



Source: Google, 2022

CSAH 133 Alignment Study

Sartell, Minnesota

November 2022





Acknowledgements

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Project Advisory Team

Jodi Teich, PE – Stearns County Engineer

Mike Decker – Stearns County Assistant Engineer

Brian Gibson – APO Executive Director

Daniel Heim – LeSauk Township Supervisor

Anna Gruber – City of Sartell Administrator

Consultant Team



SRF Consulting Group, Inc.

Molly Stewart, PE, PTOE – Project Manager

Sue Miller, PE – Project Director

Claire Freesmeier – Planning and Environmental

Scott Smith, PE – Design

Collin Schroeder, PE – Traffic Engineering



Transportation Collaborative & Consultants (TC2)

Craig Vaughn, PE, PTOE – Public Engagement



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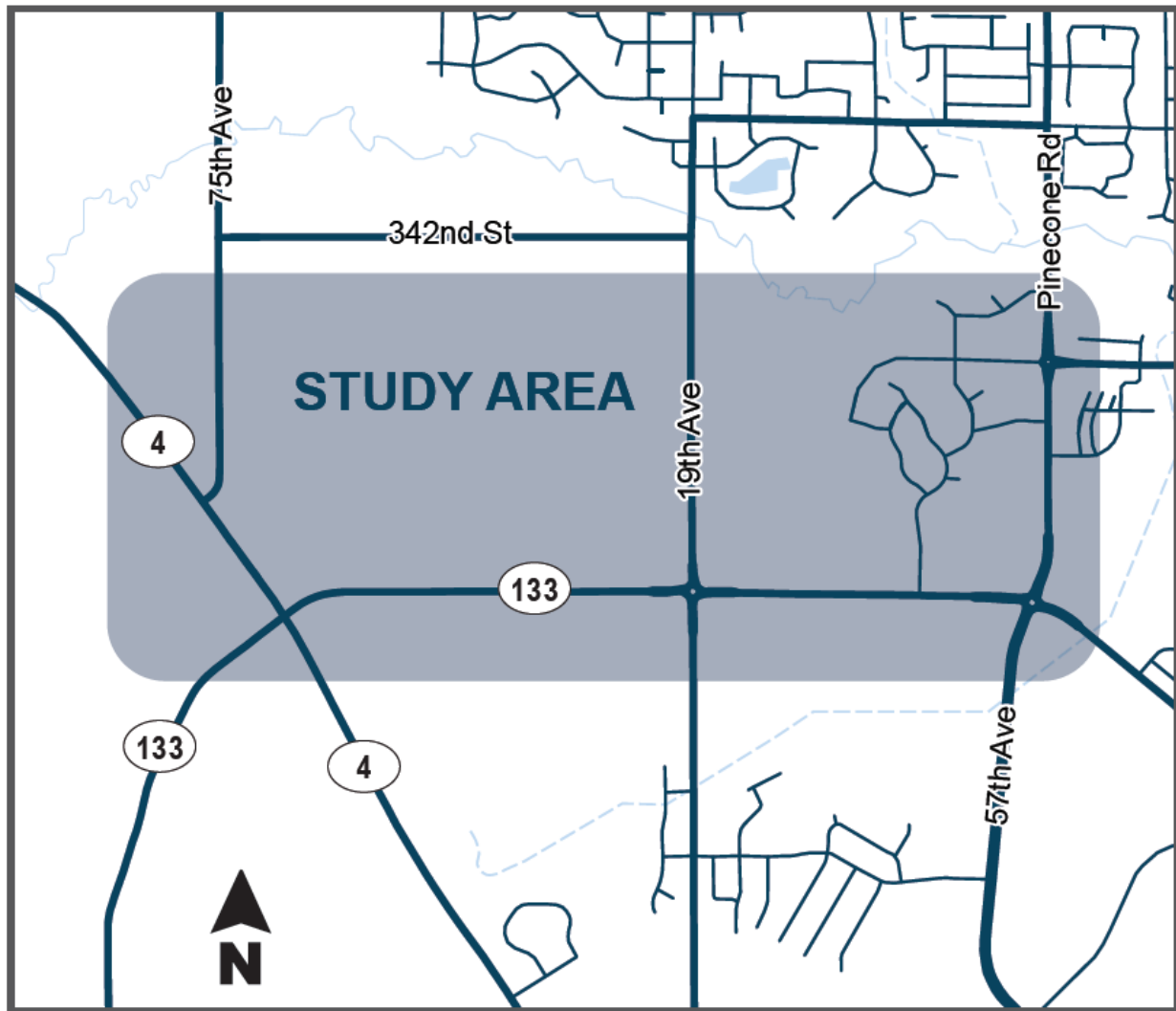
Chapter 1: Introduction



Study Area

Stearns County, in partnership with the City of Sartell, St. Cloud Area Planning Organization (APO), and LeSauk Township completed the CSAH 133 Alignment Study. The overall goal of the study was to identify a preferred alignment connection between Theisen Road, and 19th Avenue based on a review of the environmental, social, and economic impacts of several candidate alignments through the study area highlighted in *Figure 1* below.

FIGURE 1. STUDY AREA



Source: SRF Consulting Group, 2022



Study Process, Goals and Objectives

The study is in the pre-NEPA (National Environmental Policy Act) phase and followed a Planning and Environmental Linkages (PEL) process to support the project as it moves towards design development. The community engagement and outreach completed as part of this study will help support the planning process by ensuring transparency and providing ample opportunity for public input. The goals of the CSAH 133 Alignment Study are highlighted below.



Identify alignment alternatives for CSAH 133



Engage with key stakeholders and members of the public to understand preferences



Analyze alternatives based on environmental, social, and economic impacts



Recommend a preferred alignment alternative



Develop implementation plan and funding strategies

The study took approximately 11 months to complete and followed the schedule shown below (see **Figure 2**). The study was guided by a Project Advisory Team (PAT) with representatives from Stearns County, the City of Sartell, LeSauk Township, and the St. Cloud APO. The PAT played an integral part in the study by providing oversight and input on technical analysis, alternative development and evaluation, and throughout the public engagement process.

FIGURE 2. STUDY SCHEDULE

Tasks	2022										
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Task 1: Project Management											
<i>Project Advisory Team Meetings (4)</i>	○			○			○			○	
Task 2: Public Involvement											
<i>Focus Group Meetings</i>		○	○					○	○		
<i>Open House Meetings</i>						○					○
<i>City Council/County Board Updates</i>							○		○		
<i>Website Updates</i>	W				W	FB	W	W		FB	W
Task 3: Issues, Constraints and Opportunities Analysis	★										
Task 4: Alternatives Identification	★										
Task 5: SEE Scan	★										
Task 6: Alternatives Evaluation & Preferred Alignment Identification	★										
Task 7: Implementation & Funding Strategy	★										
Task 8: Final Documentation	◆										

- Key Deliverable
- Draft Report
- Final Report
- Web Updates/Facebook Ads

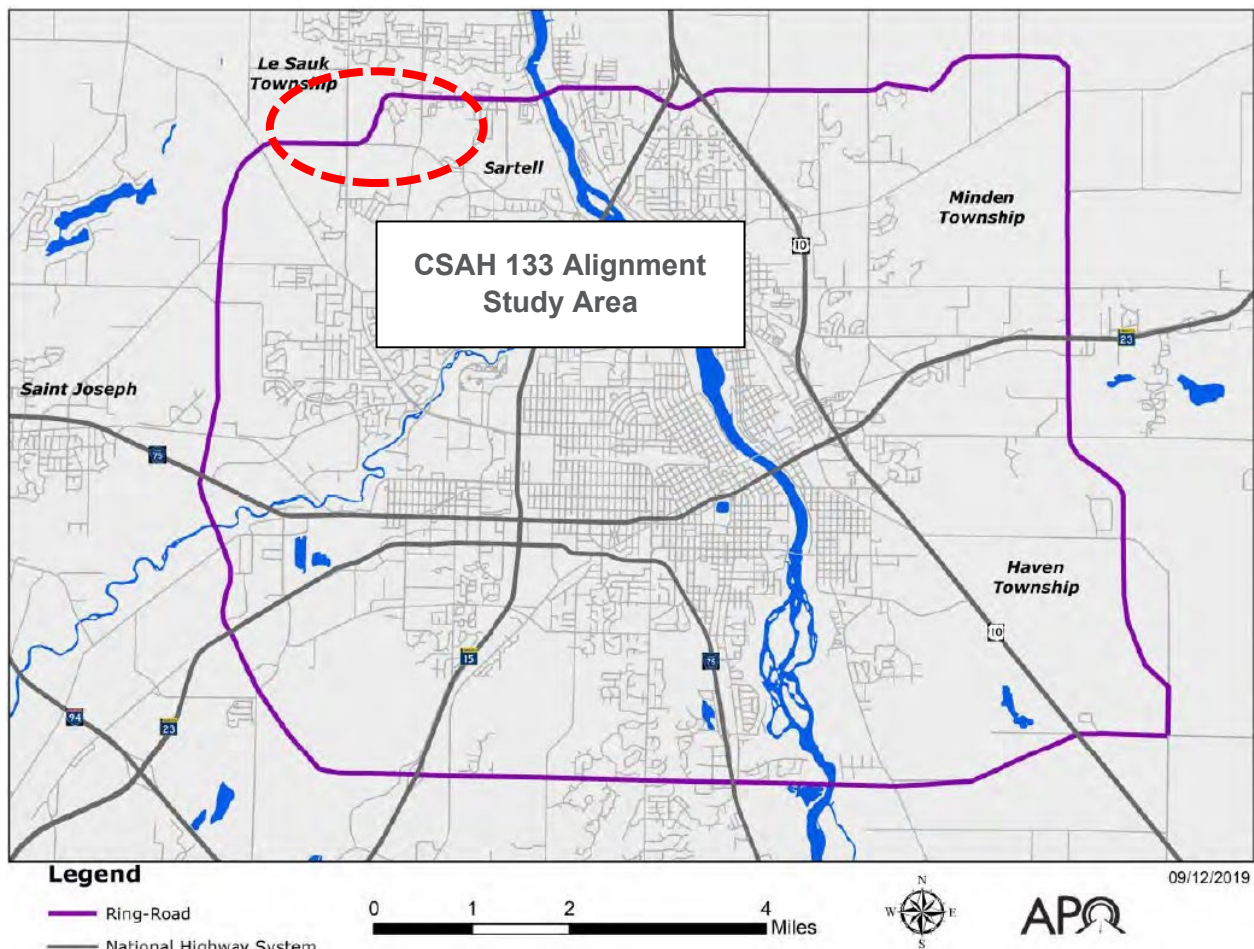


Background and History

CSAH 133 is a minor arterial roadway in Stearns County that provides a freight and commuter connection from Interstate 94 (I-94) west of St. Joseph to US Highway 10 (US 10)/Trunk Highway 15 (TH 15) east of Sartell. The realignment of CSAH 133 between Pine Cone Road and 19th Avenue was started over 10 years ago when it was development driven. At that time the portions of CSAH 133 that ran along 6th Street South between 19th Avenue and Pine Cone Road, and along Pine Cone Road between 6th Street South and 2nd Street South were revoked to the City of Sartell with plans for a more direct route between Pine Cone Road and 19th Avenue. A final alignment was never determined between Theisen Road (where the new alignment currently dead ends) and 19th Avenue which is the main purpose of this study.

The CSAH 133 alignment is identified as a critical segment of the broader Urban Belt Line Corridor. Most recently, the beltline corridor was identified as a priority in the most recent 2045 Metropolitan Transportation Plan (MTP) completed by the St. Cloud APO in 2019 (see [Figure 3](#)). An arterial beltline corridor in the St. Cloud Metropolitan Area has been a key component of the area’s transportation vision for more than 30 years.

FIGURE 3. BELTLINE CORRIDOR ALIGNMENT (ST. CLOUD APO MTP)



Source: St. Cloud APO Metropolitan Transportation Plan, 2019

Stakeholder and Public Engagement

Stakeholder and public engagement were an important point of emphasis for the CSAH 133 Alignment Study. The study team facilitated targeted two focus group discussions with property owners and two in-person public open house meetings to help inform key topic areas. Additionally, information was shared with the LeSauk Township Board, Sartell City Council, and Stearns County Board throughout the study process. The key stakeholder and public engagement tasks that were conducted during the study process and input received are woven through this document and a comprehensive public engagement comment log is available in [Appendix A](#).

The study team used a variety of methods to conduct inclusive and equitable outreach by building credibility, educating the community, and fostering support for the CSAH 133 Alignment Study. Stearns County created a study specific website to inform the public about the background and purpose, study schedule, opportunities for public participation, and to serve as a repository for study information materials. The website also provided an additional tool for agency staff, stakeholders, and the community to keep up with key milestones of the study as it progressed. Input received during the public engagement activities was used to help shape the study's findings and recommendations.



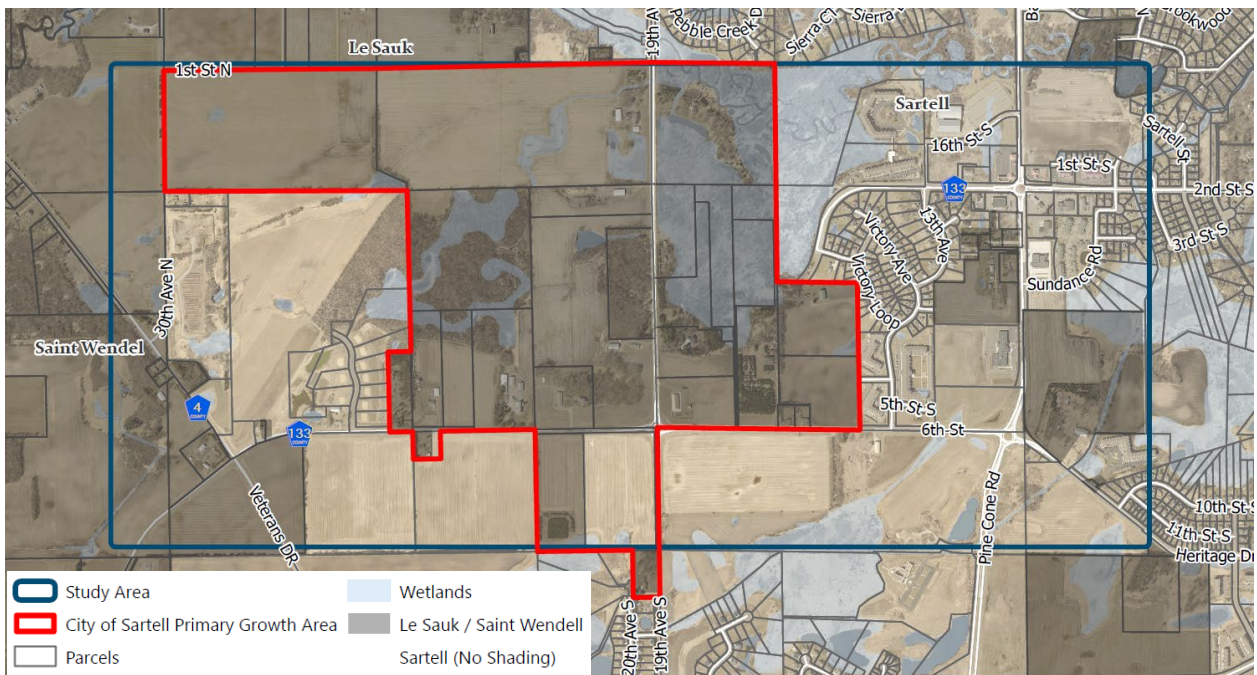
Source: Public Open House Meeting on November 1, 2022

Chapter 2: Issues, Constraints & Opportunities

Land Use

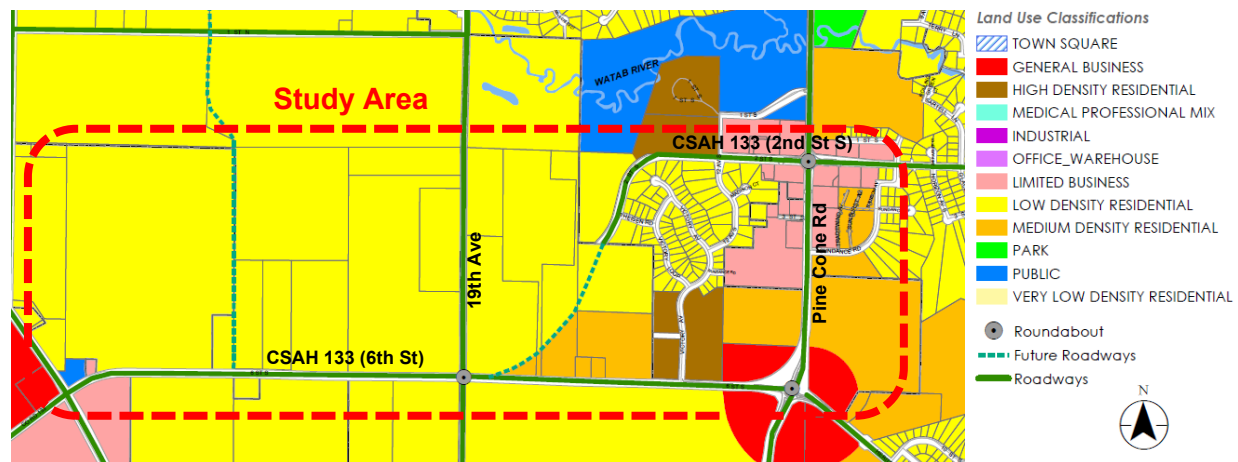
The Study area is located mostly in LeSauk Township and comprised of large residential properties and rural agricultural land. There is a newly constructed commercial property (BD Exteriors) in the northeast corner of 19th Avenue and 6th Street South. There are also several acres of wetlands within the study area. The City of Sartell identifies the eastern portion of the study area as a “Primary Growth Area” indicating this area will be annexed into the City in the future (see **Figure 4**). The City has also designated this future annexed area for low to medium density residential development (see **Figure 5**) in their future land use map.

FIGURE 4. STUDY AREA CONTEXT



Source: SRF Consulting Group, 2022

FIGURE 5. CITY OF SARTELL FUTURE LAND USE MAP



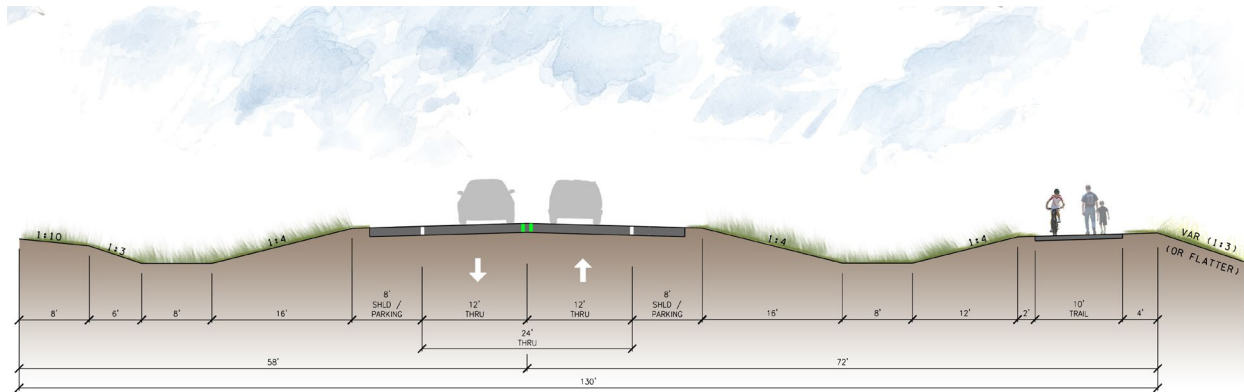
Source: City of Sartell Land Use Plan, 2016

Traffic Demand

A traffic analysis was completed to determine the appropriate roadway facility type for the CSAH 133 corridor that will adequately accommodate future projected growth in the area. The St. Cloud APO Travel Demand Model, which includes traffic volumes for the year 2045, was utilized. From this model it was determined that the CSAH 133 corridor is projected to serve between 6,000 and 7,500 vehicles per day by the year 2045. Forecasted traffic volumes for CSAH 133 in the study area indicate that a preferred typical section to accommodate the projected volumes is a two-lane roadway.

It was determined through discussions with the PAT that a two-lane undivided rural typical section with 130 feet of right-of-way would be utilized for planning purposes for the CSAH 133 alignment (see [Figure 6](#)). It should be noted that an urban two-lane roadway design with curb and gutter can also be accommodated in 130 feet of right-of-way and could be considered in the future as the design process moves forward.

FIGURE 6. CSAH 133 TYPICAL SECTION (TWO-LANE RURAL)



Source: SRF Consulting Group, 2022

Chapter 3: Alternative Development & Evaluation

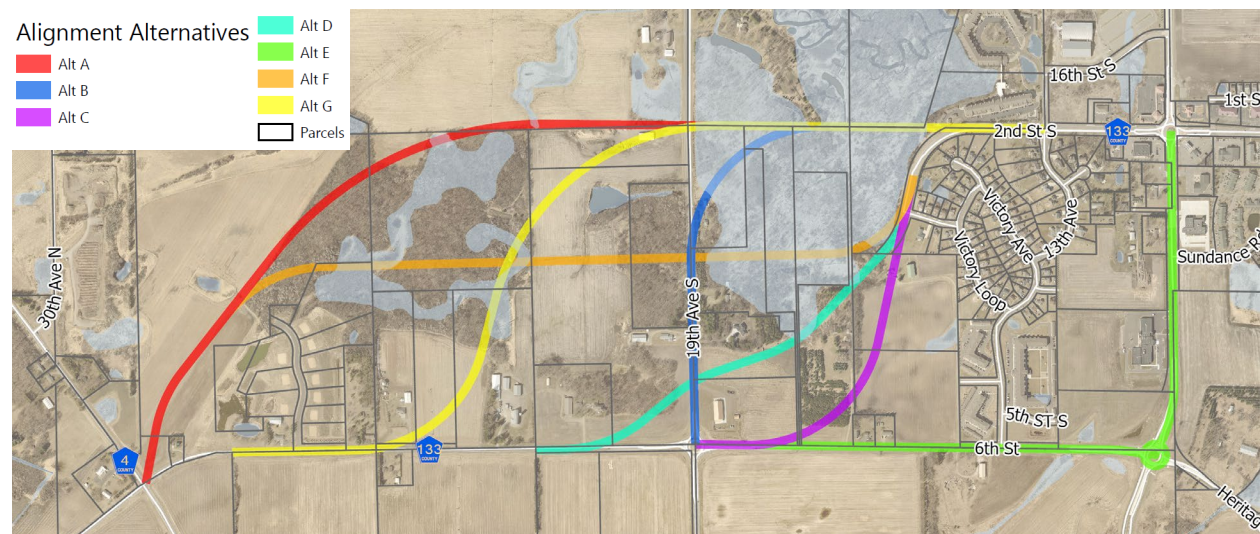
Alternative Development

The alignment alternatives development process included a transparent and repeatable methodology, which considered technical data, public input, engineering design standards, and direction from the PAT. The following criteria were established to guide the decision-making and alternative development and evaluation process:

- Provide a connection between Theisen Road and 19th Avenue that accommodates a rural two-lane road with separated pedestrian/bicycle trail (130 feet of right-of-way).
- Utilize a design speed of 45 mph where possible.
- Minimize impacts to existing properties and structures.
- Avoid/minimize impacts to natural features and wetlands to the best extent possible.

Considering this criteria, seven preliminary alternatives were developed (see [Figure 7](#)) and presented at the study's first focus group meeting.

FIGURE 7. PRELIMINARY ALIGNMENT ALTERNATIVES



Source: SRF Consulting Group, 2022

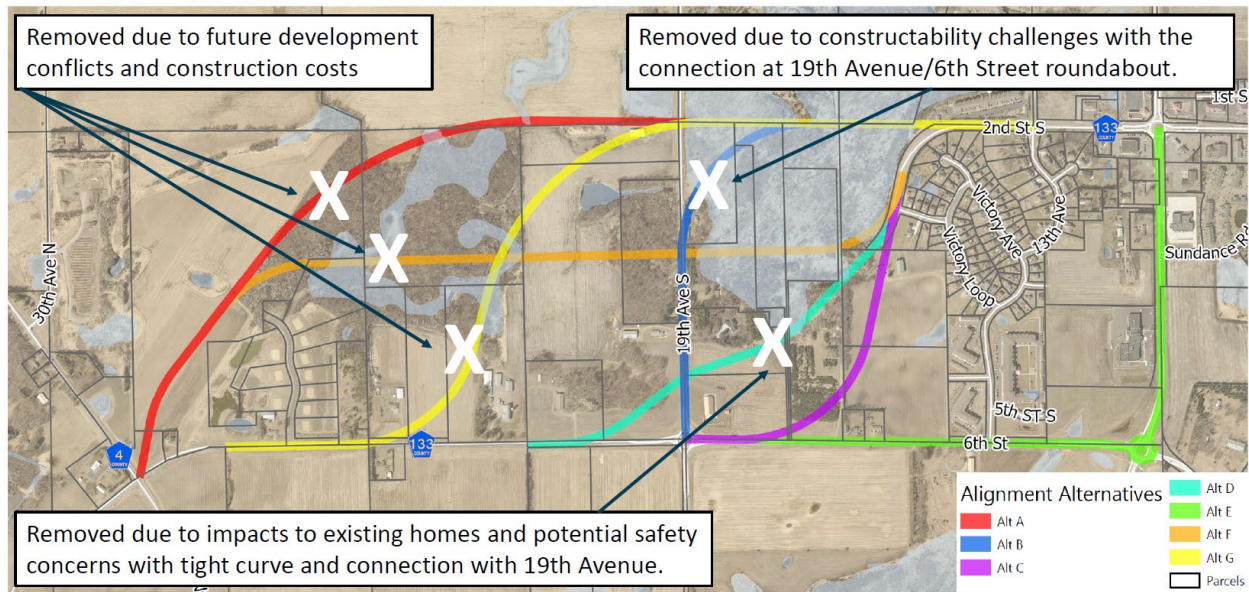
Focus Group 1

The study's first focus group meeting was held on March 3, 2022 at Sartell City Hall. Property owners directly impacted by the preliminary alignment alternatives (see [Figure 7](#)) were mailed postcards and sent a follow up email. There was a total of 18 property owners (65 percent of the total invited) in attendance at this focus group meeting. Additionally, representatives from Stearns County, City of Sartell, LeSauk Township, and the consultant team were also in attendance. A presentation providing background and history, study goals and objectives, preliminary alignment alternatives, and schedule and next steps was provided. An open discussion with attendees to gather feedback on preliminary alignment alternatives followed the presentation.

Preliminary Screening

A high-level review of property impacts, environmental and wetland impacts, and future constructability issue was completed for the seven alignment alternatives. Feedback received from the first focus group meeting was also taken into consideration. Based on the results of this preliminary screen, the PAT agreed to remove several alignment alternatives from consideration and/or revise alternatives for reasons detailed in *Figure 8*.

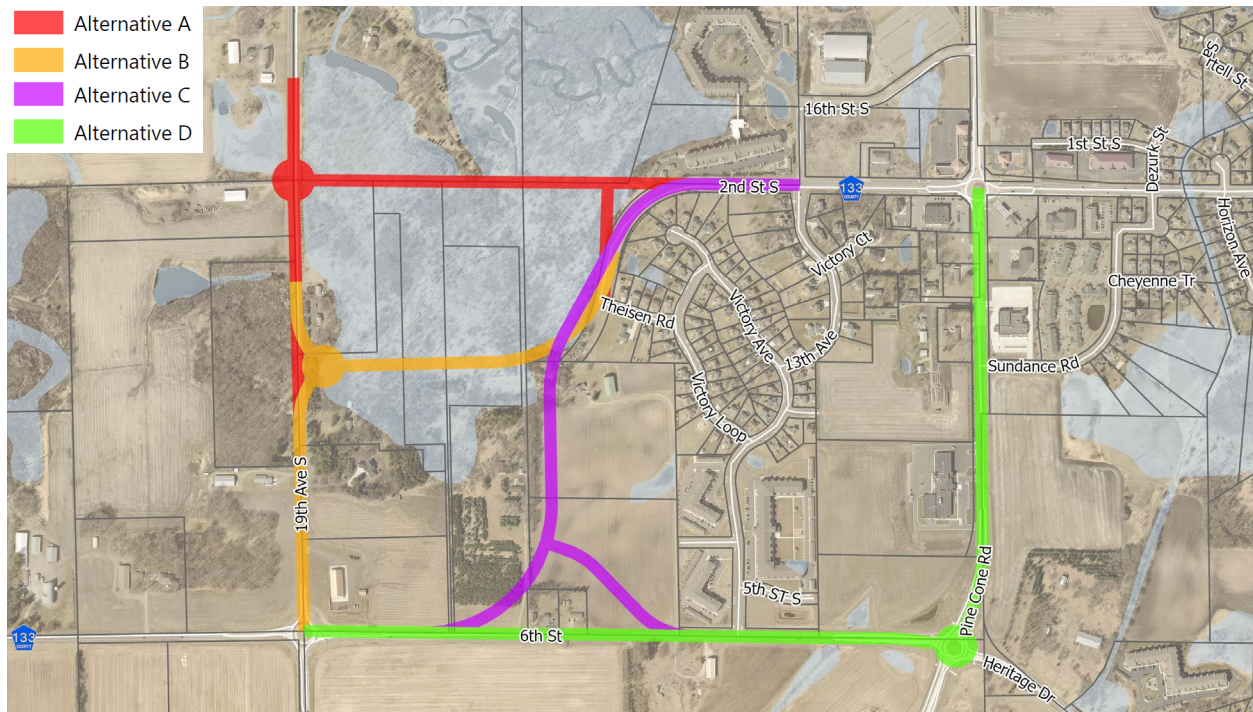
FIGURE 8. PRELIMINARY ALTERNATIVES REMOVED FROM CONSIDERATION



Source: SRF Consulting Group, 2022

The remaining four alternatives (see *Figure 9*) were then screened to determine fatal flaws from a social, economic, and environmental (SEE) perspective. In addition to the SEE scan, planning-level cost estimates were developed to determine the level of magnitude for construction of each alternative. The SEE scan was based on environmental factors addressed in the environmental review process for roadway construction projects and utilized available desktop resources including aerial photography, geographic information systems (GIS), local and regional planning documents, and other available resources. It is important to note that this analysis does not attempt to quantify specific project impacts. Additional social, economic, and environmental analyses, including quantifying environmental impacts where necessary, will be completed for any proposed improvements reviewed under the National Environmental Policy Act (NEPA) and/or Minnesota Environmental Policy Act (MEPA). Overall, the screening process serves as a high-level evaluation to identify critical issues that would likely impede the development of the project. The screening criteria served as a mechanism for determining the feasibility and benefits of each alternative. Detailed results from the SEE scan can be found in *Appendix B*.

FIGURE 9. ALTERNATIVES PRESENTED TO THE PUBLIC



Source: SRF Consulting Group, 2022

Public Open House 1

Four alignment alternatives (see [Figure 9](#)) were presented at the study’s first Public Open House meeting on June 14, 2022 at Sartell City Hall. There were an estimated 25-30 attendees from the community and the meeting included a presentation, informational boards, and a survey. Additionally, representatives from Stearns County, City of Sartell, LeSauk Township, St. Cloud APO, and the consultant team were also in attendance. The presentation provided information on the background and history, goals and objectives, preliminary alignment alternatives, and schedule and next steps. The considerations, on the next page, for each alternative were also shared at the meeting.

Additionally, a survey to gather stakeholder preferences on the four alignment alternatives was available at the meeting and on the study website. There was a total of 30 survey responses and over 70 open-ended response comments. A few key takeaways from the survey responses are provided below. Detailed responses are available in [Appendix A](#).

- 90% of respondents travel on the roadways in the study area every day and 86% of respondents own or rent property in the study area.
- There was “Strong Support” for Alternative D.
- Respondents “Strongly Do Not Support” Alternatives A, B, and C. Of those three alternatives, Alternative C was more supported.
- Respondents recommended minimizing impacts to adjacent properties and wetlands.
- Respondents noted a concern over additional traffic on 2nd Street South.



Alternative	Considerations
A	<ul style="list-style-type: none">• Greatest wetland impacts (\$540,000).• Roundabout construction at new 19th Avenue intersection.• Fourteen partial parcel impacts, no impacts to structures.• 2045 daily traffic volume anticipated to be 6,000-7,500 vehicles/day on CSAH 133.• Planning-level cost \$3.1-\$3.8 million.
B	<ul style="list-style-type: none">• Wetland impacts (\$390,000).• Roundabout construction at new 19th Avenue intersection.• Eleven partial parcel impacts, no impacts to structures.• 2045 daily traffic volume anticipated to be 6,000-7,500 vehicles/day on CSAH 133.• Planning-level cost \$2.2-\$2.6 million.
C	<ul style="list-style-type: none">• Wetland impacts (\$120,000).• Seven partial parcel impacts, no impacts to structures.• 2045 daily traffic volume anticipated to be 6,000-7,500 vehicles/day on CSAH 133.• Planning-level cost \$1.5-\$2.3 million.
D	<ul style="list-style-type: none">• Potential parcel impacts for trail extension between 19th Avenue and Pine Cone Road.• Potential modifications to Pine Cone Road/Heritage Drive roundabout to accommodate trucks.• 2045 daily traffic volume anticipated to be 15,600 vehicles/day on CSAH 133.• Planning-level cost \$270,000.

Alternative Evaluation

The evaluation of alignment alternatives was based on several factors including general categories such as transportation, environmental, land use, cost, and public input. Within some of these categories, there were sub criteria to compare each alternative.



Evaluation Criteria	Evaluation Sub Criteria
Transportation	<ul style="list-style-type: none"> • Mobility (Travel Time) • Congestion Relief to Existing Routes • Access Management • Regional Route Continuity
Environmental	<ul style="list-style-type: none"> • Wetland Impacts • Muck or Poned Soils
Land Use	<ul style="list-style-type: none"> • Parcel Owners Impacted
Cost	<ul style="list-style-type: none"> • System Preservation • Planning-Level Construction Costs
Public Input	<ul style="list-style-type: none"> • Feedback Received

The detailed technical evaluation was leveraged to help rank each candidate alignment alternative. The alternatives were evaluated based on a qualitative estimate of each alternative’s ability to address the evaluation criteria. The rating system was as follows:

	Good		Acceptable		Moderate		Less Desirable		Poor
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The results of the detailed evaluation are shown in *Figure 10*. A more detailed evaluation matrix can be found in *Appendix B*. The results of the detailed evaluation show that Alternatives C and D generally scored better than Alternatives A and B. Alternatives A and B do not provide a strong mobility benefit, have greater wetland impacts and were not favored by the public. Therefore, it was determined by the PAT that Alternatives A and B would be removed from future consideration. *Figure 11* and *Figure 12* provide key considerations for Alternatives C and D.

FIGURE 10. DETAILED TECHNICAL EVALUATION

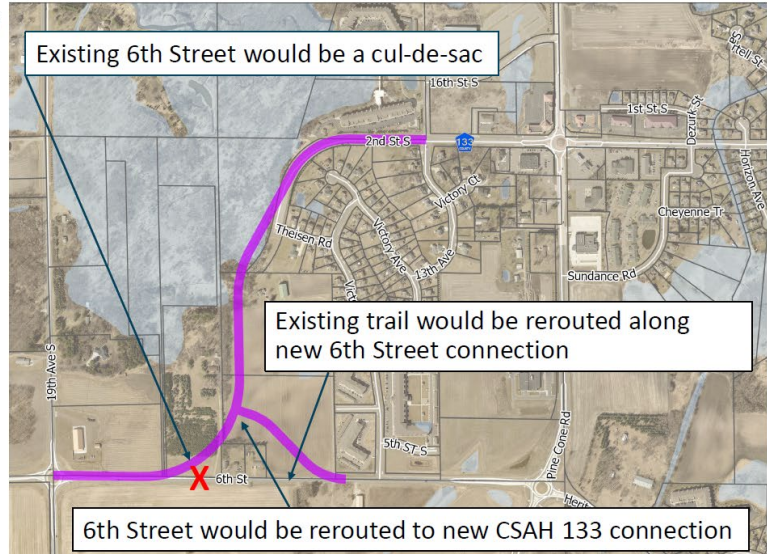
	Evaluation Criteria	Alternative A	Alternative B	Alternative C	Alternative D
Transportation	Mobility (Travel Time)				
	Congestion Relief to Existing Routes				
	Access Management				
	Regional Route Continuity				
Environ.	Wetland Impacts				
	Muck or Poned Soils				
Land	Parcel Owners Impacted				
Cost	System Preservation Costs				
	Planning-Level Construction Costs				
Input	Public Input				

Source: SRF Consulting Group, 2022

FIGURE 11. ALTERNATIVE C CONSIDERATIONS

Alternative C – Planning-Level Cost \$1.5 – \$2.3 million

- Provides better mobility and congestion relief to existing routes
- Provides relief to roundabout at Pine Cone Road and Heritage Drive
- Provides better regional continuity – more continuous route for beltline
- Provides the ability to better manage access
- Impacts existing properties
- County would construct connection between 2nd Street and 19th Avenue
- County would guide access along new CSAH 133 route
- Right of way would need to be secured through negotiations with existing properties – exact impacts would be identified during final design phase

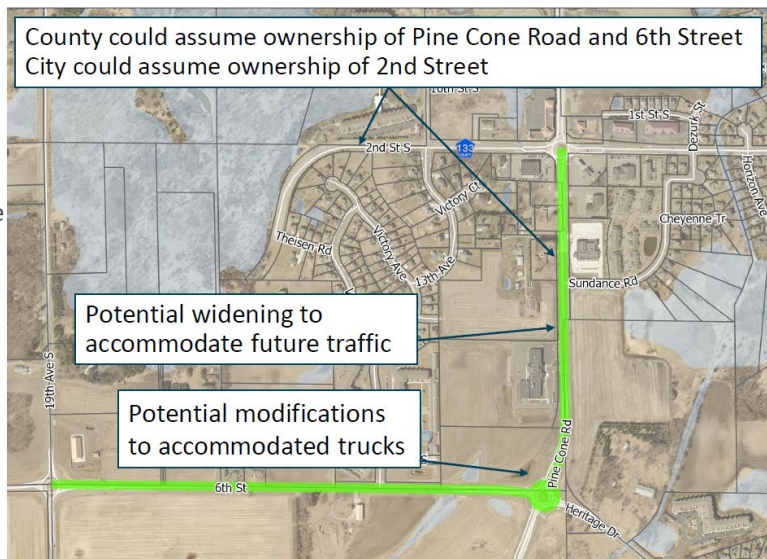


Source: SRF Consulting Group, 2022

FIGURE 12. ALTERNATIVE D CONSIDERATIONS

Alternative D – Planning-Level Cost \$270,000

- No immediate impacts to existing properties
- Does not provide congestion relief to existing routes or improved mobility – potential widening of Pine Cone Road to mitigate these issues in the future
- Extension of 2nd Street still likely in the future but would be a city roadway
- Existing access along Pine Cone Road does not meet recommended guidelines for CSAH 133 function - potential for access modifications in the future
- County would have to payback \$270,000 in State Aid funds for previous work completed on 2nd Street/CSAH 133



Source: SRF Consulting Group, 2022



Focus Group 2

The study's second focus group meeting was held on August 30, 2022 at Sartell City Hall. Property owners directly impacted by the remaining alignment alternatives were mailed a postcard and received a follow up email. There was a total of seven property owners (65 percent of the total invited) in attendance at this focus group meeting. Additionally, representatives from Stearns County, City of Sartell, LeSauk Township, St. Cloud APO, and the consultant team were also in attendance. A presentation providing a study update, alternatives and evaluation, public engagement feedback, and schedule and next steps was provided. An open discussion with attendees to gather feedback on preliminary alignment alternatives followed the presentation. There was strong support for Alternative D from the focus group attendees (see [Appendix A](#) for detailed responses).

City Council and County Board Engagement

Study information was shared with the Sartell City Council on September 19, 2022, and the Stearns County Board on September 27, 2022. Information included background and history, study goals and objectives, alternatives and evaluation, and public feedback received. Both governing bodies voted in support of a build alternative (Alternative C) over a no build alternative (Alternative D). A key reason for this was the traffic congestion relief on Pine Cone Road and the larger benefits to the transportation system (e.g., better access to land, reduced congestion on adjacent routes) that would be realized with a build alternative.

Preferred Alignment Identification

Alternative C is recommended by the PAT as the preferred option for the City, County, and Township's consideration. The screening process, detailed technical evaluation, and agency feedback support this recommendation from a quantitative and qualitative assessment. In general, property owners directly impacted by the alternatives were not in favor of Alternative C, however there was broader community support for Alternative C (see [Appendix A](#) for the detailed public comment log) as detailed below.

- Provides better mobility and congestion relief to existing routes and existing Pine Cone Road/Heritage Drive roundabout.
- Provides better regional access and a more continuous route for the future beltline.
- Provides the ability to manage access to align with function of the roadway.
- Supported by Stearns County Board and Sartell City Council and recommended by PAT.

Public Open House 2

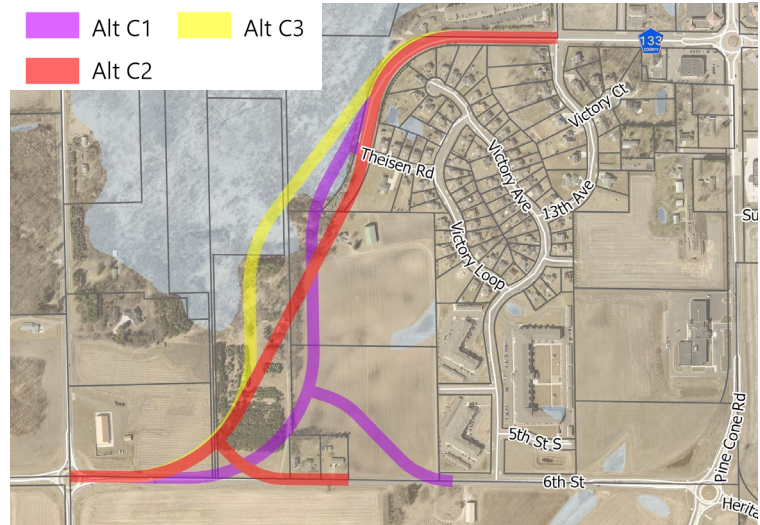
The preferred alignment alternative (Alternative C) was presented at the second Public Open House meeting on November 1, 2022 at Sartell Community Center. There were an estimated 32 attendees from the community and representatives from Stearns County, City of Sartell, LeSauk Township, St. Cloud APO, and the consultant team. A presentation with information on the background and history, goals and objectives, alignment alternatives and evaluation, implementation and next steps was given. Display boards were also available for review. As noted previously, property owners directly impacted by the alternatives were not in favor of Alternative C, however there was broader community support for Alternative C.

Chapter 4: Implementation & Next Steps

Implementation & Next Steps

Additional engineering, design, and environmental investigation will need to occur following the completion of this study to determine the final alignment for Alternative C. This process will include additional meetings with impacted property owners. To identify additional risks and considerations with Alternative C, the study team investigate several sub-alternatives for Alternative C (see **Figure 13**). No final alignment was selected for Alternative C at this time. Once the final design process is completed and a preferred alignment is selected, the County will initiate the right-of-way procurement process. With regards to timeline, the CSAH 133 connection is not currently identified in the County’s five-year Capital Improvement Plan (CIP). It is anticipated that construction is likely to occur in the 6–10-year timeframe and the project will be added to the County’s CIP once a construction year is identified.

FIGURE 13. ALTERNATIVE C – ADDITIONAL OPTIONS



Funding Opportunities

The County does not currently have funding identified in their five-year CIP. The following table provides potential funding sources to consider for the CSAH 133 corridor. All of these can be implemented by the County Board of Commissioners or City Council, at their discretion. Cost-sharing, as needed, and coordination between agencies will also need to occur as the project moves forward. Additionally, the County could consider working with their district Area Transportation Partnerships (ATP) to identify potential funding sources.

TABLE 1. FUNDING STRATEGIES

Funding Source	Repayment Required	Match Required	Probability of Securing	Max Request
Infrastructure Investment and Jobs Act (IIJA) Funding (RAISE or INFRA)	No	Yes	Very Low	Varies
Surface Transportation Program (STP)	No	20%	High	N/A
Local Road Improvement Program (LRIP)	No	Yes	High	\$1.25 M
State Aid Funds ¹	No	No	High	N/A
County Wheelage Tax	No	No	High	N/A
Local Option Sales Tax	No	No	High	N/A

¹Would require a mileage request or reallocation of CSAH system funds.



APPENDIX A – PUBLIC AND STAKEHOLDER ENGAGEMENT COMMENT LOG

CSAH 133 Alignment Study - Public Comment Log

Comment #	General Comment	Date	Event Received
1	<p>-The meeting was very well done, and with good communication, I am sure that you have been in these types of meetings by which emotions take over the meeting!</p> <p>-I have spent 30 plus years working with Cities all over the State doing well and treatment plant projects, and I like to see good planning and responsible spending of tax dollars.</p> <p>-Starting with the Green (eastern most option and widening the existing roundabout) may make it a little better but when large trucks need to make a ¾ turn on a round about it slows all the traffic down VS a straight thru function!</p> <p>-So I am making a few assumptions on cost vs benefit... It seems as though the Purple option, which does impact Gary and Linda's house would be a least cost option to "IMPROVE" the flow and remove ONE round about from the flow pattern from St Joe to Benton County. This would significantly help large vehicles get from West to East quicker and safer.</p> <p>-I feel that if there is a way to incorporate the "Five Points" Roundabout in a way that facilitates a good flow pattern going North and then have an East /west pattern to and from the Schools this would reduce the congestion by Blue Line... which is only going to get worse and is problematic at times now!</p> <p>-MY CONCLUSION Any of the options MAY improve the current problem slightly today but, but none of them solve the future problem as traffic counts go double or triple, That would need a North by South road in Sartell somewhere! CURRENTLY Pine Cone is the only "GOOD" North /South option! Thanks For your time !</p>	3/7/2022	Focus Group 1
2	Widen the Pine Cone and Heritage Drive roadway and roundabout, add turn lanes to bypass the roundabout and save money and preserve our properties and wetlands	3/7/2022	Focus Group 1
3	Unnecessary to bring additional traffic to residential areas will decrease property value, increase risk/accidents, crime, etc. People buy homes for the tranquility and the little traffic for families. Options A-C severely impact this value. People will move if that occurs.	6/14/2022	Open House 1
4	Thank you for having the meeting. Attending as a St. Joseph City Councilmember, interested in anything related to CSAH 133.	6/14/2022	Open House 1
5	Alternative D makes more sense because it costs less and flow of traffic would remain the same. The wildlife would remain where it is. Sartell has very few areas to enjoy the woods and wildlife, including eagles.	6/14/2022	Open House 1
6	Alternative D is good. Very expensive alternatives that will push traffic faster and through residential areas and wetlands. Lots of concerns about effecting overflow for the water drainage and making worse than it already is. Don't push traffic through residential into commercial areas you can still improve. Trying to make people go faster through town? Isn't that the whole point of the route?	6/14/2022	Open House 1
7	If it is just to complete the county road - don't do it at all		
8	<p>The reasons for our support:</p> <ul style="list-style-type: none"> •We have business between Pinecone and 19th Avenue where we draw clients from all over the St Cloud metro area including Sartell, St Joe, Sauk Rapids, etc. We have had multiple feedback from clients coming from the southside of Sartell, St Joe, Avon that is inconvenient to get across from 19th Ave to our office as well as Pinecone Rd, where there are multiple other businesses they frequent. The main complaint seems to surround that there are minimal routes through Sartell to go those directions and having another route would enhance traffic flow for the community. •From a business standpoint, I am constantly on the road visiting clients and to go from our office to the West side of Sartell requires me to back track a lot. More on an inconvenience, however, I am also hearing that same comment from clients. Also adding additional roads between five corners and Pinecone will provide more growth for the city/county in areas that do not have direct access to roads. This will help with residential grow as well as business growth, which Sartell is somewhat missing. •Pinecone is one of the central business hubs of Sartell and having more access points into the business area will only enhance the quality of traffic flow for the area, but also enhance business growth in the area. •Another route being considered is to improve the existing route. One thing to keep in mind is that Sartell built the new Emergency services building with the Police and Fire department. These departments are critical to our community and over time, that route from •Heritage Drive to 2nd St S and Pinecone, is only going to get busier. I would think that diverting some of that traffic will help with the amount of traffic and allow for those services to have better unrestricted access out of their property for emergencies. •I am sure there are many other positives to this. I know that some citizens may be negatively impacted, however, I believe the benefit to the community in whole outweighs these negatives. The plan to continue this route has been known for quite some time now and new buyers in the area should have been aware of that when they purchased their properties. It was actually one of the reasons I decided to have my office in the location it is when I bought into the building 10+ years ago. •Thanks for letting me provide my support and if you have any questions, let me know. I know I am not on any of the new route proposals, however, I am on existing main route that any of these options will merge into. 		Email
9	Alternative C makes most sense to me		Email
10	Great job! There is a lot of support for the recommended option, so please know that. Speaking up today was not advisable since most attendees were emotionally charged homeowners. Think from a regional and future standpoint. Not doing it now will only be harder in the future. Thank you, keep up the tough work!	11/1/2022	Open House 2
11	Look at the traffic on Pine Cone and 2nd. Wetland impacts? Why was option D not considered when 80% of the people surveyed supported it?	11/1/2022	Open House 2
12	Pine Cone road is a perfectly good road except that Sartell doesn't want to use it. The traffic issues are north of 2nd not south. Save the money and leave the neighborhoods alone. What is Sartell's fascination with destroying neighborhoods?	11/1/2022	Open House 2
13	I am in favor of the C alignment	11/1/2022	Open House 2
14	I am very concerned about the loud traffic that would involve the Theisen Street and neighborhoods that surround it. I feel that the "plan C" is not safe for a residential neighborhood. I live in Grandview Estates and many people use 2nd Street for family walks. It is a neighborhood for families - a community for families. God help those individuals who want to have freight trucks and more traffic on 2nd St when a child is hit. They will have to live with a death and a death will occur	11/1/2022	Open House 2

CSAH 133 Alignment Study - Public Comment Log

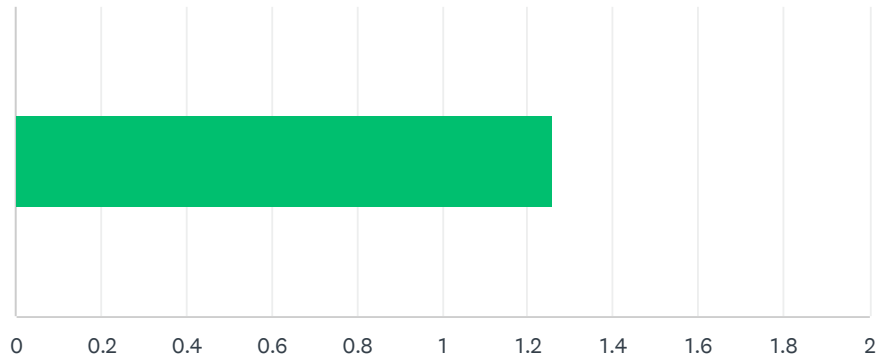
Comment #	General Comment	Date	Event Received
15	Alternative D is the safest and only "easy" answer. Put funds into repairing and upgrading that road. In the meantime, the study should immediately be adjusted to include the Pine Cone / 2nd roundabout. The 270,000 payback will pale in comparison to having to scrap THIS plan development because of shortsightedness and having to start from scratch.	11/1/2022	Open House 2
16	Shortsighted conclusion to not actually fix an issue. The county road running through Sartell will not be made better. So the answer is to route traffic through residential areas and speed it up. Not a good solution	11/1/2022	Open House 2
17	It appears as if a decision has already been made to move forward even though you welcome comments / feedback the greater good for mobility of goods and services seems more important than the greater good of people who will have to live in this nightmare.	11/1/2022	Open House 2
18	Thank you for the presentation. I think the alignment option C presents some good benefits that those in the meeting might not be considering, specifically, the cost that widening Pine Cone between 2nd St and 6th St could be considering the possibility of buying out adjacent businesses (very expensive).	11/1/2022	Open House 2
19	If alternative C is approved, how long before evaluation is done, are current landowners land locked? My son wants to build by the woods and he won't be able to until we know where the road is going. Traffic by Grandview apts will be terrible	11/1/2022	Open House 2
20	I think for a long term project this is very short on the vision. Your lack of execution and planning should not constitute an emergency for the residence. Your lack of safety planning of being in-tune with the community. Zero stars for not listening to your citizens who elected you all. Shame!	11/1/2022	Open House 2
21	It seems like residential concerns are going on deaf ears and no solutions are being countered. This seems like increased traffic and associated crime and potential risk. Option D doesn't impact residents and would eliminate concern and risk to pedestrians. We are not being heard, home values will go down.	11/1/2022	Open House 2
22	Leave it as is and fix the Heritage and Pine Cone roundabout.	11/1/2022	Open House 2
23	I vote NO	11/1/2022	Open House 2
24	I don't get how this helps or solves anything good. 1) People don't want it. Period! 2) more taxes for all 3) home depreciation in area 4) Thorough fair adds more crime 5) safety with children and pedestrians 6) taking property is WRONG 7) you work FOR THE PEOPLE!	11/1/2022	Open House 2
25	The areas of concern for this possible project are as follows: <ul style="list-style-type: none"> •Safety for children and pets •Safety for property - flooding in homes cause by impeding drainage from the area will increase, which in turn will have countless adverse effects. •Noise levels- has any study been done on this? Most homes that are built next to a roadways are built with that in mind, like sounds bat insulation or other sound dampening insulation. Also windows and doors will a higher STC ratings to accommodate the higher than normal noise levels ie. semis, and other loud vehicles. The increased traffic will most certainly cause unwanted noise. •Property values, taxes , and resale value - How will this effect everyone's property values & taxes? With a negative effect on property values and rising taxes, resulting in more rental properties or worse vacat homes. What are the benefits to these properties and land owners? •Environmental effects - MRRRI, •Minnesota and few other states are set to receive or have received grant money to improve the Mississippi River and it's watersheds. This roadway would connect to the area's largest watershed to the Mississippi River. Certainly would think that building this new road expansion would directly hinder what those grants are trying to accomplish. •Cost- Sartell has been known for going way above it's projected cost and budget and passing the bill to it's residents. \$3.48 million seems way too low to be true. I could see them rising taxes again to make up for the difference. History shows this to be true time and time again. •Please consider everything this possible project has an effect on. I'm strongly opposing this road expansion. Pinecone Rd can not handle Co Rd 1 closer and adding a lot more traffic to that roundabout with cause more problems everyday. Opening up this corridor to possible short cut to interstate 94 and highway 10 thru struggling roundabout is a bad idea. 	10/18/2022	
26	• My neighbors and I are wondering what we can do to prevent the proposed road expansion from coming through our quiet and peaceful neighborhood. We all have numerous concerns over the increased traffic, our families safety, noise and other environmental effects this new expansion poses. We feel the other proposed option to focus on Pinecone Road would alleviate these concerns and prevent Sartell from losing a peaceful neighborhood that so many of us pride ourselves on and that is what drove many to move to Sartell in the first place. Please help us maintain the integrity and safety that our neighborhood prides itself on.	9/28/2022	
27	I live in NW St Cloud just off of 322nd and for my commutes to Sartell for business and pleasure, I STRONGLY support Alternative C. Alternative D is not going to alleviate the traffic/time issues unfortunately. You will be able to funnel more traffic through Sartell more efficiently. I appreciate the opportunity to give feedback/suggestions.	10/19/2022	

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Comment #	General Comment	Date	Event Received
28	<ul style="list-style-type: none"> • I wanted to let you know there are many people that support the option presented tonight and for you to convey that to the city council. For obvious reasons, it was not a place and time tonight to voice that opinion at tonight's meeting. The people there are directly impacted by the change and their emotions came out, which is understandable. This was something that has been known for almost 15 years, so it should not be a surprise that it is now coming up. I was surprised it took this long for it to resurface. • In any sense, I believe the county, city, township and region are spot on with moving forward with this option. This impacts many more people than just the neighborhoods that voiced their concerns tonight. If you look at the impact of the extension at the south end of Pinecone, where they expanded to the Sauk River and over to Veterans, I am sure the neighborhood response was similar, however as anyone can see, this has turned into a route that impacted more people from outside the neighborhood than ones within it. Progress is hard, but needs to move forward. Thinking regionally and into the future, it will be easier to plan this now rather than 10-20 years from now when more land and people will be impacted. If the planners in the Twin Cities did not have the foresight to create 494/694 many years ago, it would be a nightmare to create today. We are probably many years away from that type of growth in the St Cloud area, however, in the future, it will probably be an issue. • In any sense, I wanted to let you know that there are many more supporters out there than appeared tonight at the meeting. • Thanks for being there and addressing the group!! 	11/1/2022	
29	<p>We have been watching the progress of the alignment study and wanted to provide our comments on the two remaining alternatives. We strongly support moving forward with a form of Alternative C. Below are some of the reasons for that support:</p> <ul style="list-style-type: none"> • Alleviates traffic on Pinecone between 2nd St S and 6th St, where our new Police/Fire departments are housed. We believe it is critical to minimize traffic in this area to allow for easy flow for emergency vehicles exiting and entering Pinecone for emergency reasons. Traffic is only going to increase in time for this area and foresight on changing the traffic pattern right now can help with future congestion and safety issues. We believe that this area should be managed for additional traffic to mitigate growth in nonemergency traffic for the betterment of the community. • Provides additional economic growth for the areas between the dead-end on Theisen Road to 6th St. The community is already growing in that direction and having an additional route will help with that growth as well as spread out traffic patterns coming into the current round a bouts on Pinecone Rd. • Traffic at the round a bout at Pinecone and 2nd St S has already seen congestion when entering from the south or from the north at certain times. Traffic entering from the west is minimal and this alternative would provide more evenly distribute vehicles entering the round a bout from various directions. • As seen from the detour as a result of the current construction on the River Road, it would be beneficial to have additional exit and entry points into the city. There are limited roads to get into this part of Sartell and a disruption (accident/Construction) on one of the roads has a huge impact on getting around the area. This route would provide additional entry and exit points from Pinecone and 2nd St S for in those instances. • Flow from Interstate 94 to Hiway 15. We assume the goal is for this traffic to go over the Sartell Bridge by the old police Department, if this is the case, this would better direct traffic to go that direction rather than cut across Heritage Drive to the river road by McDonalds. • 10+ years ago, the plan was to continue this route. We still believe this is a viable option to continue developing. • Thanks for letting us provide out thoughts! Thanks for taking on this project, it is greatly needed! And thank you for all your hard work! 	10/18/2022	
30	<p>I would also like to share with you my stance on this project whether it means anything or not I'm not sure. But I purchased this 40 Acre parcel in 2019 and built my shop building that year and my dream home the following spring. In my opinion I have the best of both worlds, my business and home on the same chunk of ground!! I love it here and spent my entire life savings (plus 28 more years of loan payments) to have it! The only way I would consider a road coming through any part of my property is if you can buy me a new chunk of 40 acres within 2 miles of where I am now and I can run my business and have my home on the same piece, otherwise I don't see how we could come to an agreement. I don't want to move and I don't want to have a road splitting up my land. I'm hopeful you can figure out that leaving the road where it is, is the best option that you have</p>	8/24/2022	

Q1 Please rank on a scale of 1-5 (Circle your ranking):

Answered: 31 Skipped: 1



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	1	39	31
Total Respondents: 31			

#		DATE
1	0	7/12/2022 8:53 PM
2	1	7/6/2022 8:46 AM
3	0	7/4/2022 11:21 AM
4	0	7/3/2022 1:42 PM
5	2	6/23/2022 2:00 PM
6	2	6/22/2022 9:16 AM
7	1	6/20/2022 1:28 PM
8	1	6/19/2022 10:17 AM
9	1	6/18/2022 4:34 PM
10	0	6/18/2022 8:14 AM
11	1	6/16/2022 11:05 PM
12	0	6/16/2022 3:20 PM
13	1	6/16/2022 3:09 PM
14	0	6/16/2022 2:58 PM
15	5	6/16/2022 7:47 AM
16	1	6/15/2022 6:12 PM
17	1	6/15/2022 2:58 PM
18	1	6/15/2022 11:51 AM
19	1	6/15/2022 11:48 AM
20	5	6/15/2022 11:46 AM

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21	1	6/15/2022 11:42 AM
22	1	6/15/2022 11:38 AM
23	1	6/15/2022 11:27 AM
24	2	6/15/2022 11:23 AM
25	2	6/15/2022 11:21 AM
26	1	6/15/2022 11:21 AM
27	1	6/15/2022 11:18 AM
28	5	6/15/2022 11:15 AM
29	1	6/15/2022 11:14 AM
30	0	6/15/2022 10:33 AM
31	0	6/15/2022 10:08 AM

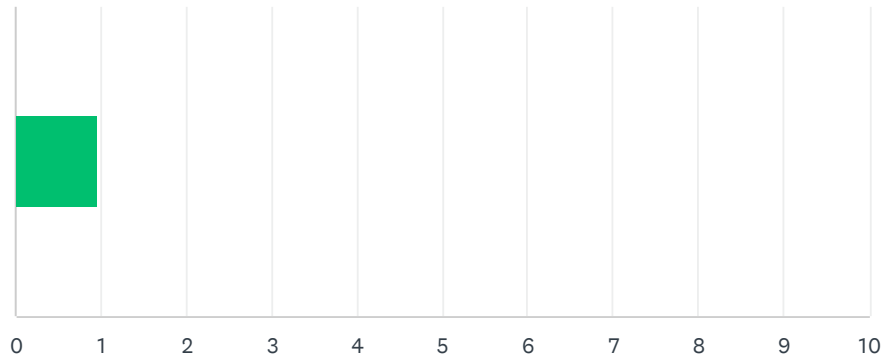
Q2 Do you have any additional thoughts about Alternative A?

Answered: 18 Skipped: 14

#	RESPONSES	DATE
1	It would make it very difficult for the 400 some residents of the apartment buildings to exit at that intersection ,	7/12/2022 8:53 PM
2	Don't want additional traffic on 2nd St S	7/6/2022 8:46 AM
3	No reason to redirect that much traffic through one of the few left pristine wildlife areas in Sartell. Really? Build a road through a tamarack swamp?	7/4/2022 11:21 AM
4	I am a long-term resident of Grandview Estates I. I'm not in favor of any increased traffic in front of our entrance drive. These apartments house a lot of residents already using 2nd St S.	7/3/2022 1:42 PM
5	Negatively impacts wetlands and property owners in the area surrounding the area.	6/23/2022 2:00 PM
6	Some traffic may be averted from Pine Cone but it will cause congestion in different areas like 19th Ave.S. and the roundabout on 19th Ave.S and Co. Rd. 133. The housing additions will experience more traffic noise and have a harder time getting on to the main road.	6/22/2022 9:16 AM
7	Too costly	6/19/2022 10:17 AM
8	Why would you "T" the road off of 2nd to Theisen? Residents have landscaped around the curve. Who would take care of the additional green space?	6/18/2022 4:34 PM
9	To costly	6/16/2022 11:05 PM
10	Making this change does not take into consideration the people gaining access to 2nd St. Should the traffic get redesigned with this option you would need to add a traffic light or roundabout for those on the corner of 2nd St. S and Victory Court.	6/16/2022 3:09 PM
11	No wetlands disruption	6/15/2022 11:48 AM
12	Great for future addition.	6/15/2022 11:46 AM
13	This seems overly expensive and don't understand why to put traffic through wetlands and residential.	6/15/2022 11:42 AM
14	Too much wetland affected.	6/15/2022 11:38 AM
15	Wetland area	6/15/2022 11:27 AM
16	There would be too much detrimental impact to residents in this area and to the wetlands/wildlife. There should be a better route for truck traffic!!!	6/15/2022 11:21 AM
17	As a resident of Sartell directly affected by any alternative I do not support any of these. There is already too much traffic in Sartell with little options out of Sartell. If anything the county/city should look for a way out of Sartell North over the river instead of ways to get into Sartell.	6/15/2022 10:33 AM
18	To much wetland impact	6/15/2022 10:08 AM

Q3 Please rank on a scale of 1-5 (Circle your ranking):

Answered: 31 Skipped: 1



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	1	30	31
Total Respondents: 31			

#		DATE
1	0	7/12/2022 8:53 PM
2	3	7/6/2022 8:46 AM
3	0	7/4/2022 11:21 AM
4	0	7/3/2022 1:42 PM
5	0	6/23/2022 2:00 PM
6	1	6/22/2022 9:16 AM
7	1	6/20/2022 1:28 PM
8	1	6/19/2022 10:17 AM
9	0	6/18/2022 4:34 PM
10	1	6/18/2022 8:14 AM
11	1	6/16/2022 11:05 PM
12	0	6/16/2022 3:20 PM
13	1	6/16/2022 3:09 PM
14	0	6/16/2022 2:58 PM
15	1	6/15/2022 6:12 PM
16	1	6/15/2022 2:58 PM
17	0	6/15/2022 12:50 PM
18	1	6/15/2022 11:51 AM
19	1	6/15/2022 11:48 AM
20	2	6/15/2022 11:46 AM

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21	1	6/15/2022 11:42 AM
22	1	6/15/2022 11:38 AM
23	1	6/15/2022 11:27 AM
24	1	6/15/2022 11:23 AM
25	1	6/15/2022 11:21 AM
26	1	6/15/2022 11:21 AM
27	4	6/15/2022 11:18 AM
28	3	6/15/2022 11:15 AM
29	0	6/15/2022 11:14 AM
30	0	6/15/2022 10:33 AM
31	2	6/15/2022 10:08 AM

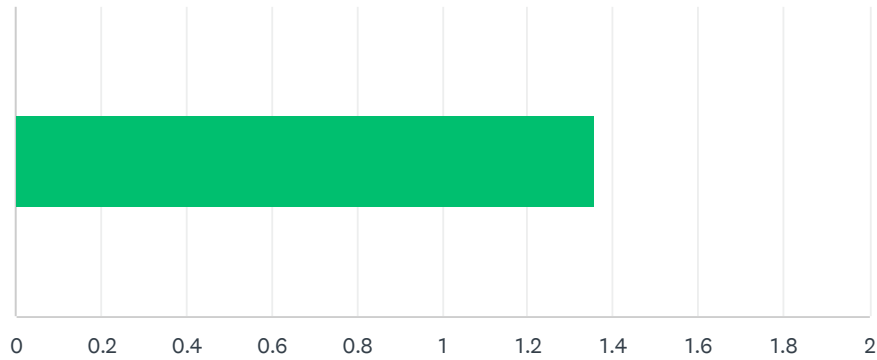
Q4 Do you have any additional thoughts about Alternative B?

Answered: 18 Skipped: 14

#	RESPONSES	DATE
1	It would make it very difficult for the 400 some residents of the apartment buildings to exit at that intersection ,	7/12/2022 8:53 PM
2	Again, No reason to redirect that much traffic through one of the few left pristine wildlife areas in Sartell.	7/4/2022 11:21 AM
3	I am a long-term resident of Grandview Estates I. I'm not in favor of any increased traffic in front of our entrance drive. These apartments house a lot of residents already using 2nd St S.	7/3/2022 1:42 PM
4	Negatively impacts wetlands and property owners in the area surrounding the area.	6/23/2022 2:00 PM
5	Some traffic may be averted from Pine Cone but it will cause congestion in different areas like 19th Ave.S. and the roundabout on 19th Ave.S and Co. Rd. 133. The housing additions will experience more traffic noise and have a harder time getting on to the main road.	6/22/2022 9:16 AM
6	Too costly	6/19/2022 10:17 AM
7	Undesired and unnecessary increase in traffic to this residential area. It is already difficult to exit the Madison Crossing addition at both the Walgreens round-about going E or at 6th Street in the morning. The current roundabout at Walgreens is not equipped to handle additional traffic at peak times. Cars are already going through the Walgreen parking lot or Bernicks parking lots to avoid roundabout. Safety concerns with increased traffic and speed in residential area. Families currently play ball in their backyards and have easy access to the walking path across 2nd that brings you to trails, parks and the City retail. This plan would cut us off from these amenities. Properties would be devaluated. We can already get to 19th by exiting addition W on 6th.	6/18/2022 4:34 PM
8	Still too costly.	6/16/2022 11:05 PM
9	Making this change does not take into consideration the people gaining access to 2nd St. Should the traffic get redesigned with this option you would need to add a traffic light or roundabout for those on the corner of 2nd St. S and Victory Court.	6/16/2022 3:09 PM
10	Strongly against wetlands use	6/15/2022 11:48 AM
11	If you're going to go through that much wetlands, you might as well do option A, so you can combine 5 points and do it in the future.	6/15/2022 11:46 AM
12	Still why through wetlands and traffic through residential. Very expensive still.	6/15/2022 11:42 AM
13	Wetlands	6/15/2022 11:38 AM
14	Safety concerns, speed, children and play. We live in a beautiful area and this option is not viable. Wetland area - keep as is.	6/15/2022 11:27 AM
15	Severe residential impact and animal impact. Accidents or animals being hit.	6/15/2022 11:21 AM
16	What is wrong with trucks continuing on 6th? The speed limit is already 50 past the neighborhood. At least a smaller portion of the wetlands would be impacted.	6/15/2022 11:21 AM
17	As a resident of Sartell directly affected by any alternative I do not support any of these. There is already too much traffic in Sartell with little options out of Sartell. If anything the county/city should look for a way out of Sartell North over the river instead of ways to get into Sartell.	6/15/2022 10:33 AM
18	Too much wetland impact	6/15/2022 10:08 AM

Q5 Please rank on a scale of 1-5 (Circle your ranking):

Answered: 31 Skipped: 1



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	1	42	31
Total Respondents: 31			

#		DATE
1	0	7/12/2022 8:53 PM
2	0	7/6/2022 8:46 AM
3	5	7/4/2022 11:21 AM
4	0	7/3/2022 1:42 PM
5	0	6/23/2022 2:00 PM
6	0	6/22/2022 9:16 AM
7	1	6/20/2022 1:28 PM
8	1	6/19/2022 10:17 AM
9	0	6/18/2022 4:34 PM
10	3	6/18/2022 8:14 AM
11	0	6/16/2022 3:20 PM
12	1	6/16/2022 3:09 PM
13	0	6/16/2022 2:58 PM
14	2	6/16/2022 7:47 AM
15	1	6/15/2022 6:12 PM
16	1	6/15/2022 2:58 PM
17	0	6/15/2022 12:50 PM
18	1	6/15/2022 11:51 AM
19	4	6/15/2022 11:48 AM
20	5	6/15/2022 11:46 AM

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21	1	6/15/2022 11:42 AM
22	1	6/15/2022 11:38 AM
23	1	6/15/2022 11:27 AM
24	1	6/15/2022 11:23 AM
25	1	6/15/2022 11:21 AM
26	1	6/15/2022 11:21 AM
27	5	6/15/2022 11:18 AM
28	1	6/15/2022 11:15 AM
29	0	6/15/2022 11:14 AM
30	0	6/15/2022 10:33 AM
31	5	6/15/2022 10:08 AM

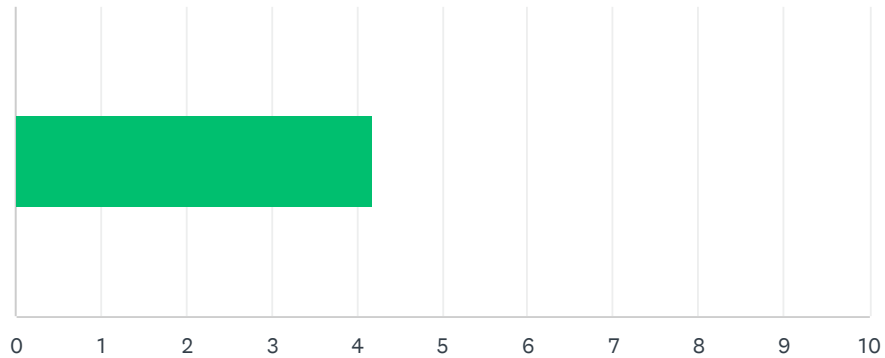
Q6 Do you have any additional thoughts about Alternative C?

Answered: 16 Skipped: 16

#	RESPONSES	DATE
1	It would make it very difficult for the 400 some residents of the apartment buildings to exit at that intersection ,	7/12/2022 8:53 PM
2	Don't want additional traffic on 2nd St S	7/6/2022 8:46 AM
3	This makes the most sense, less wetland disruption and less traffic wildlife displacement.	7/4/2022 11:21 AM
4	I am a long-term resident of Grandview Estates I. I'm not in favor of any increased traffic in front of our entrance drive. These apartments house a lot of residents already using 2nd St S.	7/3/2022 1:42 PM
5	Negatively impacts property owners in the area surrounding the area.	6/23/2022 2:00 PM
6	This alternative will go through my land and my nephew's. My nephew's land will be divided and I feel the value of the land will decrease and be difficult to sell in the future. I don't understand why the road splits and comes into County Road 133 in two places. Where the road splits will isolate the two houses in the middle of the split. Their house values will decrease. Who would want to live in a house with a road on three sides of their houses. County Road 133 will be congested in this area. The housing additions will be noisier with the increased traffic and will find it more difficult to get out on the road.	6/22/2022 9:16 AM
7	Interrupting too many people. Too costly	6/19/2022 10:17 AM
8	Undesired and unnecessary increase in traffic to this residential area. It is already difficult to exit the Madison Crossing addition at both the Walgreens round-about going E or at 6th Street in the morning. The current roundabout at Walgreens is not equipped to handle additional traffic at peak times. Cars are already going through the Walgreen parking lot or Bernicks parking lot to avoid roundabout. Safety concerns with increased traffic and speed in residential area. Families currently play ball in their backyards and have easy access to the walking path across 2nd that brings you to trails, parks and the City retail. This plan would cut us off from these amenities. Properties would be devaluated. We can already get to 133 by exiting addition W on 6th.	6/18/2022 4:34 PM
9	Making this change does not take into consideration the people gaining access to 2nd St. Should the traffic get redesigned with this option you would need to add a traffic light or roundabout for those on the corner of 2nd St. S and Victory Court.	6/16/2022 3:09 PM
10	Too short of route for cost and doesn't move traffic properly jumping onto a busy road already.	6/15/2022 11:51 AM
11	I like this because it relieves traffic off Pine Cone Rd and doesn't impact family homes too much.	6/15/2022 11:46 AM
12	Don't need to divert all of 133 through residential. Still impacts wetlands.	6/15/2022 11:42 AM
13	I have concerns re: safety, speed, children who live in the area. The walking paths are along this area, which a lot of people partake in. We have a beautiful area! Please do not let this effect wetlands.	6/15/2022 11:27 AM
14	Severe residential and environmental impact. Animals live in wetland area and would either move out or be killed by vehicles.	6/15/2022 11:21 AM
15	I cannot imagine 7000 vehicles coming through this tranquil area each day.	6/15/2022 11:21 AM
16	As a resident of Sartell directly affected by any alternative I do not support any of these. There is already too much traffic in Sartell with little options out of Sartell. If anything the county/city should look for a way out of Sartell North over the river instead of ways to get into Sartell.	6/15/2022 10:33 AM

Q7 Please rank on a scale of 1-5 (Circle your ranking):

Answered: 32 Skipped: 0



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	4	134	32
Total Respondents: 32			

#		DATE
1	5	7/12/2022 8:53 PM
2	5	7/6/2022 8:46 AM
3	5	7/4/2022 11:21 AM
4	4	7/3/2022 1:42 PM
5	5	6/23/2022 2:00 PM
6	5	6/22/2022 9:16 AM
7	5	6/20/2022 1:28 PM
8	5	6/19/2022 10:17 AM
9	5	6/18/2022 4:34 PM
10	5	6/18/2022 8:14 AM
11	3	6/16/2022 11:05 PM
12	5	6/16/2022 3:20 PM
13	5	6/16/2022 3:09 PM
14	5	6/16/2022 2:58 PM
15	2	6/16/2022 7:47 AM
16	3	6/15/2022 6:12 PM
17	5	6/15/2022 2:58 PM
18	5	6/15/2022 12:50 PM
19	5	6/15/2022 11:51 AM
20	5	6/15/2022 11:48 AM

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21	5	6/15/2022 11:46 AM
22	5	6/15/2022 11:42 AM
23	5	6/15/2022 11:38 AM
24	5	6/15/2022 11:27 AM
25	5	6/15/2022 11:23 AM
26	5	6/15/2022 11:21 AM
27	3	6/15/2022 11:21 AM
28	1	6/15/2022 11:18 AM
29	3	6/15/2022 11:15 AM
30	5	6/15/2022 11:14 AM
31	0	6/15/2022 10:33 AM
32	0	6/15/2022 10:08 AM

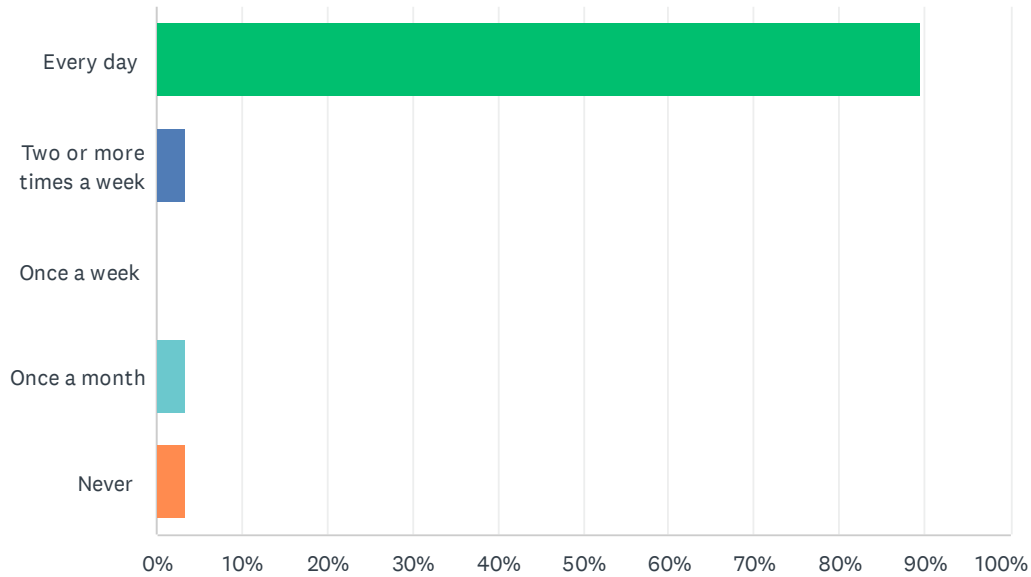
Q8 Do you have any additional thoughts about Alternative D?

Answered: 20 Skipped: 12

#	RESPONSES	DATE
1	Makes the most sense and doesn't disturb any wetlands and other property	7/12/2022 8:53 PM
2	If it's not broke, don't fix it	7/4/2022 11:21 AM
3	This is the lease intrusive for the residents of Grandview.	7/3/2022 1:42 PM
4	Does not negatively impact wetlands and property owners in the area surrounding the area.	6/23/2022 2:00 PM
5	I think we should leave things the way it is. Pine Cone will always be busy during morning and evening commutes just like any other main road.	6/22/2022 9:16 AM
6	Less expensive and may not interfere as much with residential families	6/19/2022 10:17 AM
7	Madison Crossing Addition maintains current status is a plus. Traffic from Hwy 10/15 to Cty Rd 1 to Heritage to 6th to 133 brings you to St. Joseph more direct than the other plans. Cost is lowest and least disruptive to established residential communities and amenities.	6/18/2022 4:34 PM
8	Yes. I would be very much in support of making pine cone road a four lane road and increasing the size of the roundabouts. We enter second st. South at the minimum of once a day. Usually making a left turn. Then increase of traffic would almost make it impossible. There are many apartments in the area with high traffic already, and most of the traffic entering 2nd st. South coming from the north either goes south or east. Therefore they must enter or cross both lanes. I might also that a high percentage of the drivers are elderly. I am also apposition to going through the wetlands. This topic I'm sure has been heavily apposed. And going south on Victory In. pays very much traffic into residential area.	6/16/2022 3:20 PM
9	This option makes the most dollars and cents. Appears to provide an ecological answer to the problem by not crossing any wetlands. The traffic appears to work well and should you be looking to send more people to 19th you'll need some major help on State Aid Rd 4.	6/16/2022 3:09 PM
10	Yes. Changing	6/16/2022 2:58 PM
11	Appears to be the less costly to the county, city, and neighborhood	6/15/2022 12:50 PM
12	Remains the same just fix up costs less, doesn't affect other peoples homes, land, etc.. Doesn't change peoples lives.	6/15/2022 11:51 AM
13	Best option if necessary	6/15/2022 11:48 AM
14	Great cost effective option. Also, no pushing traffic through residential.	6/15/2022 11:42 AM
15	Round about at Victory development.	6/15/2022 11:38 AM
16	This option is the least expensive and makes the most sense.	6/15/2022 11:27 AM
17	Path of least resistance. Least residential impact and wetland damage.	6/15/2022 11:21 AM
18	At least this would be a bit less disruptive to people living and enjoying this area.	6/15/2022 11:21 AM
19	As a resident of Sartell directly affected by any alternative I do not support any of these. There is already too much traffic in Sartell with little options out of Sartell. If anything the county/city should look for a way out of Sartell North over the river instead of ways to get into Sartell.	6/15/2022 10:33 AM
20	Makes current congestion worse	6/15/2022 10:08 AM

Q9 How often do you travel on roadways in the study area (see map image above)?

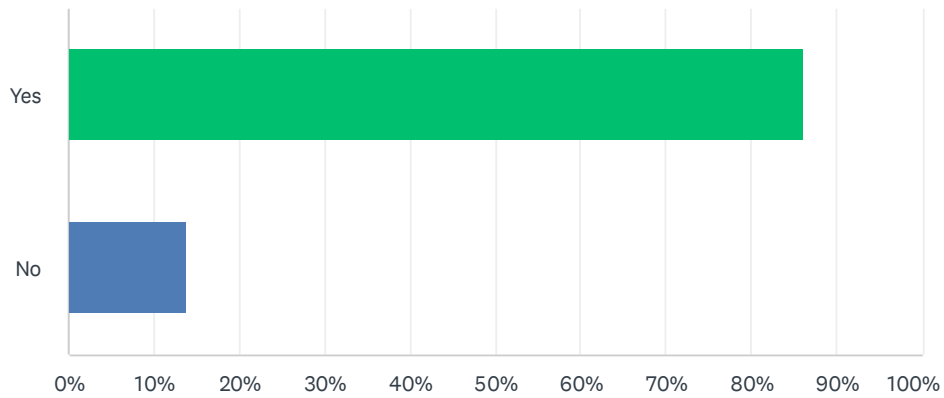
Answered: 29 Skipped: 3



ANSWER CHOICES	RESPONSES	
Every day	89.66%	26
Two or more times a week	3.45%	1
Once a week	0.00%	0
Once a month	3.45%	1
Never	3.45%	1
TOTAL		29

Q10 Do you own/rent property in the study area (see image above)?

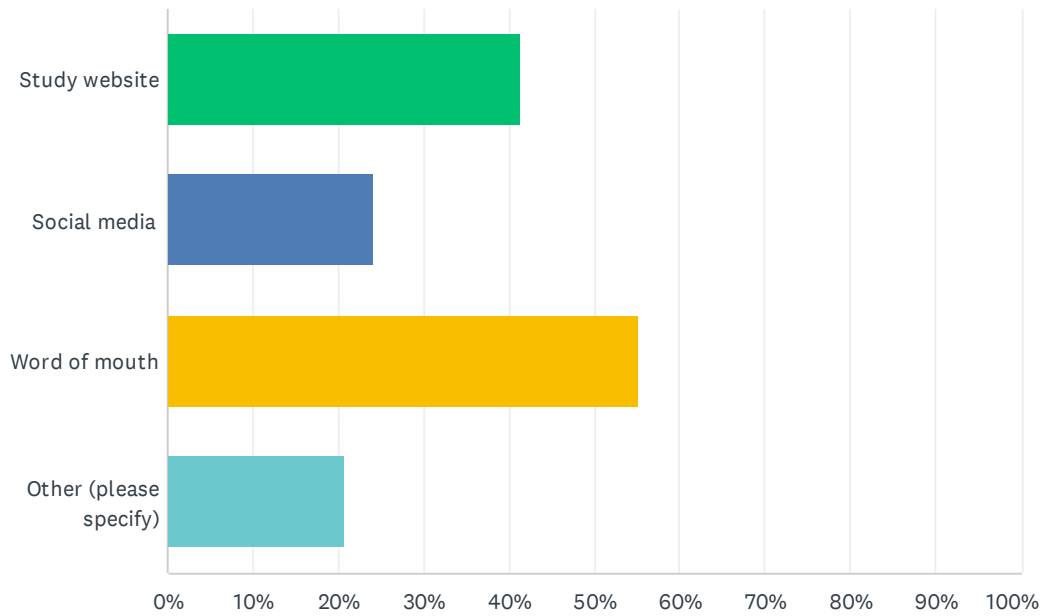
Answered: 29 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	86.21%	25
No	13.79%	4
TOTAL		29

Q11 How did you hear about the study and survey? (Select all that apply)

Answered: 29 Skipped: 3



ANSWER CHOICES	RESPONSES
Study website	41.38% 12
Social media	24.14% 7
Word of mouth	55.17% 16
Other (please specify)	20.69% 6
Total Respondents: 29	

#	OTHER (PLEASE SPECIFY)	DATE
1	Apartment/Building Manager	7/6/2022 8:46 AM
2	looking for road construction projects effecting 19th ave s	6/23/2022 2:00 PM
3	I am one of the land owner's affected and was notified by mail.	6/22/2022 9:16 AM
4	Facebook Group	6/18/2022 4:34 PM
5	City of St. Joseph website/email	6/15/2022 11:18 AM
6	Property management	6/15/2022 10:33 AM

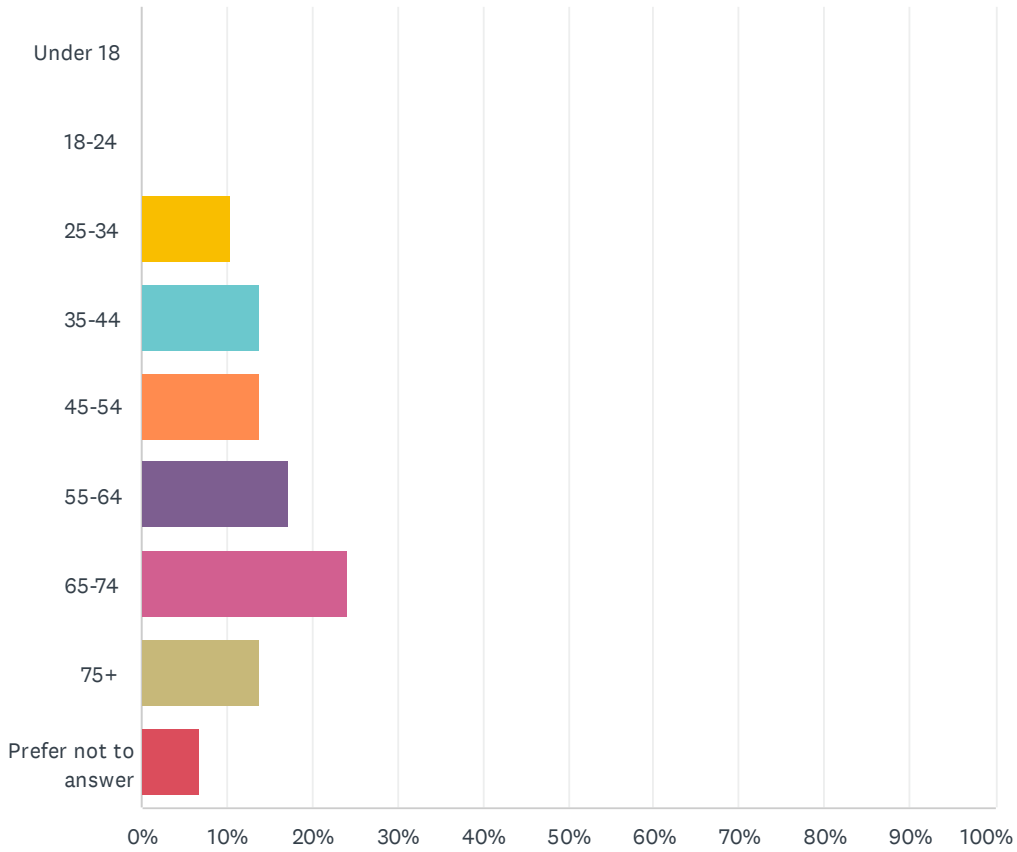
Q12 What is your Zip Code? (Optional)

Answered: 29 Skipped: 3

#	RESPONSES	DATE
1	56377	7/12/2022 8:53 PM
2	56377	7/6/2022 8:46 AM
3	56377	7/4/2022 11:21 AM
4	56377	7/3/2022 1:42 PM
5	56377	6/23/2022 2:00 PM
6	56377	6/22/2022 9:16 AM
7	56377	6/20/2022 1:28 PM
8	56477	6/19/2022 10:17 AM
9	56377	6/18/2022 4:34 PM
10	56377	6/18/2022 8:14 AM
11	56377	6/16/2022 11:05 PM
12	56377	6/16/2022 3:20 PM
13	56377	6/16/2022 3:09 PM
14	56377	6/16/2022 2:58 PM
15	56377	6/16/2022 7:47 AM
16	56377	6/15/2022 6:12 PM
17	56377	6/15/2022 2:58 PM
18	56377	6/15/2022 12:50 PM
19	56377	6/15/2022 11:51 AM
20	56377	6/15/2022 11:46 AM
21	56377	6/15/2022 11:42 AM
22	56379	6/15/2022 11:38 AM
23	56377	6/15/2022 11:27 AM
24	56377	6/15/2022 11:23 AM
25	56377	6/15/2022 11:21 AM
26	56377	6/15/2022 11:21 AM
27	56374	6/15/2022 11:18 AM
28	56377	6/15/2022 10:33 AM
29	56374	6/15/2022 10:08 AM

Q13 What category contains your age? (Optional)

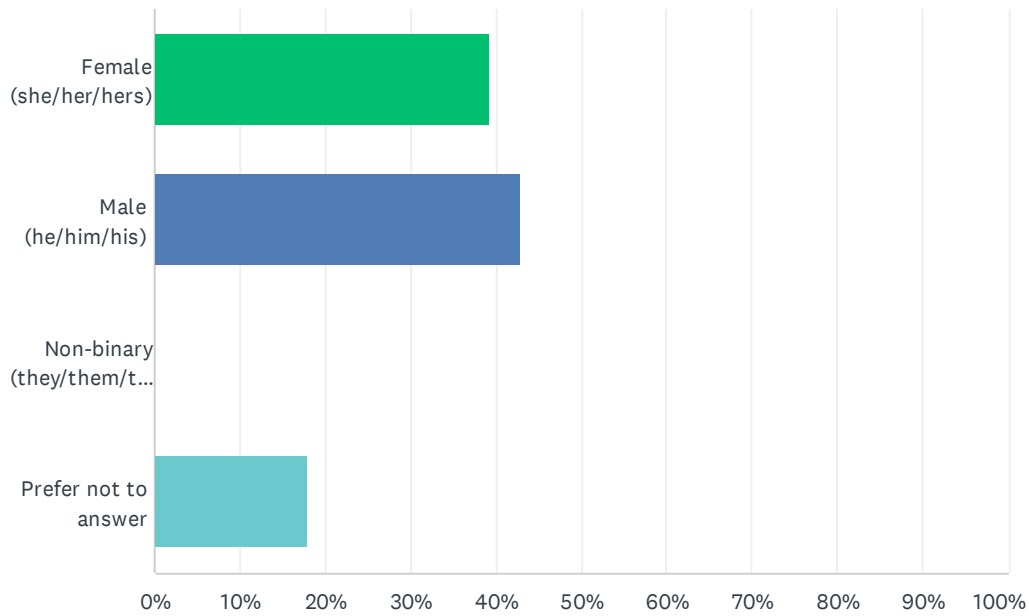
Answered: 29 Skipped: 3



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	0.00%	0
25-34	10.34%	3
35-44	13.79%	4
45-54	13.79%	4
55-64	17.24%	5
65-74	24.14%	7
75+	13.79%	4
Prefer not to answer	6.90%	2
TOTAL		29

Q14 How do you self-identify in terms of gender? (Optional)

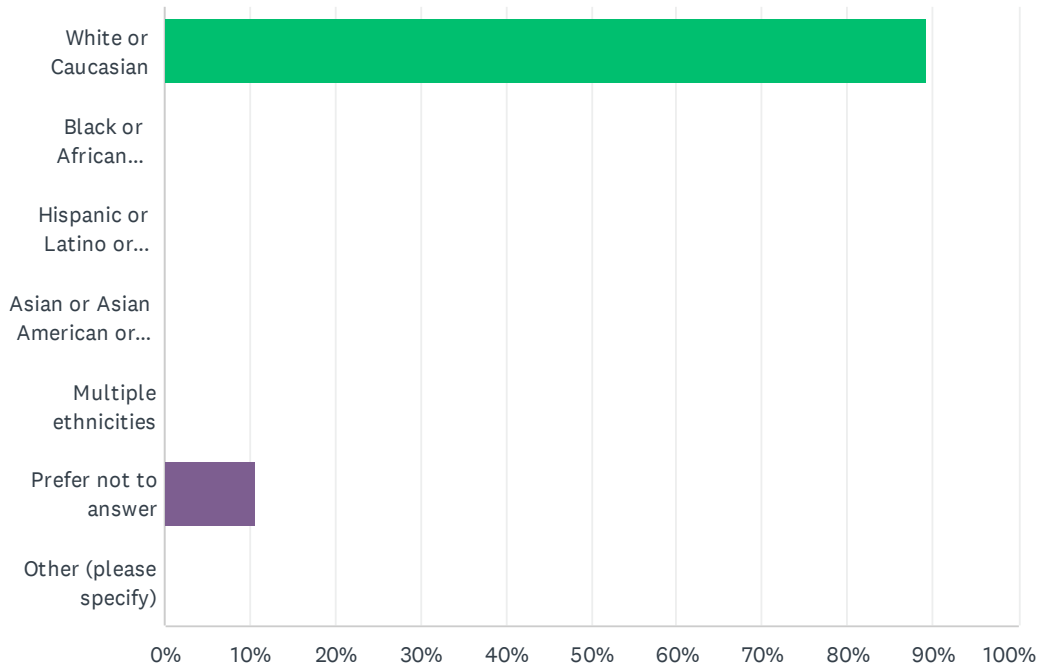
Answered: 28 Skipped: 4



ANSWER CHOICES	RESPONSES	
Female (she/her/hers)	39.29%	11
Male (he/him/his)	42.86%	12
Non-binary (they/them/theirs)	0.00%	0
Prefer not to answer	17.86%	5
TOTAL		28

Q15 What race/ethnicity best describes you? (Optional)

Answered: 28 Skipped: 4



ANSWER CHOICES	RESPONSES	
White or Caucasian	89.29%	25
Black or African American	0.00%	0
Hispanic or Latino or Spanish	0.00%	0
Asian or Asian American or Pacific Islander	0.00%	0
Multiple ethnicities	0.00%	0
Prefer not to answer	10.71%	3
Other (please specify)	0.00%	0
TOTAL		28

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Location: Sartell City Hall 125 Pine Cone Rd N, Sartell, MN 56377

Client: Stearns County

Date: 3/3/2022

Subject: CSAH 133 Alignment Study Focus Group 1

Attendees: Brian Donnay, Curt & Brandy Smallbrock, Gary & Linda Rehnke, Robert Schefers, Michael Puhalla, Kelly Schefers, Allen Heim, Lori & Bryson Dougherty, Rob Kalphake (Woodland Homes Inc.), Andy & Karen Paavola, John & Carolyn Radermacher, Shawn Omann, David Traut (Property Owners), Anna Gruber, John Kothenbeutel (City of Sartell), Dan Heim (Le Sauk Township), Jodi Teich (Stearns County), Craig Vaughn (TC2), Molly Stewart (SRF)

From: Molly Stewart

Purpose of Meeting:

Introduce the CSAH 133 Alignment Study and discuss preliminary alignment alternatives.

Summary of Meeting

SRF presented information about the study including background and history, goals and objectives, schedule and how to stay involved. The presentation was followed by an open discussion about preliminary alignment alternatives. The following comments were received:

- Where did forecasted volumes come from? Molly responded that the volumes were obtained from the St. Cloud Area Planning Organization 2045 Metropolitan Transportation Plan.
- Is another river crossing being considered north of CSAH133/2nd Street? Jodi responded with not at this time.
- Roundabouts are different for trucks to maneuver.
- What is the process for purchasing property if determined to be needed for a future alignment? Jodi responded with there is a very prescribed process which includes working with the property owner to determine the property value and relocation needs. The County works with property owners at the very beginning to minimize issues later.
- Alternative D is very impactful to existing properties and potential future development.
- Safety and potential for future residential developments should be key considerations for alignment alternatives.
- There is a need for another north/south arterial roadway. Pine Cone Road is only good option. Townline Road/30th Avenue is in poor condition.

- Will improvements to the roundabout at Heritage Drive and 19th Avenue be considered if traffic were to increase. Molly responded with this will be evaluated as part of this study.
- What is the timeline. Jodi responded with that the process would likely include official mapping, then right-of-way acquisition and/or property acquisition, then design and construction. Construction not likely to begin for 5-7 years.
- CSAH 133/CSAH 4 intersection used to be a five legged intersection years ago.
- Will improvements to Pine Cone Road/Heritage Drive be considered instead of constructing a new roadway? Molly responded with yes that is one alternative that is being considered.
- There are lots of wetlands on the north end of the study area. Molly responded that impacts to wetlands will be considered when evaluating alignment alternatives.

Actions Needed

Actions Needed	Responsibility
Send out presentation slides to the group – Complete	SRF



Location: Sartell City Hall 125 Pine Cone Rd N, Sartell, MN 56377

Client: Stearns County

Date: 8/30/2022

Subject: CSAH 133 Alignment Study Focus Group 2

Attendees: Brian Donnay, Gary & Linda Rehnke, Laura Burns, Michael Puhalla & Guest, Dan Bogart, Anna Gruber, Kari Theisen (City of Sartell), Dan Heim (Le Sauk Township), Jodi Teich (Stearns County), Brian Gibson (APO), Craig Vaughn (TC2), Molly Stewart (SRF)

From: Molly Stewart

Purpose of Meeting:

Present the evaluation of the CSAH 133 alignment alternatives and discuss feedback received during the open house.

Summary of Meeting

SRF presented a study update, with progress made since the previous focus group in March and open house in May. This included a description of alternatives, detailed evaluation results and open house feedback. The presentation was followed by an open discussion and review of next steps for the study. The following comments were made during the meeting:

- It was noted that Alternative C option seems like extra movement/turns to get the remaining houses on 6th Street.
- Concern with increased congestion on existing 2nd street/CSAH 29 bridge. It was noted by the study team that the congestion on the bridge will be the same regardless of which alternative is selected and is also outside of the study limits.
- Concern with impacts to existing trees on properties impacted by Alternative C.
- The group discussed the right-of-way procurement process at a high level. Several property owners were interested in what would happen should Alternative C be selected.
- There is a desire to not have a county road constructed near the existing residential properties in the study area.
- The study team noted that they are planning to present Alternatives C and D and discuss the feedback received with the Sartell City Council and the Stearns County Board at separate meetings in September.
- It was noted that the public feedback received from the open house was in strong support of Alternative D as the preferred with Alternative C next preferred. The study team clarified

that public feedback was only one factor that was considered for the evaluation of the alternatives and would not be the only criteria utilized to make a decision on the preferred alternative.

- Several property owners noted that they would like to see a decision made so they can understand the future plan and potential impacts (e.g., whether to build a structure on their property or specific impacts to their property).
- The group discussed the future land use identified for the study area. It was noted that no changes would be made to existing properties unless redevelopment occurs (e.g. property is sold to a developer or land owner redevelops property).
- Concerns over the safety and operations at the 2nd Street (CSAH 133) and 12th Avenue intersection were expressed. It was noted that it is challenging to turn on/off CSAH 133 during peak hours.
- It was noted that a public open house is being planned for October.



APPENDIX B – DETAILED EVALUATION AND SEE SCAN

CSAH 133 Alignment Study - Alternatives Evaluation Matrix - August 29, 2022

Criteria	Alternative A	Alternative A - Score	Alternative B	Alternative B - Score	Alternative C	Alternative C - Score	Alternative D	Alternative D - Score
Transportation								
Mobility (Travel Time)	0.43 V/C + 3 roundabouts	3	0.43 V/C + 3 roundabouts	3	0.43 V/C + 2 roundabouts	4	0.89 V/C + 3 roundabouts	2
Provides Congestion Relief to Existing Routes (e.g. Pine Cone Road)	Yes	4	Yes	4	Yes	4	No	2
Access Management	Yes	4	Yes	4	Yes	4	No	2
Regional Route Continuity		2		2		4		2
Environmental								
Wetland Impacts (acres)	6.6	1	4.76	2	1.44	4	0	5
Muck or ponded soils (acres)	0.55	4	0	5	0	5	0	5
Land Use								
Parcel Owners Impacted	7	2	4	3	5	3	0	5
Cost								
System preservation costs	\$504,000	2	\$412,000	4	\$460,000	3	\$472,000	3
Planning-level Costs (including right-of-way)	\$3.1 - \$3.8 million	1	\$2.2 - \$2.6 million	2	\$1.5 - \$2.3 million	3	270000	5
Public Input		1		1		2		5
Total		24		30		36		36
Total w/o Public Input		23		29		34		31

Scoring Criteria	Individual Criteria	Total
No Impact/Highest Benefit	5	37-44
Slight Impact/Moderate Benefit	4	30-37
Minor Impact/Minor Benefit	3	23-30
Moderate Impact/Little or No Benefit	2	16-23
Highest Impact/No Benefit	1	9-16

Notes:

Construction costs include costs for wetland mitigation and for Alt D the state aid pay back and construction of a trail segment along 6th is also included

Planning level capacity for v/c ratio is assumed to be 17,500 veh/day

Assumed \$400,000 per mile for preservation costs

Right of way costs were based on 2022 land valuation per Stearns County Assessor

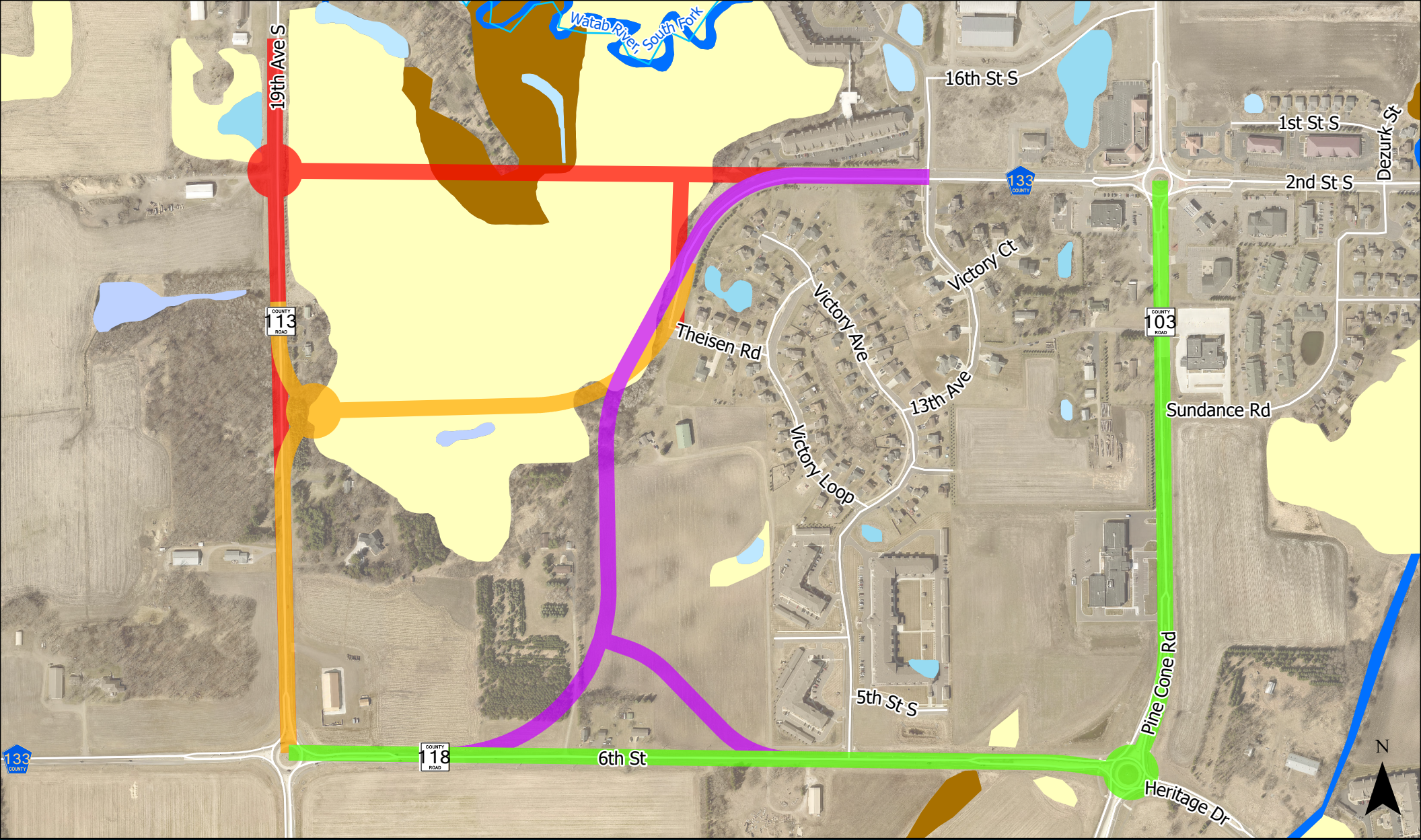
Construction costs assumed Rural reconstruction costs of \$1,650,000 per mile and Urban (2 lane) construction costs range of \$2,700,000

CSAH 133 Alignment Study - SEE Scan Evaluation Matrix - July 26, 2022

Screening Criteria	Alternative A	Alternative B	Alternative C	Alternative D
Social				
<i>Impacts to community facilities</i>	None	None	None	None
<i>Approximate acres of right-of-way impact</i>	7.4	7.2	10.1	None
<i>Estimated right-of-way cost</i>	\$380,000	\$120,000	\$190,000	\$0
<i>Estimated cost to cure</i>	\$500,000	\$160,000	\$240,000	\$0
<i>Approximate number of parcels impacted</i>	8	7	8	None
<i>Approximate total property acquisitions</i>	None	None	None	None
<i>Approximate partial property acquisitions¹</i>	8	7	8	0
<i>Residential/ Agricultural Homestead</i>	4	3	4	0
<i>Residential Non-Homestead</i>	1	1	1	0
<i>Open Space</i>	0	0	0	0
<i>Commercial</i>	1	0	0	0
<i>Exempt/Payment In-Lieu of Taxes</i>	1	0	0	0
<i>Agricultural Non-Homestead/Rural vacant</i>	1	1	2	0
Environmental				
<i>Impacts to 4(f) Resources</i>	Potential trail impacts	Potential trail impacts	Potential trail impacts	Potential trail impacts
<i>Approximate impacts to wetland resources</i>	6.60	4.76	1.44	None
<i>Estimated wetland mitigation cost²</i>	\$540,000	\$390,000	\$120,000	\$0
<i>Approximate impacts to public waters</i>	None	None	None	None
<i>Muck or ponded soils</i>	0.55 acres	None	None	None
<i>Soils with Potential Erosion Hazard</i>	None	None	None	None
<i>Threatened & endangered species within a half-mile radius</i>	None	None	None	None
Economic				
<i>Commercial business impacts</i>	1	None	None	None
<i>Approximate impacts to agricultural lands</i>	0.12 acres	None	6 acres	None
<i>Full length of roadway (for preservation, miles)</i>	1.26	1.03	1.15	1.18

¹ Some properties have multiple designations

² Assumes \$81,558.09 per credit (acre) replacement cost in BSA 7



CSAH 133 Alignment Study - Water Resources

NWI Circular 39 Class

- 1 - Seasonally Flooded Basin or Flat
- 2 - Wet Meadow
- 3 - Shallow Marsh
- 4 - Deep Marsh

NWI Circular 39 Class

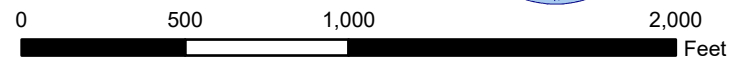
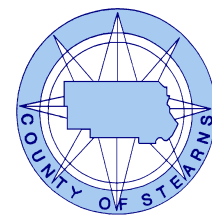
- 5 - Shallow Open Water
- 6 - Shrub Swamp
- 7 - Wooded Swamp
- 8 - Bog
- Municipal and Industrial Activities

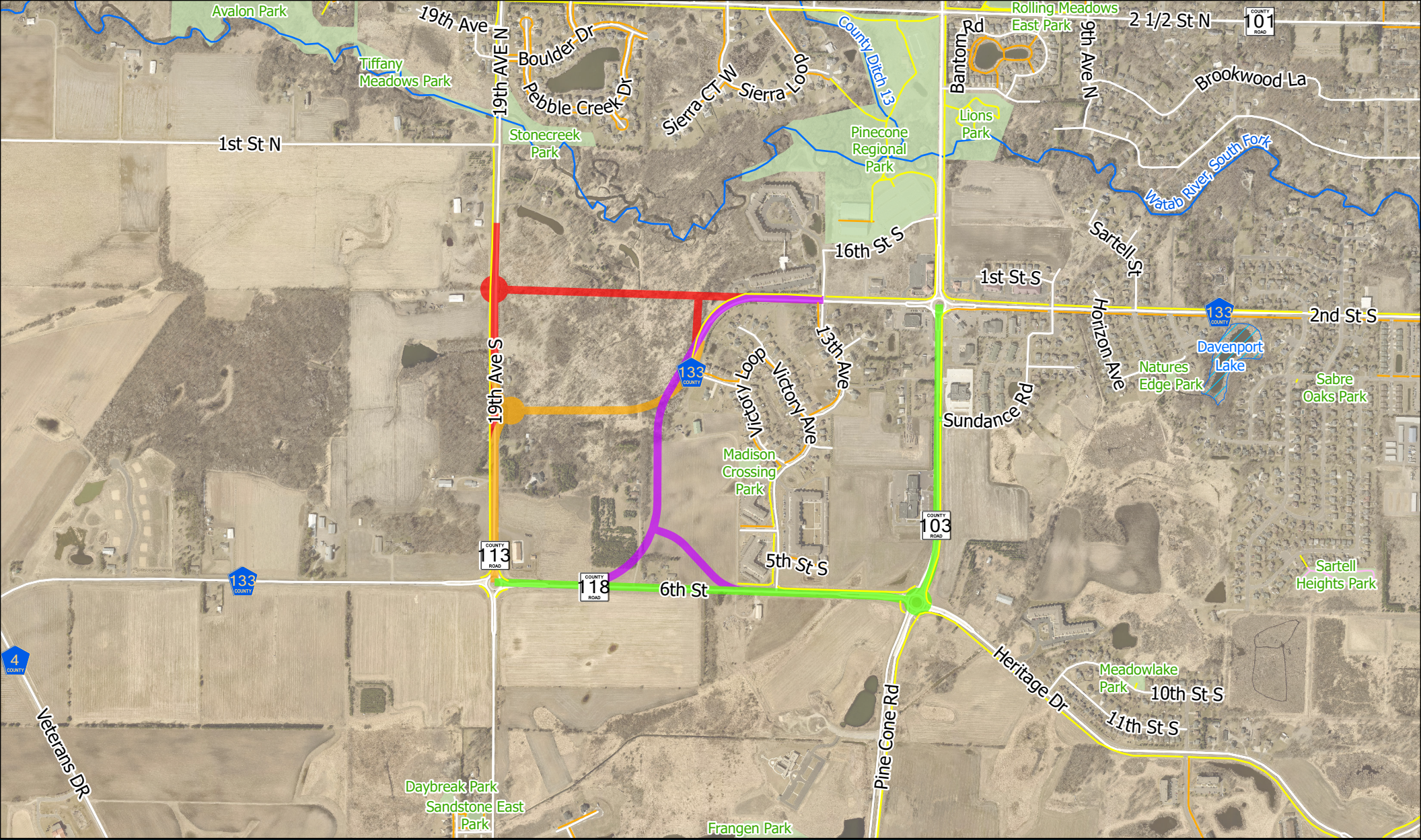
Water Resources

- Riverine Systems
- Public Waters Watercourse
- Public Waters Basin

Phase Two Alignments

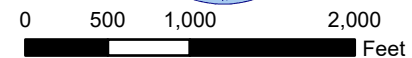
- Alternative A
- Alternative B
- Alternative C
- Alternative D

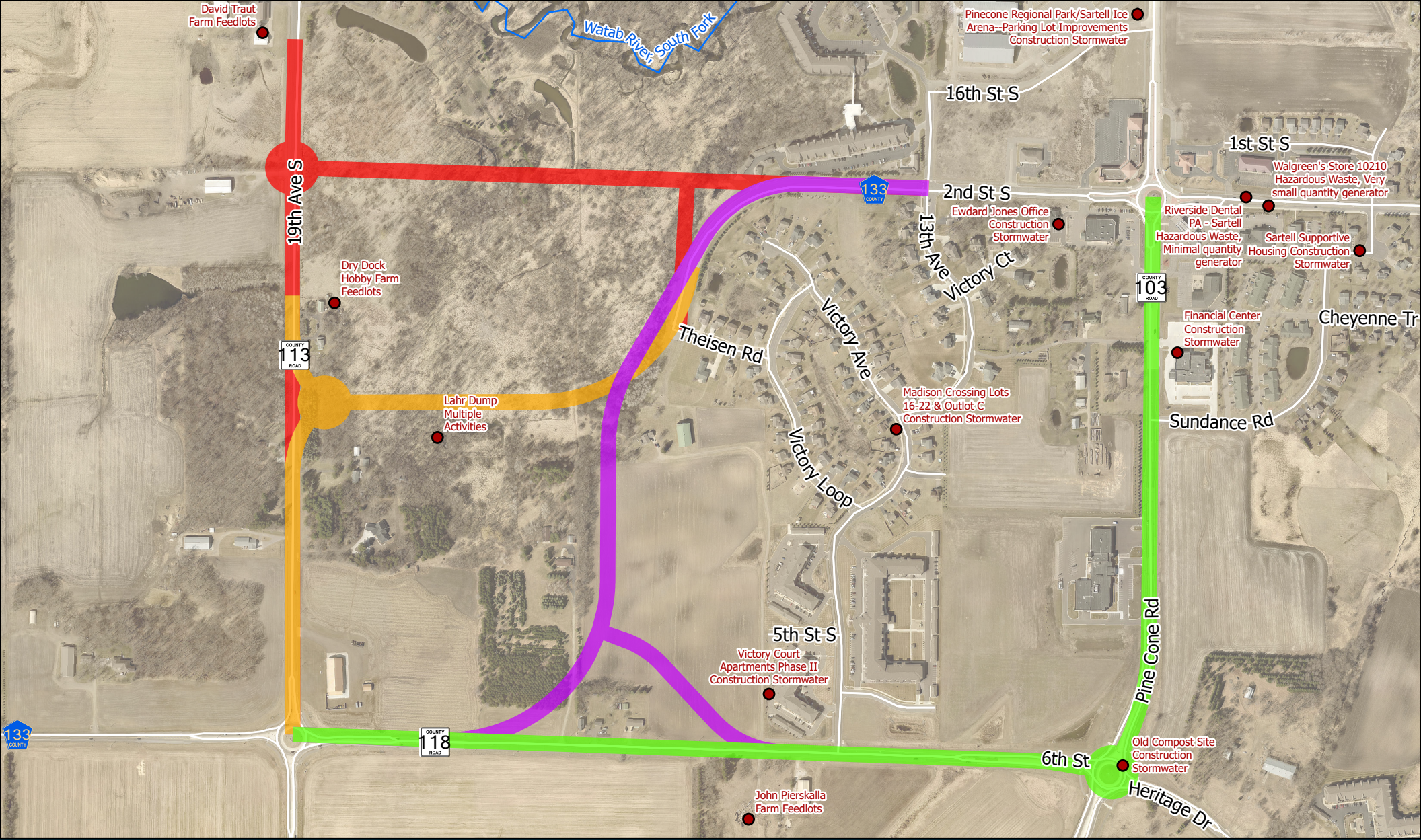




CSAH 133 Alignment Study - Parks and Trails

- | | | |
|---|---|---|
|  Asphalt Shared Use Path |  Bicycle Route |  Alternative B |
|  Concrete Shared Use Path |  Parks |  Alternative C |
|  Dirt Shared Use Path |  Public Waters Watercourse |  Alternative D |
|  Grass Shared Use Path |  Public Waters Basin | |
|  Wood Shared Use Path | Phase Two Alignments | |
|  Sidewalk |  Alternative A | |



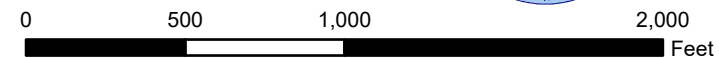
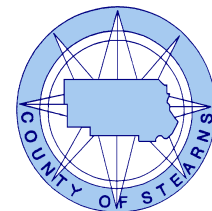


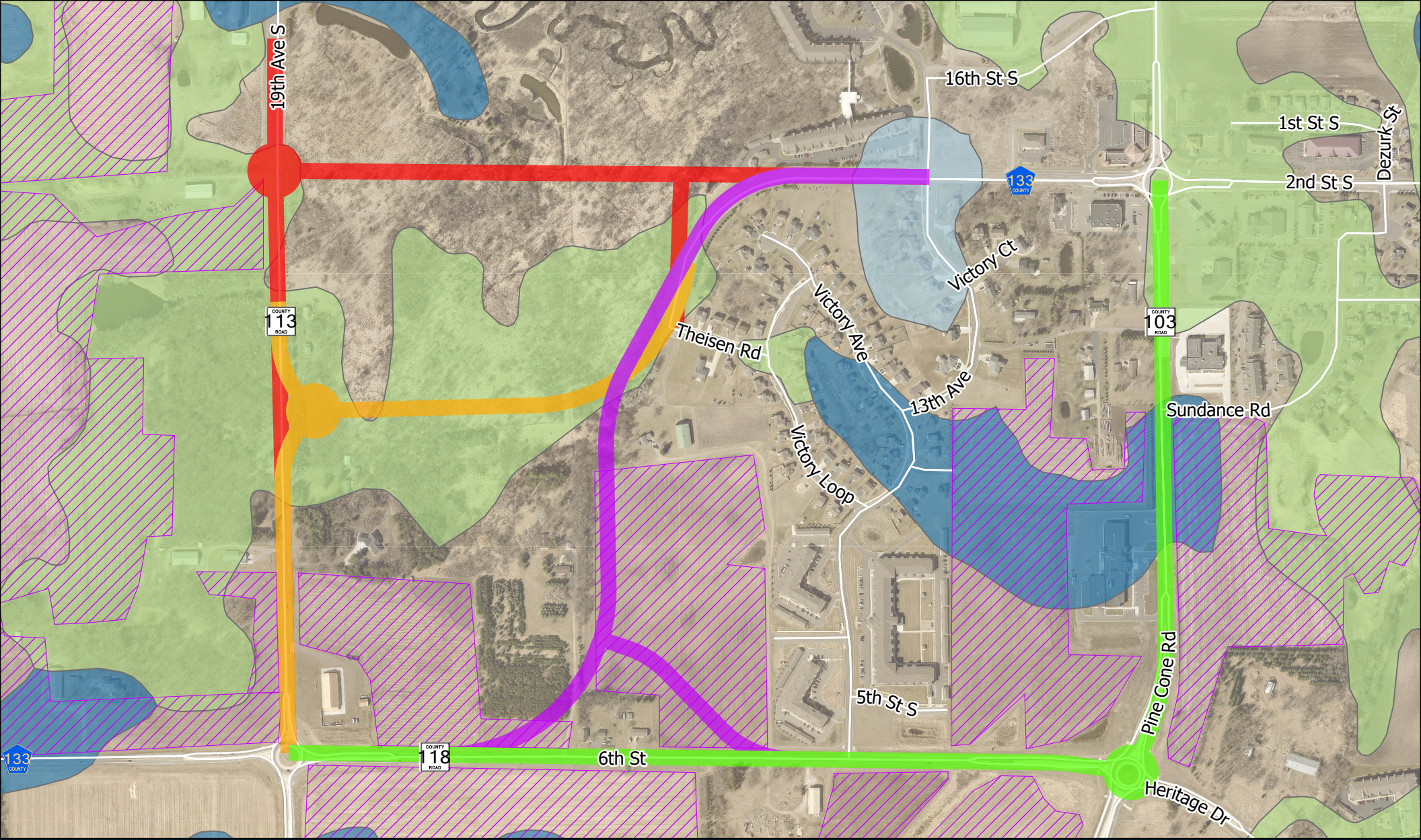
CSAH 133 Alignment Study - Contaminated Sites

- MDA Agricultural Spills
- MDA Old Agricultural Emergency Sites
- MPCA 'What's in my Neighborhood' Sites





Phase Two Alignments





- Alternative A
- Alternative B
- Alternative C
- Alternative D

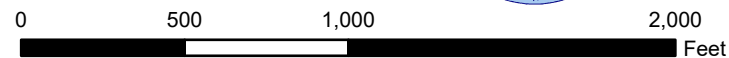
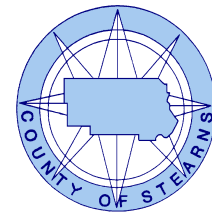


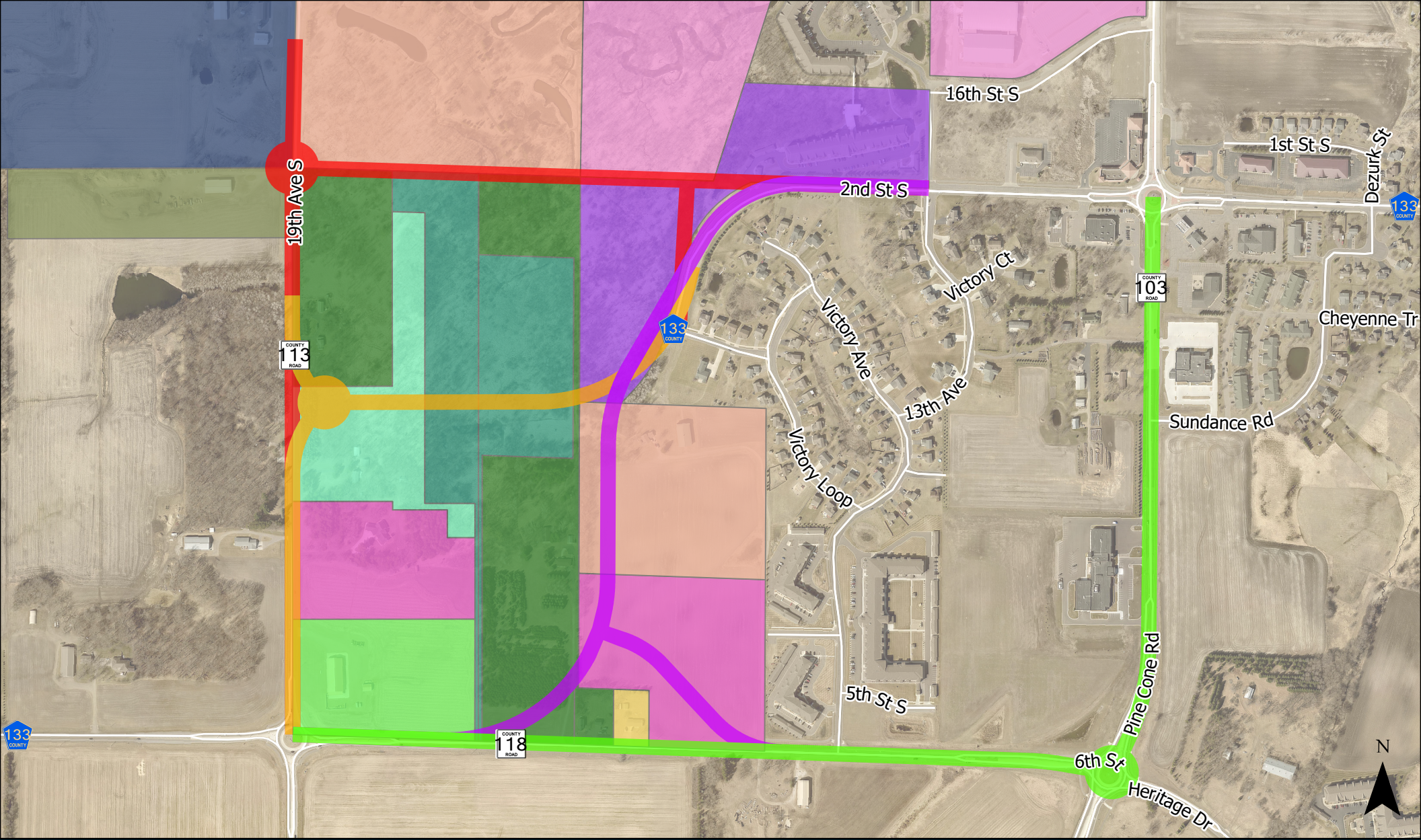


CSAH 133 Alignment Study - Farmland

-  Currently Farmed Land
-  All areas are prime farmland
-  Farmland of statewide importance
-  Prime farmland if drained

- Phase Two Alignments
-  Alternative A
 -  Alternative B
 -  Alternative C
 -  Alternative D





CSAH 133 Alignment Study - Property Impacts

Phase Two Alignments

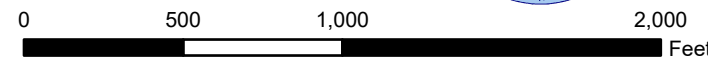
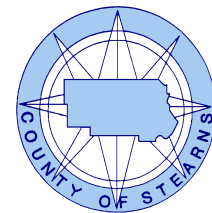
- █ Alternative A
- █ Alternative B
- █ Alternative C
- █ Alternative D

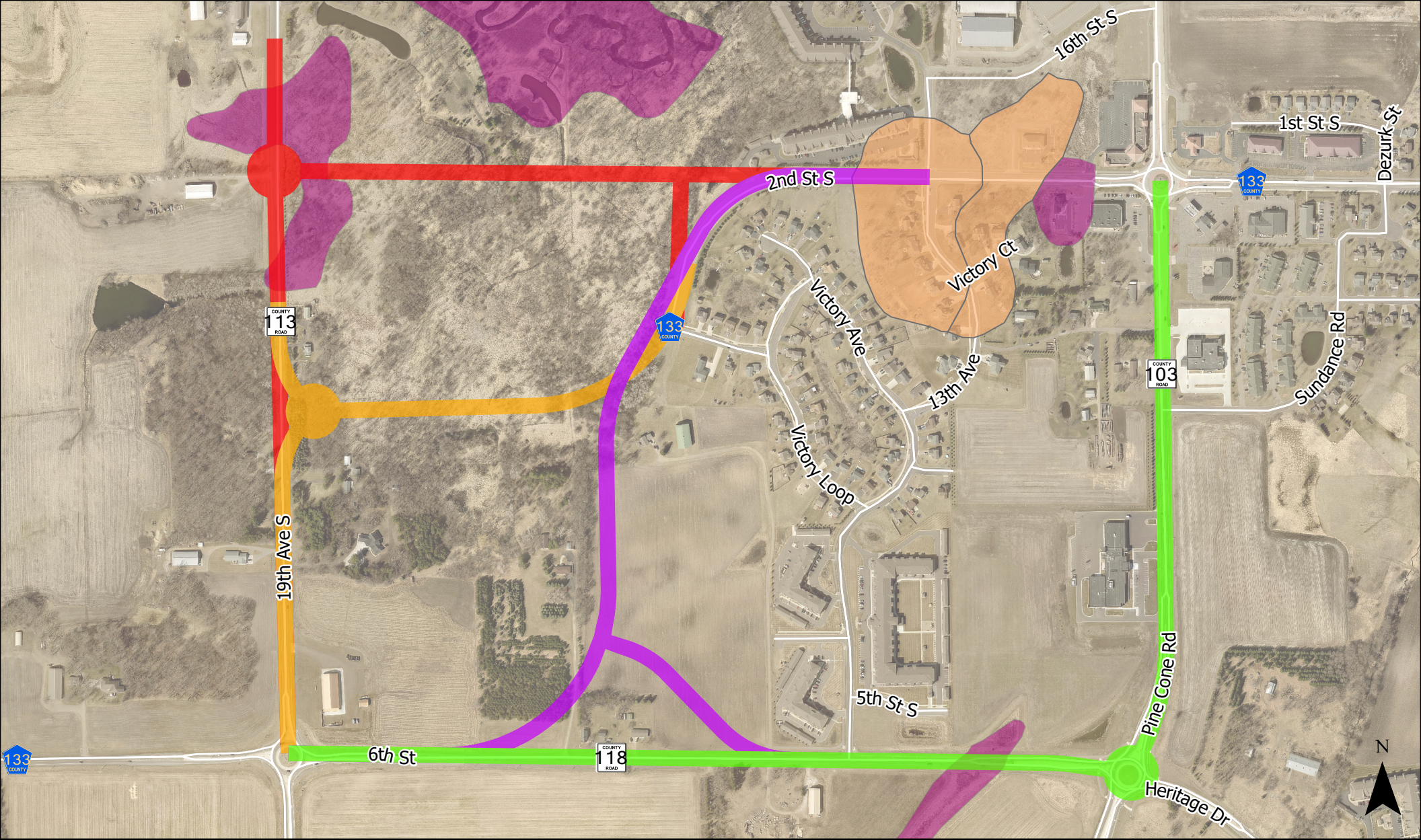
- █ 1A-Residential Homestead
- █ 2AHGA-Agricultural Homestead - HGA
- █ 2ANHGA-Agricultural Non-homestead - Non HGA

- █ 2ANHGA-Agricultural Non-homestead - Non HGA, 3A-Commercial/Indu
- █ 2ANHGA-Agricultural Non-homestead - Non HGA, 4BB2-Ag HGA Non Ho







- █ 2AREM-Agricultural Homestead - Remainder
- █ 2AREM-Agricultural Homestead - Remainder, 4BB1-Residential Non-
- █ 2B-Rural Vacant Land/Non-Productive - Non Homestead

- █ 4A-Rental/Residential Non-Homestead 4 or More Unit
- █ 4BB1-Residential Non-Homestead single unit, 3A-Commercial/Indus
- █ 5E-Exempt Properties





CSAH 133 Alignment Study - Soils

- | | |
|--|---|
|  Hydric (Muck) Soil | Phase Two Alignments |
|  Moderate Potential Erosion Hazard (Road/Trail) |  Alternative A |
| |  Alternative B |
| |  Alternative C |
| |  Alternative D |

