	No	No	19,820	No	7	0.01	\$411,000
87.01	CNTY	87	128TH ST NW CR-45 X-ING	No	No	No	No	2,348	No	1	0.09	\$12,000
92.01	CNTY	92	MNTH-25 X-ING, BENTON CO T-59 BHD (ξ	No	Yes	No	No	2,503	No	0	0.00	\$0
92.02	CNTY	92	120TH AVE SE MNTH-25 X-ING (NORTH)	No	Yes	No	No	2,503	No	0	0.00	\$0
16.09	CSAH	16	185TH AVE SE CR-93 AHD, CSAH-16 TUR	No	No	No	No	1,055	Yes	2	0.95	\$24,000
56.02	CNTY	56	105TH AVE SE LT CR-56 SEG #2	No	No	No	No	188	No	0	1.00	\$0
59.01	CNTY	59	12TH ST SE X-ING T-341 LT CR-59 RT	No	No	No	No	162	No	1	0.80	\$412,000

Critical ADT Ratio

Min 0.4

Max 0.8

Detailed Intersection Information

Sherburne County Rural Intersection Prioritization

Rank	Int #	Sys	#	Intersection Description	Skew	On/Near Curve	Development	RR Xing	Previous STOP (>5mi)	Total Crashes	Ratio (Min/Maj)	Priority	Crash Cost
1	11.06	CSAH	11	57TH ST SE CSAH-16 X-ING	★	★			★	★	★	★★★★★	\$ 606,000
2	5.06	CSAH	5	(237TH) 241ST AVE NW X-ING T	★	★			★	★	★	★★★★★	\$ 36,000
3	3.01	CSAH	3	USTH-10 WBL X-ING, 32ND ST S	★		★	★		★		★★★★	\$ 1,061,000
4	50.01	CNTY	50	USTH-10 X-ING	★		★	★		★		★★★★	\$ 824,000
5	1.15	CSAH	1	281ST AVE NW LT CR-42	★	★				★	★	★★★★	\$ 527,000
6	1.13	CSAH	1	FREMONT AVE NW CSAH-4 X-IN		★	★		★	★		★★★★	\$ 526,000
7	65.01	CNTY	65	USTH-10 X-ING	★		★	★		★		★★★★	\$ 263,000
8	56.01	CNTY	56	USTH-10 X-ING, 100TH AVE SE	★	★			★	★		★★★★	\$ 218,000
9	8.04	CSAH	8	(80TH) 82ND AVE SE LT T-1580	★	★			★	★		★★★★	\$ 194,000
10	14.02	CSAH	14	160TH ST NW RT CSAH-30	★	★			★	★		★★★★	\$ 148,000
11	1.11	CSAH	1	237TH AVE NW RT CSAH-25		★			★	★	★	★★★★	\$ 36,000
12	53.01	CNTY	53	USTH-10 X-ING	★		★	★		★		★★★★	\$ 24,000
13	66.02	CNTY	66	USTH-10 X-ING, 52ND ST SE T-1	★	★				★		★★★★	\$ 24,000
14	23.04	CSAH	23	37TH ST SE CR-48 X-ING					★	★	★	★★★	\$ 1,920,000
15	17.01	CSAH	17	MNTH-25 X-ING		★	★			★		★★★	\$ 1,453,000
16	19.04	CSAH	19	305TH AVE NW CR-38 X-ING					★	★	★	★★★	\$ 560,000
17	16.01	CSAH	16	USTH-10 X-ING	★			★		★		★★★	\$ 512,000
18	10.01	CSAH	10	164TH ST NW CSAH-15 X-ING		★				★	★	★★★	\$ 432,000
19	55.01	CNTY	55	USTH-10 X-ING		★			★	★		★★★	\$ 342,000
20	19.03	CSAH	19	289TH AVE NW RT CSAH-28		★				★	★	★★★	\$ 318,000
21	8.10	CSAH	8	57TH ST SE RT CSAH-16	★				★	★		★★★	\$ 251,000
22	54.01	CNTY	54	USTH-10 X-ING, 85TH AVE SE T	★			★		★		★★★	\$ 251,000
23	1.12	CSAH	1	247TH AVE NW RT CR-46		★			★	★		★★★	\$ 172,000
24	3.05	CSAH	3	95TH AVE SE X-ING T-27 LT CR-		★			★	★		★★★	\$ 148,000
25	6.03	CSAH	6	57TH ST SE CSAH-16 X-ING (WE	★					★	★	★★★	\$ 148,000
26	5.08	CSAH	5	289TH AVE NW RT CSAH-9					★	★	★	★★★	\$ 139,000
27	66.01	CNTY	66	USTH-10 X-ING (SOUTH)	★	★				★		★★★	\$ 115,000
28	4.08	CSAH	4	184TH ST NW CSAH-5 X-ING (NC			★			★	★	★★★	\$ 60,000
29	16.05	CSAH	16	125TH AVE SE MNTH-25 X-ING					★	★	★	★★★	\$ 36,000
30	3.17	CSAH	3	22ND ST NW RT CR-70 (SOUTH)	★	★				★		★★★	\$ 24,000
31	8.12	CSAH	8	9TH AVE SE AT 15TH AVE SE R		★			★	★		★★★	\$ 12,000
32	6.06	CSAH	6	17TH ST SE LT CR-62	★	★				★		★★★	\$ 12,000
33	15.03	CSAH	15	229TH AVE NW LT CR-43		★			★	★		★★★	\$ 12,000
34	1.17	CSAH	1	309TH AVE NW CR-42 X-ING		★				★	★	★★★	\$ 12,000
35	57.01	CNTY	57	MNTH-24 X-ING, CLEAR LAKE C	★	★	★					★★★	\$ -
36	19.01	CSAH	19	USTH-169 X-ING		★				★		★★	\$ 1,749,000
37	11.02	CSAH	11	187TH AVE SE LT T-1406 175TH		★				★		★★	\$ 1,284,000
38	2.04	CSAH	2	USTH-169 X-ING, T-110 BHD, C		★				★		★★	\$ 1,008,000

Detailed Intersection Information

Sherburne County Rural Intersection Prioritization

Rank	Int #	Sys	#	Intersection Description	Skew	On/Near Curve	Development	RR Xing	Previous STOP (>5mi)	Total Crashes	Ratio (Min/Maj)	Priority	Crash Cost
39	48.01	CNTY	48	120TH AVE SE MNTH-25 X-ING	★					★		★★	\$ 824,000
40	14.01	CSAH	14	(182ND) 183RD ST NW X-ING CS		★				★		★★	\$ 823,000
41	3.18	CSAH	3	184TH ST NW CSAH-5 X-ING						★	★	★★	\$ 684,000
42	6.02	CSAH	6	93RD AVE SE RT CR-55		★				★		★★	\$ 630,000
43	25.02	CSAH	25	USTH-169 X-ING			★			★		★★	\$ 629,000
44	4.03	CSAH	4	165TH AVE SE CSAH-11 X-ING						★	★	★★	\$ 511,000
45	4.01	CSAH	4	SHERBURNE AVE SE CSAH-23 ;		★				★		★★	\$ 457,000
46	74.01	CNTY	74	USTH-169 X-ING	★					★		★★	\$ 435,000
47	9.04	CSAH	9	108TH ST NW CSAH-19 X-ING						★	★	★★	\$ 432,000
48	11.07	CSAH	11	47TH ST SE LT CR-85					★	★		★★	\$ 412,000
49	5.07	CSAH	5	271ST AVE NW LT CSAH-16					★	★		★★	\$ 412,000
50	59.01	CNTY	59	12TH ST SE X-ING T-341 LT CR-						★	★	★★	\$ 412,000
51	84.01	CNTY	84	USTH-169 X-ING, 273RD AVE NV		★				★		★★	\$ 411,000
52	15.01	CSAH	15	202ND AVE NW RT CR-35		★				★		★★	\$ 402,000
53	2.02	CSAH	2	124TH ST NW CSAH-2 SEG #2 A		★				★		★★	\$ 227,000
54	6.04	CSAH	6	57TH ST SE CSAH-16 X-ING (EA						★	★	★★	\$ 184,000
55	3.07	CSAH	3	120TH AVE SE MNTH-25 X-ING						★	★	★★	\$ 182,000
56	23.03	CSAH	23	137TH AVE SE RT CR-127		★				★		★★	\$ 136,000
57	9.03	CSAH	9	116TH ST NW RT CR-39						★	★	★★	\$ 136,000
58	25.01	CSAH	25	128TH ST NW LT CR-45		★				★		★★	\$ 72,000
59	61.01	CNTY	61	USTH-10 & 52 X-ING	★					★		★★	\$ 36,000
60	42.01	CNTY	42	128TH ST NW CR-45 X-ING						★	★	★★	\$ 36,000
61	16.09	CSAH	16	185TH AVE SE CR-93 AHD, CSA					★	★		★★	\$ 24,000
62	43.04	CNTY	43	221ST AVE NW X-ING T-846 LT (★				★		★★	\$ 24,000
63	5.09	CSAH	5	321ST AVE NW RT CR-80					★	★		★★	\$ 12,000
64	8.07	CSAH	8	44TH AVE SE RT CR-76		★				★		★★	\$ 12,000
65	11.08	CSAH	11	37TH ST SE LT CR-48					★	★		★★	\$ 12,000
66	16.07	CSAH	16	150TH AVE SE CSAH-23 X-ING						★	★	★★	\$ 12,000
67	2.03	CSAH	2	108TH ST NW RT CSAH-19						★	★	★★	\$ 12,000
68	3.12	CSAH	3	165TH AVE SE CSAH-11 X-ING (★	★	★★	\$ 12,000
69	6.05	CSAH	6	37TH ST SE RT CR-48						★	★	★★	\$ 12,000
70	3.11	CSAH	3	165TH AVE SE CSAH-11 X-ING, ;	★		★					★★	\$ -
71	8.08	CSAH	8	31ST AVE SE RT CR-91 (SOUTH		★			★			★★	\$ -
72	8.09	CSAH	8	31ST AVE SE RT CR-91 (NORTH		★			★			★★	\$ -
73	16.08	CSAH	16	47TH ST SE LT CR-85	★	★						★★	\$ -
74	1.10	CSAH	1	231ST AVE NW LT CR-32		★			★			★★	\$ -
75	8.06	CSAH	8	58TH AVE SE LT 90TH ST SE RT	★	★						★★	\$ -
76	8.11	CSAH	8	42ND ST SE X-ING T-6 LT CR-65	★				★			★★	\$ -

Detailed Intersection Information

Sherburne County Rural Intersection Prioritization

Rank	Int #	Sys	#	Intersection Description	Skew	On/Near Curve	Development	RR Xing	Previous STOP (>5mi)	Total Crashes	Ratio (Min/Maj)	Priority	Crash Cost
77	53.03	CNTY	53	77TH ST SE X-ING CR-54 LT, CR		★					★	★★	\$ -
78	4.13	CSAH	4	112TH ST NW X-ING CR-39 LT T						★		★	\$ 981,000
79	3.14	CSAH	3	175TH AVE SE LT CR-70 (WEST)						★		★	\$ 824,000
80	4.14	CSAH	4	104TH ST NW CSAH-19 X-ING						★		★	\$ 753,000
81	8.02	CSAH	8	125TH AVE SE CR-52 X-ING, W						★		★	\$ 527,000
82	3.04	CSAH	3	75TH AVE SE CSAH-20 X-ING						★		★	\$ 466,000
83	3.02	CSAH	3	45TH AVE SE X-ING CSAH-7 LT						★		★	\$ 448,000
84	38.01	CNTY	38	USTH-169 X-ING						★		★	\$ 445,000
85	11.04	CSAH	11	127TH ST SE X-ING T-200 LT CR						★		★	\$ 444,000
86	3.09	CSAH	3	150TH AVE SE CSAH-23 X-ING						★		★	\$ 284,000
87	4.09	CSAH	4	164TH ST NW RT CSAH-15						★		★	\$ 251,000
88	4.05	CSAH	4	185TH AVE SE X-ING CR-93 LT						★		★	\$ 227,000
89	4.07	CSAH	4	184TH ST NW CSAH-5 X-ING, 25						★		★	\$ 172,000
90	11.05	CSAH	11	117TH ST SE X-ING CSAH-24 LT						★		★	\$ 148,000
91	3.16	CSAH	3	195TH AVE NW LT CSAH-22, CS						★		★	\$ 136,000
92	4.02	CSAH	4	155TH AVE SE RT CR-67						★		★	\$ 136,000
93	20.03	CSAH	20	17TH ST SE CR-62 X-ING						★		★	\$ 136,000
94	73.03	CNTY	73	221ST AVE NW LT CR-81 (NORT						★		★	\$ 127,000
95	4.06	CSAH	4	188TH ST NW RT CR-75						★		★	\$ 24,000
96	15.02	CSAH	15	214TH AVE NW LT CR-83						★		★	\$ 12,000
97	62.01	CNTY	62	65TH AVE SE RT CR-78						★		★	\$ 12,000
98	87.01	CNTY	87	128TH ST NW CR-45 X-ING						★		★	\$ 12,000
99	4.15	CSAH	4	ISANTI CR-50 LT, T-119 RT, CSA						★		★	\$ 12,000
100	8.03	CSAH	8	115TH AVE SE CR-53 X-ING						★		★	\$ 12,000
101	3.03	CSAH	3	65TH AVE SE LT CR-78, CSAH-3		★						★	\$ -
102	3.10	CSAH	3	19TH ST SE RT CR-90		★						★	\$ -
103	11.09	CSAH	11	27TH ST SE X-ING CR-86 LT NW					★			★	\$ -
104	23.05	CSAH	23	27TH ST SE RT CR-86					★			★	\$ -
105	23.06	CSAH	23	12TH ST SE LT CR-59					★			★	\$ -
106	92.01	CNTY	92	MNTH-25 X-ING, BENTON CO T-		★						★	\$ -
107	92.02	CNTY	92	120TH AVE SE MNTH-25 X-ING (★						★	\$ -
108	3.19	CSAH	3	319TH AVE NW LT CR-80		★						★	\$ -
109	5.05	CSAH	5	190TH ST NW LT CR-75		★						★	\$ -
110	16.02	CSAH	16	CR-66 X-ING	★							★	\$ -
111	16.04	CSAH	16	115TH AVE SE X-ING T-44 LT CF		★						★	\$ -
112	20.02	CSAH	20	47TH ST SE CR-61 X-ING							★	★	\$ -
113	37.01	CNTY	37	MILLE LACS CSAH-1 X-ING		★						★	\$ -
114	54.02	CNTY	54	95TH AVE SE CR-55 X-ING							★	★	\$ -

Detailed Intersection Information

Sherburne County Rural Intersection Prioritization

Rank	Int #	Sys	#	Intersection Description	Skew	On/Near Curve	Development	RR Xing	Previous STOP (>5mi)	Total Crashes	Ratio (Min/Maj)	Priority	Crash Cost
115	3.13	CSAH	3	173RD AVE SE RT CR-64							★	★	\$ -
116	19.02	CSAH	19	108TH ST NW RT CR-74							★	★	\$ -
117	54.03	CNTY	54	105TH AVE SE X-ING CR-56 RT							★	★	\$ -
118	16.06	CSAH	16	140TH AVE SE RT CR-127							★	★	\$ -
119	3.15	CSAH	3	180TH AVE SE RT CR-70 (EAST)									\$ -
120	4.04	CSAH	4	173RD AVE SE X-ING T-217 LT C									\$ -
121	16.03	CSAH	16	75TH AVE SE CSAH-20 X-ING									\$ -
122	53.02	CNTY	53	87TH ST SE X-ING CR-56 LT T-3									\$ -
123	62.02	CNTY	62	90TH AVE SE LT CR-71									\$ -
124	56.02	CNTY	56	105TH AVE SE LT CR-56 SEG #2									\$ -
125	1.18	CSAH	1	325TH AVE NW LT CSAH-3, MILL									\$ -
126	9.01	CSAH	9	152ND ST NW CR-42 X-ING									\$ -

	Total Stars --	27	49	10	9	27	91	32
	% That Gets Star --	21%	39%	8%	7%	21%	72%	25%

Totals	#	%
★★★★★★	0	0%
★★★★★	0	0%
★★★★	2	2%
★★★	11	9%
★★	22	17%
★	42	33%
-	41	33%
	8	6%
	126	100%

- Stars
-
- Skew - If intersection is skewed at an angle of 15 degrees or greater.
 - On/Near Curve - If intersection is on or within 1,000 feet of curve.
 - Development - If intersection aerial shows a commercial development with access near intersection.
 - RR Xing - If intersection has a railroad crossing on any approach within 500 feet.
 - Previous STOP (>5 mi) - If minor leg of intersection's previous STOP sign is greater than 5 miles away.
 - Total Crashes - If intersection has at least 1 crash.
 - Ratio (Min/Maj) - If intersection has an ADT ratio in the range of 0.4 to 0.8.



Crash Summary

"T" - Intersection

Crash Severity/Crash Year												
Crash Severity	Total	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
K - Fatal	10	0	0	0	0	0	1	1	2	4	2	0
A - Serious Injury	20	0	0	0	0	0	9	4	2	2	3	0
B - Minor Injury	88	0	0	0	0	0	16	22	17	15	18	0
C - Possible Injury	75	0	0	0	0	0	9	11	22	20	13	0
N - Prop Dmg Only	427	0	0	0	0	0	80	83	100	97	67	0
U - Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Total	620	0	0	0	0	0	115	121	143	138	103	0

Crash Severity/Number of Vehicles					
Crash Severity	Total	0	1	2	3+
K - Fatal	10	0	3	7	0
A - Serious Injury	20	0	10	9	1
B - Minor Injury	88	0	37	50	1
C - Possible Injury	75	0	15	52	8
N - Prop Dmg Only	427	0	162	255	10
U - Unknown	0	0	0	0	0
Total	620	0	227	373	20

Relationship to Intersection Summary			Total	%
Not at Intersection/Interchange			0	0.0
Four-Way Intersection			0	0.0
T or Y Intersection			620	100.0
Five-Way Intersection or More			0	0.0
Roundabout			0	0.0
Intersection Related			0	0.0
Driveway Access Related			0	0.0
At School Crossing			0	0.0
Railway Grade Crossing			0	0.0
Shared Use Path or Trail			0	0.0
Interchange or Ramp			0	0.0
Crossover Related			0	0.0
Acceleration/Deceleration Lane			0	0.0
Other/Unknown			0	0.0
Total			620	100.0

Basic Type Summary			Total	%
Pedestrian			12	1.9
Bike			5	0.8
Single Vehicle Run Off Road			153	24.7
Single Vehicle Other			58	9.4
Sideswipe Same Direction			29	4.7
Sideswipe Opposing			19	3.1
Rear End			144	23.2
Head On			10	1.6
Left Turn			24	3.9
Angle			135	21.8
Other			31	5.0
Total			620	100.0

Weather 1 Summary			Total	%
Clear			368	59.4
Cloudy			146	23.5
Rain			19	3.1
Snow			54	8.7
Sleet, Hail (Freezing Rain/Drizzle)			8	1.3
Fog/Smog/Smoke			8	1.3
Blowing Sand/Soil/Dirt/Snow			6	1.0
Severe Crosswinds			1	0.2
Other/Unknown			10	1.6
Total			620	100.0

First Harmful Event Summary			Total	%
Pedestrian			8	1.3
Bicyclist			5	0.8
Motor Vehicle In Transport			383	61.8
Parked Motor Vehicle			8	1.3
Train			0	0.0
Deer/Animal			48	7.7
Other - Non Fixed Object			4	0.6
Collision Fixed Object			130	21.0
Non-Collision Harmful Events			34	5.5
Non-Harmful Events			0	0.0
Other/Unknown			0	0.0
Total			620	100.0

Light Condition Summary			Total	%
Daylight			391	63.1
Sunrise			23	3.7
Sunset			21	3.4
Dark (Str Lights On)			69	11.1
Dark (Str Lights Off)			5	0.8
Dark (No Str Lights)			98	15.8
Dark (Unknown Light)			12	1.9
Other/Unknown			1	0.2
Total			620	100.0



Crash Summary

"T" - Intersection

Time of Day/Day of Week														
From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59	Total	%
SUN	6	1	3	3	5	3	8	4	13	3	7	5	61	9.8
MON	2	1	7	12	6	6	2	17	17	5	3	2	80	12.9
TUE	0	3	2	13	9	7	5	11	18	7	7	0	82	13.2
WED	1	0	7	13	8	5	8	13	17	12	6	2	92	14.8
THU	4	0	4	15	11	5	5	16	21	10	4	5	100	16.1
FRI	0	1	6	13	11	10	10	21	19	13	8	10	122	19.7
SAT	5	5	2	2	6	18	9	9	9	6	7	5	83	13.4
Total	18	11	31	71	56	54	47	91	114	56	42	29	620	100.0
%	2.9	1.8	5.0	11.5	9.0	8.7	7.6	14.7	18.4	9.0	6.8	4.7	100.0	100.0

Driver & Non-Motorist Age/Gender Summary						
Age	M	F	NR	No Value	Total	%
<14	4	1	0	0	5	0.5
14	0	0	0	0	0	0.0
15	0	0	0	0	0	0.0
16	20	28	1	0	49	4.7
17	20	24	0	0	44	4.2
18	22	13	0	0	35	3.3
19	19	10	0	0	29	2.8
20	18	10	0	0	28	2.7
21-24	50	41	0	0	91	8.7
25-29	57	45	0	0	102	9.7
30-34	56	34	0	0	90	8.6
35-39	48	40	0	0	88	8.4
40-44	60	33	0	1	94	8.9
45-49	50	29	0	0	79	7.5
50-54	48	41	0	0	89	8.5
55-59	40	25	1	0	66	6.3
60-64	27	21	0	0	48	4.6
65-69	20	9	0	0	29	2.8
70-74	17	11	0	0	28	2.7
75-79	9	7	0	0	16	1.5
80-84	5	4	0	0	9	0.9
85-89	6	4	0	0	10	1.0
90-94	1	0	0	0	1	0.1
95+	0	0	0	0	0	0.0
No Value	0	0	0	22	22	2.1
Total	597	430	2	23	1052	100.0
%	56.7	40.9	0.2	2.2	100.0	100.0

Month Summary		Total	%
January		67	10.8
February		67	10.8
March		40	6.5
April		36	5.8
May		42	6.8
June		44	7.1
July		43	6.9
August		52	8.4
September		50	8.1
October		58	9.4
November		50	8.1
December		71	11.5
Total		620	100.0

Physical Condition Summary		Total	%
Apparently Normal (Including No Drugs/Alcohol)		941	91.4
Physical Disability (Short Term or Long Term)		1	0.1
Medical Issue (Ill, Sick or Fainted)		1	0.1
Emotional (Depression, Angry, Disturbed, etc.)		1	0.1
Asleep or Fatigued		13	1.3
Has Been Drinking Alcohol		44	4.3
Has Been Taking Illicit Drugs		1	0.1
Has Been Taking Medications		2	0.2
Other/Unknown		26	2.5
Not Applicable		0	0.0
Total		1030	100.0

Selection Filter:

WORK AREA: County('659515') - FILTER: Year('2016','2017','2018','2019','2020'), Relationship to Intersection('4')

Analyst:

David Roedel

Notes:

Due Nov. 24, 2021

Greater Minnesota, Local HSIP Solicitation

Application for Federal Safety Funds

1. Contact Information Details

Lead Agency	Contact Name
Sherburne County	David Roedel

2. Funding Details

Federal Funds	+	Local Match	=	Total Cost
\$17,100	+	\$1,900	=	\$19,000

NOTE: maximum of \$500,000 in federal funds per agency per project.

Preferred Funding Year(s)
2023

Funding Notes
County funds will be used for the local match.

3. Project Description

Project Description
Mumble Strip Installation

ATP	County or Counties	Metropolitan Planning Organization (MPO)
3	Sherburne County	St. Cloud Area Planning Organization

NOTE: if any portion of the project is located within MPO boundaries, a letter of support / priority from the MPO is needed.

Estimated Output	Units
2.3	Miles
0	Intersections
0	Curves

NOTE: estimate output for one of three metric: number of miles, number of intersections, or number of curves.

3. Selection Criteria

Describe how project was identified.
The county's 2010 Safety Plan identifies road segments with similar systemic characteristics.

Is this project in partnership with another agency?
No

4. Crash Data for Reactive Projects ONLY: Jan. 1, 2016 through Dec. 31, 2020

Number of Crashes	K	A	B	C	PDO	Total
All Crash Types	0	0	0	0	0	0

NOTE: set filters to 2016 through 2020 in MnCMAT if you submit an Intersection Report or Section Report.

OPTIONAL: Crashes by Basic Type	K	A	B	C	PDO	Total
Pedestrian	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Single Vehicle Run-off-road	0	0	0	0	0	0
Single Vehicle Other	0	0	0	0	0	0
Sideswipe Same Direction	0	0	0	0	0	0
Sideswipe Opposing Direction	0	0	0	0	0	0
Rear End	0	0	0	0	0	0
Head On	0	0	0	0	0	0
Left Turn	0	0	0	0	0	0
Angle	0	0	0	0	0	0
Other	0	0	0	0	0	0

OPTIONAL: Description of any unique characteristics.
None.

Reactive projects must have a benefit-cost ratio greater than 1.00; to simplify this analysis, OTE will conduct the calculation. An electronic copy of the analysis output will be available upon request.

6. OPTIONAL: Additional Notes

Additional Notes for Selection Committee

Sherburne County recognizes the need to improve the safety of rural county roads. We are proposing to install mumble strips on a segment of CSAH 7. These systemic conditions and associated safety issues are identified in the 2010 County Road Safety Plan.

Run off the road crashes account for 32.6% of the total county wide K-Fatal and A-Serious injury crashes. We believe with the installation of the mumble strip will help reduce these types of crashes.

Attached is a crash summary of K and A crashes with run off the road crashes highlighted, for your reference.

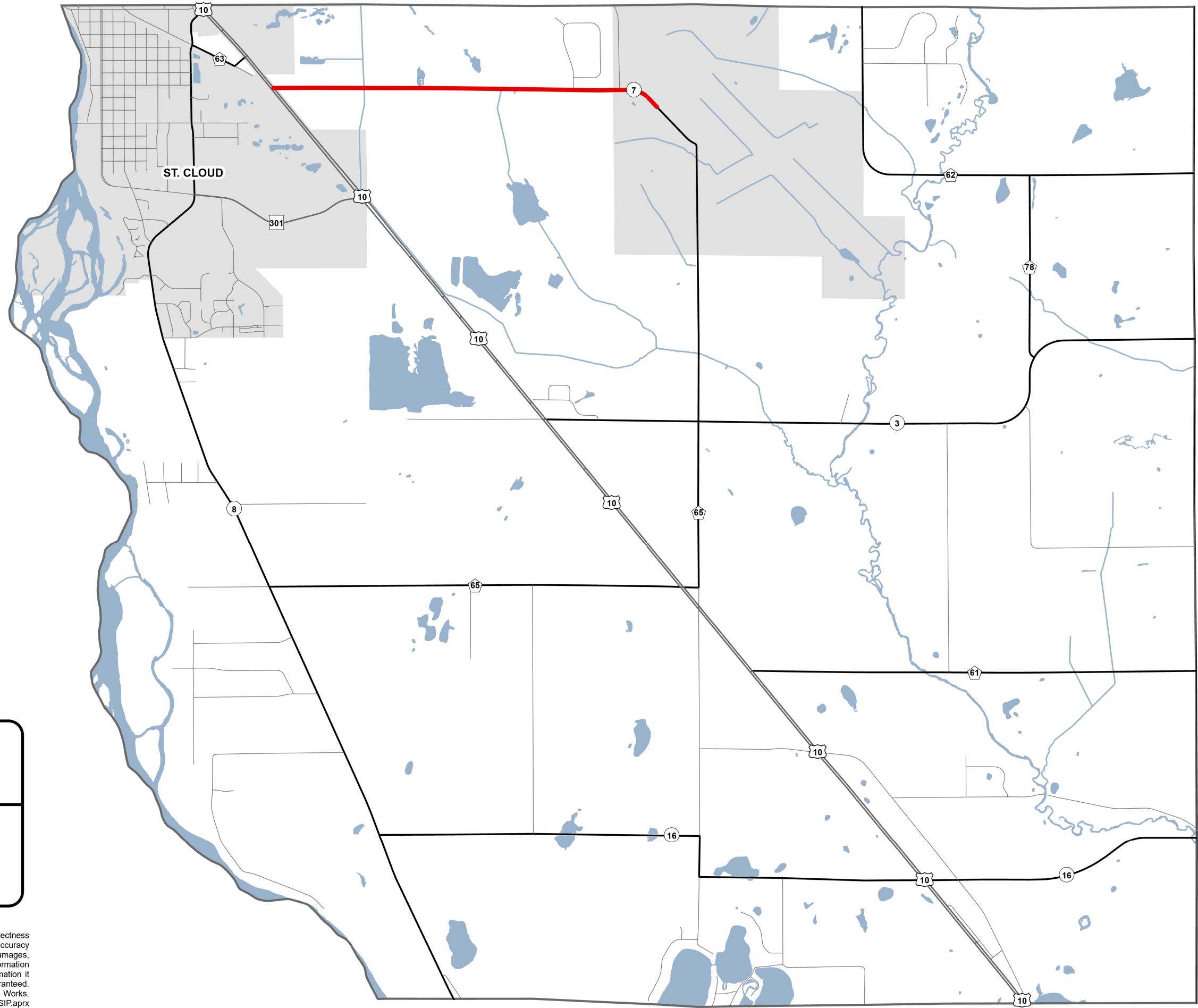
The St. Cloud APO provided us letters of support for road segments within their area. Attached.
CSAH 7 – TH 10 to east of 40th Avenue SE.

7. Submission Information

Submit this application via PDF to SafetyProject.DOT@state.mn.us by November 24, 2021.

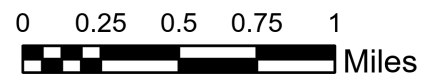
Please include the following as necessary:

- Map of project location(s)
- County Road Safety Plan project sheet(s)
- Letters of support
 - a. Metropolitan Planning Organization (MPO) if within borders
 - b. MnDOT District Traffic Engineer if work performed in MnDOT right-of-way



**2021
HSIP Solicitation Projects
Mumble Strip**

 Mumble Strip



DISCLAIMER: Sherburne County does not warrant the accuracy nor the correctness of the information contained in this map. It is your responsibility to verify the accuracy of this information. In no event will Sherburne County be liable for any damages, including loss of business, lost profits, business interruption, loss of business information or other pecuniary loss that might arise from the use of this map or the information it contains. Map information is believed to be accurate but accuracy is not guaranteed. Any errors or omissions should be reported to Sherburne County Public Works.
 Path: H:\GIS\GIS_Maps\Custom\PublicWorks\HSIP\HSIP\HSIP.aprx
 Map Updated: 9/10/2021



Crash Summary

Report Version 1.0
February 2020

2016-2020 K+A

Crash Severity/Crash Year												
Crash Severity	Total	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
K - Fatal	52	0	0	0	0	0	5	12	9	12	14	0
A - Serious Injury	132	0	0	0	0	0	44	29	15	26	18	0
B - Minor Injury	0	0	0	0	0	0	0	0	0	0	0	0
C - Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
N - Prop Dmg Only	0	0	0	0	0	0	0	0	0	0	0	0
U - Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Total	184	0	0	0	0	0	49	41	24	38	32	0

Crash Severity/Number of Vehicles					
Crash Severity	Total	0	1	2	3+
K - Fatal	52	0	29	19	4
A - Serious Injury	132	0	70	55	7
B - Minor Injury	0	0	0	0	0
C - Possible Injury	0	0	0	0	0
N - Prop Dmg Only	0	0	0	0	0
U - Unknown	0	0	0	0	0
Total	184	0	99	74	11

Basic Type Summary			Total	%
Pedestrian			17	9.2
Bike			4	2.2
Single Vehicle Run Off Road			60	32.6
Single Vehicle Other			19	10.3
Sideswipe Same Direction			0	0.0
Sideswipe Opposing			3	1.6
Rear End			20	10.9
Head On			11	6.0
Left Turn			2	1.1
Angle			42	22.8
Other			6	3.3
Total			184	100.0

First Harmful Event Summary			Total	%
Pedestrian			12	6.5
Bicyclist			4	2.2
Motor Vehicle In Transport			85	46.2
Parked Motor Vehicle			1	0.5
Train			4	2.2
Deer/Animal			7	3.8
Other - Non Fixed Object			1	0.5
Collision Fixed Object			43	23.4
Non-Collision Harmful Events			27	14.7
Non-Harmful Events			0	0.0
Other/Unknown			0	0.0
Total			184	100.0

Relationship to Intersection Summary		Total	%
Not at Intersection/Interchange		100	54.3
Four-Way Intersection		34	18.5
T or Y Intersection		30	16.3
Five-Way Intersection or More		1	0.5
Roundabout		0	0.0
Intersection Related		10	5.4
Driveway Access Related		1	0.5
At School Crossing		0	0.0
Railway Grade Crossing		4	2.2
Shared Use Path or Trail		0	0.0
Interchange or Ramp		0	0.0
Crossover Related		1	0.5
Acceleration/Deceleration Lane		0	0.0
Other/Unknown		3	1.6
Total		184	100.0

Weather 1 Summary			Total	%
Clear			129	70.1
Cloudy			33	17.9
Rain			7	3.8
Snow			5	2.7
Sleet, Hail (Freezing Rain/Drizzle)			5	2.7
Fog/Smog/Smoke			0	0.0
Blowing Sand/Soil/Dirt/Snow			2	1.1
Severe Crosswinds			0	0.0
Other/Unknown			3	1.6
Total			184	100.0

Light Condition Summary			Total	%
Daylight			90	48.9
Sunrise			3	1.6
Sunset			8	4.3
Dark (Str Lights On)			23	12.5
Dark (Str Lights Off)			1	0.5
Dark (No Str Lights)			53	28.8
Dark (Unknown Light)			4	2.2
Other/Unknown			2	1.1
Total			184	100.0



Crash Summary

Report Version 1.0
February 2020

Time of Day/Day of Week														
From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59	Total	%
SUN	5	3	0	1	0	1	2	1	2	2	3	3	23	12.5
MON	0	0	5	3	0	1	1	1	4	1	2	3	21	11.4
TUE	1	1	0	5	0	1	2	3	2	5	1	0	21	11.4
WED	0	1	1	3	3	1	2	5	0	6	1	2	25	13.6
THU	3	0	0	1	3	2	2	4	2	2	3	1	23	12.5
FRI	1	1	3	4	4	0	2	5	4	8	4	5	41	22.3
SAT	5	0	0	0	1	3	2	5	1	9	3	1	30	16.3
Total	15	6	9	17	11	9	13	24	15	33	17	15	184	100.0
%	8.2	3.3	4.9	9.2	6.0	4.9	7.1	13.0	8.2	17.9	9.2	8.2	100.0	100.0

Driver & Non-Motorist Age/Gender Summary						
Age	M	F	NR	No Value	Total	%
<14	3	1	0	0	4	1.3
14	1	0	0	0	1	0.3
15	0	0	0	0	0	0.0
16	4	3	0	0	7	2.3
17	5	4	0	0	9	3.0
18	7	1	0	0	8	2.6
19	7	2	0	0	9	3.0
20	2	1	0	0	3	1.0
21-24	20	11	0	1	32	10.5
25-29	18	13	0	0	31	10.2
30-34	19	9	0	0	28	9.2
35-39	16	7	0	0	23	7.5
40-44	15	6	0	0	21	6.9
45-49	16	9	0	0	25	8.2
50-54	21	11	0	0	32	10.5
55-59	23	6	0	0	29	9.5
60-64	12	4	0	0	16	5.2
65-69	5	4	0	0	9	3.0
70-74	3	2	0	0	5	1.6
75-79	3	3	0	0	6	2.0
80-84	0	1	0	0	1	0.3
85-89	3	1	0	0	4	1.3
90-94	1	0	0	0	1	0.3
95+	0	0	0	0	0	0.0
No Value	0	0	0	1	1	0.3
Total	204	99	0	2	305	100.0
%	66.9	32.5	0.0	0.7	100.0	100.0

Month Summary		Total	%
January		9	4.9
February		17	9.2
March		9	4.9
April		10	5.4
May		19	10.3
June		25	13.6
July		17	9.2
August		11	6.0
September		11	6.0
October		20	10.9
November		21	11.4
December		15	8.2
Total		184	100.0

Physical Condition Summary		Total	%
Apparently Normal (Including No Drugs/Alcohol)		205	67.4
Physical Disability (Short Term or Long Term)		0	0.0
Medical Issue (Ill, Sick or Fainted)		5	1.6
Emotional (Depression, Angry, Disturbed, etc.)		1	0.3
Asleep or Fatigued		3	1.0
Has Been Drinking Alcohol		42	13.8
Has Been Taking Illicit Drugs		8	2.6
Has Been Taking Medications		1	0.3
Other/Unknown		39	12.8
Not Applicable		0	0.0
Total		304	100.0

Selection Filter:

WORK AREA: County('659515') - FILTER: Crash Severity('1','2'), Year('2016','2017','2018','2019','2020')

Analyst:

Andrew Witter

Notes:



1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Brian Gibson, Executive Director
RE: Amendment to 2022-2023 Unified Planning Work Program
DATE: Sept 29, 2021

The proposed amendment makes the following changes to the approved 2022 work plan:

1. **Deletes the Saint Joseph Birch Street Redevelopment Study** – This change is being made at the request of the City of Saint Joseph. The Federal funds (\$20,000) would be redistributed to the Opportunity Drive Operations Review (see #3 below).
2. **Redistributes resources based on staff changes and post-Census tasks** – Associate Planner Fred Sandal has left the APO for a non-profit organization. I have promoted Planning Technician Alex McKenzie into the Associate Planner position and we are currently searching for a new Planning Technician. These staff changes result in about \$22,000 less needed for staff. The Federal funds no longer needed for staff will also be redirected into the Opportunity Drive Operations Review (#3 below). Additionally, the 2020 US Census will result in two additional tasks: 1) a re-evaluation of the APO's planning boundaries, and 2) MnDOT will be re-evaluating all roadway functional classifications. I have shifted some hours around in order to better accommodate those tasks.
3. **Opportunity Drive Operations Review** – Using the Federal funds from the Birch Street Redevelopment Study and the staffing changes, the APO would support an operational review of Opportunity Drive including the I-94 interchange. The study budget would include \$40,000 in Federal funds plus \$40,000 in local funds provided by the City of Saint Cloud, for a total budget of \$80,000. This project came to us from St. Cloud city staff based on a discussion by the City Council. Jurisdictional assessments would NOT be increased. Our request for Federal funds would not be reduced.

The Technical Advisory Committee considered this change on September 30th and recommended approval.

Suggested Action: Approve



EXHIBIT 2
2022 WORK ACTIVITY BY REVENUE SOURCE

Work Activity Category	Federal Funding (CPG)	State Funding	Local Match - State Grant	Other Local Funds	Total Funding
100 Administration & Overhead	\$174,122,171,228	\$21,389,858	\$5,347,465	\$22,142,094	\$223,000,19,500
200 Budget & UPWP	\$8,979,71	\$1,103,45	\$276,86	\$1,142,098	\$11,500
300 Transportation Improvement Program (TIP)	\$28,109,7,303	\$3,453,85	\$863,71	\$3,575,341	\$365,000
400 Transportation System Performance Monitoring (TSPM)	\$21,863,3,012	\$2,686,938	\$671,734	\$2,788,816	\$289,0500
500 Planning Project Development	\$27,329,6,133	\$3,357,36	\$83,94	\$3,475,197	\$353,0500
600 Metropolitan Transportation Plan (MTP)	\$40,602,38,224	\$4,988,880	\$1,247,20	\$5,163,4,676	\$524,9,000
610 MTP - Active Transportation Planning	\$380,650,813	\$4,748,3,934	\$1,187,983	\$4,915,3,770	\$439,500
620 MTP - Transit Planning	\$4,685,5,071	\$575,647	\$144,62	\$596,620	\$6,0500
630 MTP - Freight Planning, Economic Vitality & Tourism	\$2,342,0	\$288,99	\$72,5	\$298,86	\$3,000
640 MTP - Safety, Security & Environmental Planning	\$9,370,61	\$1,151,95	\$288,99	\$1,191,45	\$12,000
700 Transportation Planning Coordination & Public Outreach	\$78,472,72,938	\$9,640,311	\$2,410,328	\$9,978,8,923	\$100,93,500
800 Transportation Modeling, Mapping & Technical Support	\$213,472,403	\$2,638,987	\$659,747	\$2,731,863	\$27,500,30,000
900 Locally Funded Activities	\$0	\$6,800	\$1,700	\$9,500	\$18,000
Sub-Total for APO Staff and Operations	\$455,995,38,797	\$62,815	\$15,704	\$67,486,3,184	\$602,000,580,500
Contract Services: David Turch & Associates	\$0	\$0	\$0	\$48,000	\$48,000
Contract Services: Travel Demand Model Calibration & 2050 Population Forecasts	\$112,000	\$0	\$0	\$28,000	\$140,000
Contract Services: Community Liaisons for Hard-to-Reach Populations	\$4,000	\$0	\$0	\$1,000	\$5,000
Contract Services: Mayhew Lake Road Corridor Access Study	\$80,000	\$0	\$0	\$20,000	\$100,000
Consultant Services: Opportunity Drive Operations Review	\$40,000	\$0	\$0	\$40,000	\$80,000
Grand Total Expenses	\$674,797	\$62,815	\$15,704	\$200,184	\$953,500
Contract Services: Birch Street Redevelopment	\$20,000	\$0	\$0	\$5,000	\$25,000
Grand Total Expenses	\$671,995	\$62,815	\$15,704	\$149,485	\$930,000



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TO: Saint Cloud Area Planning Organization Policy Board
FROM: Brian Gibson, Executive Director
RE: Stakeholder Engagement Plan Annual Review
DATE: Sept 29, 2021

Federal regulations require Metropolitan Planning Organizations to periodically review the effectiveness of our public input procedures and strategies to ensure a full and open participation process. The APO annually reviews our public engagement activities to gain such insights.

The attached Stakeholder Engagement Plan Review analyzes our public engagement activities between July 1, 2020 and June 30, 2021. Based on that analysis, the report makes the following recommendations:

1. **Hybrid public input meetings** - Continue researching the potential for hybrid meetings (i.e., some people in the room while some people participate remotely). The bottom line is that technology is needed in order for everyone to see and hear everyone else.
2. **Post meetings on YouTube** – Record and post public input meetings on YouTube as we are able to do so. Again, technology is the limiting factor.
3. **Target Outreach to Black, Indigenous, and People-of-Color (BIPOC)** - In 2022, the APO will undertake a pilot project to test an “ambassador” program wherein we recruit and train a member of the BIPOC community to act as our liaison and (hopefully) better engage people from that community.
4. **Soliciting email addresses from people already engaged** – Continue this practice
5. **Survey public input participants about our process immediately after the engagement process has concluded as opposed to waiting until the end of the year** – Continue this practice
6. **Social media** - Continue monitoring the reach and impact of various social media platforms in search of the best mix of platforms given constraints of time and money.
7. **Newsletter** – Continue the newsletter, but explore ways to measure its impact
8. **Explore innovative tools** – Research tools such as Wikimaps, mentimeter, and story maps (among others) for potential inclusion in our process.
9. **Public comments** – Circle back to let people know how their comments were considered and how they made a difference
10. **Demographic questions** - Provide a standard set of demographic questions for all consultant-lead public input processes too

The Technical Advisory Committee considered this change on September 30th and recommended approval.

Suggested Action: Approve