

AGENDA

APO POLICY BOARD MEETING

THURSDAY, NOVEMBER 14, 2024 - 4:30 P.M.
GREAT RIVER REGIONAL LIBRARY, BREMER ROOM
1300 W ST GERMAIN ST, ST CLOUD, MN 56301

Prior to the Board meeting, starting at 3:00, we will be using the room to gather public comments on our [Future Regional Arterials study](#).

Board members are encouraged to come early, review the information, and provide your feedback.

1. Pledge of Allegiance
2. Introductions
3. Approval of Agenda
4. Public Comment Period
5. Approve Consent Agenda Items (*Attachments A – D*)
 - a. Approve Minutes of October 10, 2024, Policy Board Meeting (*Attachment A*)
 - b. Approve Bills List for October (*Attachment B*)
 - c. Receive Staff Report on Technical Advisory Committee Meeting (*Attachment C*)
 - d. Receive Staff Report on Meeting of the Area Transportation Partnership (*Attachment D*)
 - e. Receive Q3 Financial Report (*Attachment E*)
6. Consider FYs 2026-2029 Highway Safety Improvement Program (HSIP) Projects (*Attachment F1 – F3*) *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Approve 2026-2029 HSIP Projects**
7. Consider Cost Sharing Agreement for Future Beltline Projects, (*Attachment G*) *Brian Gibson, Executive Director*
 - a. **Suggested Action: Approve**
8. Other Business & Announcements
9. 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, October 10, 2024 – 4:30 PM**

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, October 10, 2024, at 4:30 p.m. APO Chair Raeanne Danielowski presided with the following members:

Jake Anderson	City of Saint Cloud
Mike Conway	City of Saint Cloud (Alternate for Mayor Kleis)
Jeff Goerger	City of Saint Cloud
Jake Anderson	City of Saint Cloud
Dottie Seamans	City of Sauk Rapids
Frank Theisen	City of Waite Park (Alternate for Rick Miller)
Michael Kedrowski	Metro Bus (Alternate for Ryan Daniel)
Jared Gapinski	Benton County
Joe Perske	Stearns County
Jeff Westerlund	Le Sauk Township

Also in attendance were:

Brian Gibson	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
James Stapfer	Saint Cloud APO
Trina Ness	Saint Cloud APO

Absent:

Rick Schultz	City of Saint Joseph
Tim Elness	City of Sartell

- 1. PLEDGE OF ALLEGIANCE**
- 2. INTRODUCTIONS**
- 3. APPROVAL OF AGENDA:**

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

- 4. PUBLIC COMMENT PERIOD:** There were no members of the public present.
- 5. CONSIDERATION OF CONSENT AGENDA ITEMS:**
 - a. Approve Minutes of September 12, 2024, Policy Board Meeting
 - b. Approve Updated Bill’s List for September
 - c. Receive Staff Reports on Technical Advisory Committee Meeting

Ms. Seamans motioned to approve the agenda. Mr. Goerger seconded the motion. Motion carried.

6. CONSIDER FINAL 2050 METROPOLITAN TRANSPORTATION PLAN (MTP)

Ms. Johnson gave a brief overview of the Metropolitan Transportation Plan (MTP), which is the region’s long-range, multimodal, surface transportation plan. The MTP establishes a vision for transportation in the region, along with establishing goals, objectives, and performance measures and must be updated every five years. The MTP also documents the significant transportation projects which are eligible for future federal funding assistance by virtue of being included in the MTP.

Ms. Johnson explained the public engagement process and results, as well as the steps that have gone into developing the MTP. She also provided links and short definitions for each of the ten chapters and appendices of the completed MTP.

Mr. Gapinski motioned to approve the Final 2050 Metropolitan Transportation Plan (MTP) as recommended by the TAC. Mr. Goerger seconded the motion. Motion carried.

7. CONSIDER TRANSPORTATION PERFORMANCE TARGETS

Mr. Stapfer presented the background regarding the federally Performance Measures. The Performance Measures are included in our Metropolitan Transportation Plan (MTP) and our Transportation Improvement Program (TIP). MnDOT calculates and establishes targets for PM1, PM2, and PM3 annually. The targets must be maintained or show improvement. If the targets are not met by MnDOT they must transfer funds to address the areas that are failing. The St. Cloud APO is not penalized if our targets are not met. The St. Cloud APO must adopt performance measure targets in 2025. Performance Measure 1 must be adopted by February 28, 2025. Performance Measures 2 and 3 must be adopted by March 20, 2025.

Performance Measure 1 is Transportation Safety. It applies to all public roads, it’s part of the Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP).

Performance Measure 2 is Infrastructure (Pavement Condition, Bridge Condition). It is part of the National Highway Performance Program (NHPP) and applies to the National Highway System (NHS).

Performance Measure 3 is System Performance. It tracks travel time reliability and truck travel time reliability.

Mr. Stapfer reviewed the performance measures from 2023 for each category along with the proposed targets for MnDOT and the APO for 2025. Overall, the targets established by MnDOT have been determined to be of limited value to our APO, especially when compared with the existing conditions and priorities of the APO. Therefore, by adopting targets that are different from the state’s the APO can focus on localized issues within its region and target funding that will work toward the goals of the APO as established within the MTP.

The Policy Board discussed several possibilities for reducing intersection crashes.

MnDOT and the APO have not met their safety or pavement and bridge targets. MnDOT will have to redirect funds toward safety and do additional reporting on road and bridge issues. The APO has no repercussions for not meeting targets.

Mr. Gapinski motioned to approve the Transportation Performance Targets as recommended by the TAC. Mr. Goerger seconded the motion. Motion carried.

8. CONSIDER CARBON REDUCTION PROGRAM (CRP) REGIONAL PRIORITIES

Mr. McKenzie reviewed the history and purpose of the Carbon Reduction Program (CRP). To utilize CRP funding, MnDOT was required to develop a Carbon Reduction Strategy (CRS) which outlines priorities to advance transportation investments in carbon emissions reductions. He stated that there are three categories that projects eligible for CRP funding are broken into: Electrification, Travel Options, and Low Carbon Infrastructure and System Management. The projects need to align with the policy and investment direction outlined in the (CRS).

The APO receives directly allocated federal CRP funding. This funding can only be spent within the urbanized area of the MPO. Areas that fall within the APO's planning area, but outside of the urbanized area, are eligible to apply for CRP funding through the Central Minnesota Area Transportation Partnership (ATP-3).

Mr. McKenzie proceeded to give a breakdown of each project category and possibilities that fall into those categories. He explained the funding breakdown (\$270,000/year) for the next three-year solicitations. He then went on to explain that the APO has used MnDOT's scoring criteria for the past two CRP solicitations but has the flexibility to adjust the scoring rubric to better reflect the APO's priorities. The guidelines state the maximum split is 90%/10% (cost-benefit/co-benefit), and the minimum is 50%/50%. The Technical Advisory Committee (TAC) recommended the following scoring:

Scoring Criteria for CRP Projects

Projects are evaluated based on two main criteria:

- 1. Cost-Effectiveness:**

The cost-effectiveness tool calculates the estimated cumulative carbon emission benefits (in metric tons of CO₂e) and cost-effectiveness (in dollars per metric ton of CO₂e reduced) per project.

- 2. Co-Benefits:**

Projects are also scored based on four co-benefit categories: equity, safety, access, and health.

The TAC recommended using a 50% cost-effectiveness / 50% co-benefit split in the scoring criteria. Additionally, the TAC suggested aligning the co-benefit narratives with the goals of the

Metropolitan Transportation Plan (MTP). The goal is to ensure that the narratives apply equally to all three project types: electrification, travel options, and low-carbon infrastructure and system management.

Mr. Perske asked if APO Staff could research if there are any areas within our planning area that are missing EV Charging stations, and if so, we could encourage those jurisdictions to apply for this funding.

Mr. Goerger motioned to approve the Carbon Reduction Program Regional Priorities revisions as recommended by the TAC. Ms. Seamans seconded the motion. Motion carried.

9. Consider Cost Sharing Agreement for Future Beltline Projects

Mr. Gibson presented the TAC's recommendations regarding the future beltline roadway project cost-sharing agreement. He reminded the Policy Board that they had asked APO staff to solicit a recommendation from the TAC. The key questions were:

1. Which part of the project development process would be cost-shared regionally, and
2. How would the cost sharing be distributed among the APO members?

Mr. Gibson proceeded to explain the discussion and considerations held by the TAC at their August 28, 2024, meeting. They approved the following recommendations:

1. The cost of the planning phase of any beltline project should be cost-shared among the jurisdictions according to the normal APO cost distribution formula, as usual.
2. When Federal or State funds are being used for a Tier 1 Environmental Impact Statement (EIS), the local-match costs should be shared among the jurisdictions, with the implementing jurisdiction paying 50% of the local match, and the other 50% being distributed among the jurisdictions according to the normal APO cost distribution formula.
3. Tier 2 EISs and all other aspects of project development should be the sole responsibility of the implementing jurisdiction.

Mr. Gibson gave definitions for the TIER 1 and TIER 2 Environmental Impact Statements (EIS).

After much discussion the Policy Board agrees with the TAC's recommendations, however, they tabled the topic until November after they've presented it to their jurisdiction's Councils and Boards. APO Staff will be available to attend meetings to assist in explaining this effort.

10. OTHER BUSINESS & ANNOUNCEMENTS

- Ms. Johnson stated that solicitations are out for several projects. STBGP, Highway Safety Improvement Program, Carbon Reduction Program, Transportation Alternatives, PROTECT funds, state funded grants, and Safe Routes to School, your TAC members should have all the information. Everything is posted on the APO website. If you have projects, please let Ms. Johnson know. If you have ideas for projects, please let your TAC members know so we can start planning, budget, and get them approved.

- Mr. Westerlund stated he bicycled the Beaver Island Trail, and inquired as to when it will connect to Clearwater? Mr. Perske stated that they have the trail completed on the Stearns County side. We're missing the portion by Heatherwood. When Heatherwood is completed, the trail will be completed. Mr. Westerlund stated it's a beautiful trail.
- Mr. Perske gave accolades to Ms. Johnson regarding the ATP-3 funding formula conversation.
- Mr. Perske stated on Friday, October 11, 2024, there will be a ribbon cutting in New London ceremony officially opening Highway 23 as a 4-lane roadway from Willmar to Foley.
- Mr. Gapinski stated that Benton County applied for the RAISE Grant regarding the study done on Mayhew Lake Road from CR 29-Hwy 23 again this year. While they didn't receive the grant this year, they learned that they made it beyond the first phase and are hopeful that next year they will receive the grant. Once received Mayhew Lake Road will go to 4-lanes past the school.
- Ms. Johnson was reelected as Vice President and Ms. Danielowski was reelected as President of the ATP-3.

11. ADJOURNMENT:

Mr. Theisen motioned to adjourn the meeting. Mr. Goerger seconded the motion. Motion carried.

The meeting was adjourned at 6:05 p.m.

ST. CLOUD AREA PLANNING ORGANIZATION
Transaction List by Vendor
 October 1-31, 2024

Vendor	Date	Amount	Account full name
Abdo Financial Solutions			
	Abdo Financial Solutions	10/01/2024	\$ 4,874.25 6602 Accounting Services:6602.2 Accounting Services
Total for Abdo Financial Solutions		\$ 4,874.25	
Adobe Creative Cloud			
	Adobe Creative Cloud	10/08/2024	\$ 59.99 6609 IT Support & Software
	Adobe Creative Cloud	10/11/2024	\$ 59.99 6609 IT Support & Software
	Adobe Creative Cloud	10/17/2024	\$ 21.51 6609 IT Support & Software
	Adobe Creative Cloud	10/21/2024	\$ 21.51 6609 IT Support & Software
Total for Adobe Creative Cloud		\$ 163.00	
AFLAC			
	AFLAC	10/02/2024	\$ 1,098.42 2150 Payroll Benefits Payable:2150.5 Aflac Payable
Total for AFLAC		\$ 1,098.42	
Allianz Travel Insurance			
	Allianz Travel Insurance	10/01/2024	\$ 108.94 902 Ineligible Fed Reimbursemt:902.1 Travel - Air Meals Etc
Total for Allianz Travel Insurance		\$ 108.94	
BCBS of MN			
	BCBS of MN	10/02/2024	\$ 5,694.86 6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for BCBS of MN		\$ 5,694.86	
Delta Air			
	Delta Air	10/01/2024	\$ 1,613.90 902 Ineligible Fed Reimbursemt:902.1 Travel - Air Meals Etc
Total for Delta Air		\$ 1,613.90	
Delta Dental			
	Delta Dental	10/15/2024	\$ 299.62 6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Delta Dental		\$ 299.62	
Gannett Minnesota LocalIQ			
	Gannett Minnesota LocalIQ	10/31/2024	\$ 249.38 6605 Printing & Publishing
Total for Gannett Minnesota LocalIQ		\$ 249.38	
Google Inc.			
	Google Inc.	10/31/2024	\$ 48.00 6609 IT Support & Software
Total for Google Inc.		\$ 48.00	
HealthEquity			
	HealthEquity	10/01/2024	\$ 4.00 2150 Payroll Benefits Payable:2150.2 HSA Payable
Total for HealthEquity		\$ 4.00	
Hotels.com			
	Hotels.com	10/01/2024	\$ 2,369.32 902 Ineligible Fed Reimbursemt:902.1 Travel - Air Meals Etc
Total for Hotels.com		\$ 2,369.32	
Loffler Companies			
	Loffler Companies	10/21/2024	\$ 171.34 6608 Multifunction Copier
	Loffler Companies	10/31/2024	\$ 171.34 6608 Multifunction Copier
Total for Loffler Companies		\$ 342.68	
Mailchimp.com			
	Mailchimp.com	10/02/2024	\$ 20.00 6609 IT Support & Software
Total for Mailchimp.com		\$ 20.00	
Metro COG			
	Metro COG	10/08/2024	\$ 160.00 6618 Professional Development
Total for Metro COG		\$ 160.00	
Metro Sales Inc			
	Metro Sales Inc	10/04/2024	\$ 1,078.15 6609 IT Support & Software
Total for Metro Sales Inc		\$ 1,078.15	
Premium Waters Inc			
	Premium Waters Inc	10/01/2024	\$ 18.99 6601 Office Supplies
Total for Premium Waters Inc		\$ 18.99	
Principal Mutual Life Insurance			
	Principal Mutual Life Insurance	10/01/2024	\$ 299.51 6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Principal Mutual Life Insurance		\$ 299.51	
Shutterstock.com			
	Shutterstock.com	10/09/2024	\$ 29.00 6605 Printing & Publishing

Total for Shutterstock.com			<u>\$ 29.00</u>	
Spectrum Business (Charter)				
	Spectrum Business (Charter)	10/30/2024	\$ 419.94	
Total for Spectrum Business (Charter)			<u>\$ 419.94</u>	
Stearns Electric Association				
	Stearns Electric Association	10/03/2024	\$ 165.08	6606 Utilities and Maintenance:6606.1 Utilities
Total for Stearns Electric Association			<u>\$ 165.08</u>	
Streetlight Data Inc				
	Streetlight Data Inc	10/04/2024	\$ 6,555.00	6609 IT Support & Software
Total for Streetlight Data Inc			<u>\$ 6,555.00</u>	
Traut Companies				
	Traut Companies	10/23/2024	\$ 130.00	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Traut Companies			<u>\$ 130.00</u>	
Uline				
	Uline	10/15/2024	\$ 72.15	6601 Office Supplies
	Uline	10/15/2024	\$ 54.00	6601 Office Supplies
Total for Uline			<u>\$ 126.15</u>	
UPS Ground				
	UPS Ground	10/15/2024	\$ 44.49	6603 Communications:6603.2 Postage
Total for UPS Ground			<u>\$ 44.49</u>	
Weisman Cleaning Inc				
	Weisman Cleaning Inc	10/31/2024	\$ 150.00	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Weisman Cleaning Inc			<u>\$ 150.00</u>	
West Central Sanitation, Inc				
	West Central Sanitation, Inc	10/01/2024	\$ 53.48	6606 Utilities and Maintenance:6606.1 Utilities
Total for West Central Sanitation, Inc			<u>\$ 53.48</u>	
Xcel Energy				
	Xcel Energy	10/08/2024	\$ 53.60	6606 Utilities and Maintenance:6606.1 Utilities
Total for Xcel Energy			<u>\$ 53.60</u>	
			<u>\$ 26,169.76</u>	

Accrual Basis Monday, November 04, 2024 07:01 PM GMTZ



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 of the Oct. 31, 2024, Technical Advisory Committee Meeting
DATE: Nov. 4, 2024

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a regular meeting on Thursday, Oct. 31, 2024. At that meeting, the following topics were discussed:

1. Consideration of the applicants for the FY 2029 Highway Safety Improvement Program (HSIP) Solicitation

- a. APO Senior Transportation Planner Vicki Johnson provided an overview of the federal Highway Safety Improvement Program. This program is designed to fund safety projects intended to reduce fatal and serious injury crashes on roadways. Prior to applications being submitted to the Minnesota Department of Transportation's (MnDOT's) Office of Traffic Engineering (OTE), applications for projects within the APO's planning area must be reviewed and prioritized by the APO's TAC and Policy Board. For this latest round of HSIP funding, APO staff received two applications – both from Stearns County. Both proactive projects are anticipated to be deployed countywide, with locations in the APO's planning area. The first application was for rural intersection lighting at the following intersections:

- i. MN 15 and CSAH 74.
- ii. CSAH 6 and CSAH 74.

The second application was for ground-in wet reflective edge line striping along the following roadways in the APO's planning area:

- i. CSAH 4 between CSAH 3 and CSAH 2.
- ii. CSAH 3 between Norway Road and the northern county line.
- iii. CSAH 47 from MN 23 to MN 15.
- iv. CSAH 8 from MN 23 to MN 15.

Because both projects are considered proactive in nature (addressing the potential for crashes and not responding to a known crash history), the TAC recommended establishing both projects as priorities for the APO's planning area as well as recommending Policy Board approval to allow Stearns County to proceed with the HSIP application process.

2. Future Regional Arterials and Collectors Project Management Team coordination discussion

- a. Bolton & Menk's Senior Transportation Planner Angie Stenson and Bolton & Menk's Project Manager Andrew Babb provided updates on the ongoing study. This included an overview of how the consultant team worked with

E. admin@stcloudapo.org W. stcloudapo.org

individual agencies to identify test functional classification segments to input into the APO's Travel Demand Model. Other considerations that went into the initial test model run scenario included:

- i. New alignments found within the Looking Ahead 2050 Metropolitan Transportation Plan.
- ii. Additional roadway alignments found in county and city plans.
- iii. Spacing of the roadway network (1/2 mile buffer around minor arterials, major collectors, minor collectors).
- iv. Growth area considerations for housing and employment.

In addition, the consultant team worked with local environmental planners to understand the environmental context of the proposed new alignments. The Bolton & Menk team is preparing to take this draft future functional classification network out for public comment and review by no later than Nov. 12. An open house has been planned from 3-4 p.m. on Thursday, Nov. 14 at the Saint Cloud branch of the Great River Regional Library.

Finally, the consultant team provided their recommendations to TAC representatives regarding recommendations to upgrade the existing functional classification network. This included changing six segments to a minor arterial and six segments to a major collector.

TAC representatives approved releasing the draft future functional classification network out for 30 days of public comment and review.

3. Safe Streets and Roads for All (SS4A) Project Management Team coordination discussion

- a. Ms. Stenson provided a recap of work completed to date on the Safe Streets and Roads for All (SS4A) study. Bolton & Menk Community Planner Dylan Edwards shared the results of the Phase I public engagement on the study which included 93 survey responses and 114 comments on the online mapping tool. Toole Design Senior Planner Kevin Kroll presented the Descriptive Safety Analysis for the APO's planning area. This analysis included a comprehensive review and identification of trends pertaining to fatal and serious injury crashes within the urbanized area between 2019 and 2023. Mr. Kroll also provided an overview of the region's High Injury Network – segments of roadways with the highest densities of fatal and serious injury crashes. This analysis was broken down by mode (motor vehicle, bicycle, pedestrian, and motorcycle). Bolton & Menk's Professional Traffic Operations Engineer Kevin Mackey discussed some of the big data analysis efforts the SS4A team completed. This analysis was designed to understand how far people are traveling, where more walking and biking trips are occurring, how does this align with crash history, and providing additional data to supplement issues identification and project development.
- b. Ms. Stenson outlined the next steps on the SS4A project which includes a discussion on safety policy priorities, understanding equity spatial analysis, and identifying the highest priority of the High Injury Network corridors by city by mode.

4. Other Business and Announcements

- a. Ms. Johnson reminded TAC representatives of various deadlines including the Letters of Intent for the Transportation Alternatives (TA) program, the Carbon Reduction Program (CRP), the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

program.

Suggested Action: None, informational.



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 the Central Minnesota Area Transportation Partnership (ATP-3) meeting
DATE: Oct. 21, 2024

The Central Minnesota Area Transportation Partnership (ATP-3) held its regularly scheduled quarterly meeting on Thursday, Oct. 3, 2024. At that meeting the following items were discussed.

1. Local Program Update.

- a. MnDOT District 3 Planning Director Steve Voss provided an overview of the locally led Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives (TA) projects slated for federal fiscal year (FY) 2025 construction. Within the Saint Cloud APO's planning area, this includes the following projects:
 - i. Sherburne County's realignment of County Road 65 and 45th Avenue crossings with US 10 (SP 071-596-008).
 - ii. Sherburne County's realignment of County Road 61 crossing with US 10 (SP 071-596-013).
 - iii. City of Sartell's EV police vehicles (SP 220-080-007)
 - iv. City of Waite Park's shared use path along CSAH 81/15th Avenue (SP 221-090-001).

Because it is early in the fiscal year, no real progress has been reported on these projects to the MnDOT District 3 State Aid Office. Mr. Voss indicated that according to MnDOT District 3 State Aid Engineer Angie Tomovic, there is no concern for projects being delayed at this time.

- b. Mr. Voss also provided an update on the locally led Highway Safety Improvement Program (HSIP) projects slated for FY 2025. Within the APO's planning area, this includes the following projects:
 - i. Benton County's CSAH 1/CSAH 29 roundabout.
 - ii. Stearns County's CSAH 2/Minnesota Street roundabout.

Similar to the STBGP and TA projects, no real progress has been reported on these projects to MnDOT District 3 State Aid. Mr. Voss also indicated that there is no concern about projects being delayed at this time.

- c. Mr. Voss informed the ATP-3 membership of upcoming and ongoing solicitations. First, he provided information related to the Greater Minnesota HSIP solicitation which is currently open through Nov. 27,

2024. He encouraged ATP-3 representatives to inform necessary city and county engineers to apply for HSIP funds since there is a ton of funding for safety projects, particularly in MnDOT District 3. Second, Mr. Voss provided updates around the Local Partnership Program (LPP) solicitation on behalf of Ms. Tomovic. These updates include changing the selection of LPP projects – moving from an ATP selection process to one that is handled by the District State Aid Office. This is to better align the LPP process with how other MnDOT Districts are handling this program. Mr. Voss said Ms. Tomovic will still notify the ATP of successful LPP funded projects, but the ATP will no longer need to be involved in the selection of projects for funding since these dollars are not targeted to the ATP in the first place.

2. ATP-3 FY 2026-2029 STIP Development Timeline.

- a. Mr. Voss updated the ATP-3 membership on changes to the approved FY 2026-2029 STIP development timeline. These changes include the updated dates and deadlines for the letter of intent process for the Carbon Reduction Program (CRP), Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT), and Transportation Alternatives (TA) programs. Concerns were raised by the membership about the Dec. 2, 2024, date to begin the full application phase for TA, CRP, and PROTECT. Upon further discussion, the ATP-3 recommended that this would serve as the final deadline to release the applications, but coordination between the regional planners will be taken to ensure that the applications for each of these programs are released simultaneously, prior to the Dec. 2 deadline to allow for more time for agencies/jurisdictions to complete the application process.

3. FY 2025/2026 Carbon Reduction Program (CRP) Funding Update.

- a. MnDOT District 3 Senior Engineering Specialist and Program Coordinator Jeff Lenz provided an update on the CRP program. At the June ATP-3 meeting, the Partnership awarded \$1,336,000 to the City of Brainerd for their MN 210 pedestrian bridge project (\$1,250,000 in FY 2025 and \$86,000 in FY 2026) on the condition they were able to deliver the project in the timeline the funds would be made available. Mr. Lenz was informed by the City of Brainerd that they would not be able to deliver the project in FY 2025 and the city has requested to delay the project to FY 2026 to allow more time to come up with additional funding needed to complete the project. ATP-3 members expressed concern about the possibility of agreeing to this delay and if the City would be able to come up with the necessary funding to complete this project in FY 2026 or if this project will continuously be delayed. Region 5 Development Commission representative and Brainerd City Councilperson Tiffany Stenglein stated she would confirm with the council on the one-year delay and ensured the ATP that this should be the only request to delay the project. ATP-3 representatives voted to approve delaying the Brainerd Lum Park pedestrian bridge project as requested.
- b. Mr. Lenz also provided an update on the CRP solicitation for the Region 7W Twin Cities urbanized area. The ATP conducted a second solicitation for projects within this urbanized area over the summer. However, no one had applied for the \$240,000 in federal funding available. Mr. Lenz said in working with MnDOT's Office of Transportation System Management (OTSM), the district is planning on incorporating the funds for the Twin

Cities urbanized area portion of Region 7W into the larger ATP-3 led solicitation.

4. ATIP Development Committee Recommended ATP-3 Transportation Alternatives (TA) Program Applications and Scoring Changes.

- a. Mr. Lenz reviewed changes the ATIP Development Committee made to the TA applications and scoring guidance. These changes included a detailed explanation and importance of environmental justice at the beginning of the application, requesting maps at the beginning of the application, creating spaces for fillable text after each bullet point in the application portion, limiting plan supporting documentation to three pages maximum per plan, and additional changes under the feasibility section. In addition, the ATIP Development Committee has recommended requiring applicants receive a letter of support from the appropriate roadway authority if the proposed project is not being completed in the applicant's right-of-way. An additional deadline of Nov. 15 to ensure applicant coordination with the appropriate road authority was added to the application after ATP-3 representative discussion. ATP-3 representatives voted to approve the changes to the TA application and the subsequent changes to the scoring rubric.

5. Letter of Support/Vetting Requirement for Local Applicants Seeking Use of Another Agency's Right-of-Way/Facilities for New Transportation Purpose.

- a. As explained under the previous item, Mr. Voss indicated that coordination with the proper roadway authority and ensuring proper support is important to receive prior to awarding funding. This coordination will ensure that all parties are aware of the proposed project as well as work to identify any concerns that may arise if the project was to be completed. Mr. Voss presented a draft template for consideration to be used by cities and counties when reviewing proposed projects occurring within their respective right-of-way. Engineering representatives of the ATP indicated that it will be imperative that applicants coordinate as soon as possible with the appropriate roadway authority and/or project sponsor (if applicable). This is to ensure the project can appear for the respective county boards and/or city councils for formal support. ATP-3 representatives approved the letter of support template as presented.

6. CRP and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program Update.

- a. MnDOT's Office of Sustainability and Public Health CRP Coordinator Anna Pierce reviewed the solicitation material for both the CRP and PROTECT programs. This included an overview of the program, eligible projects for consideration, and the LOI process. On the CRP solicitation, the ATIP Development Committee was not recommending any changes to the CRP application process (such as adjusting the weighting ratios or eliminating projects for consideration). On the PROTECT program, Ms. Pierce indicated successfully funded projects could be incorporated into the state's Resilience Improvement Plan (RIP). If successfully amended into the plan, this could result in a decrease in the local match required for this program – dropping from 20% to 13%. Mr. Voss had inquired if the ATP could solicit CRP and PROTECT funds for FY 2027 instead of doing FY

2027 and FY 2028. This was due to the concern that materials for CRP were distributed to the ATPs in late September and there were changes made to the CRP scoring tool. Ms. Pierce said she was instructed that the solicitation had to be for FY 2027 and FY 2028 with an option to solicit funds for FY 2029. Ms. Pierce said the materials will be finalized within the next few days ahead of the LOI process opening for both the CRP and PROTECT program on Monday, Oct. 7. It should be noted that PROTECT will be handled exclusively at the ATP-3 level. The CRP process will be split between the ATP-3 and the urbanized area of the Saint Cloud APO. APO Senior Transportation Planner and ATP-3 Vice Chair Vicki Johnson provided a brief overview of the APO's CRP process and solicitation information as well. ATP-3 representatives approved the LOI

7. FY 2029 ATP-3 Managed Program Federal Funding Project Solicitation.

- a. Mr. Lenz presented the ATP-3 Managed STBGP application guidance, application, and sample evaluation worksheet. No real changes were made to this application from previous years aside from the required letter of support for projects occurring outside of the applicants' ROW and/or using facilities not owned by the applicant. ATP-3 representatives recommended approval of the FY 2029 STBGP information as presented.

8. FY 2029 ATP-3 Transportation Alternative Program Project Solicitation Kick Off.

- a. Mr. Lenz presented the TA solicitation information. This included a review of the timeline as well as the TA workshops being held in both Baxter and Saint Cloud. Mr. Lenz and Mr. Voss also reviewed the equity point distribution based on historical funding allocation. Based on the historical data, it is expected that Region 5's top scoring TA project will receive an additional 4 points – to be added to the final technical score of the project. ATP-3 representatives recommended approval of the FY 2029 TA program project solicitation kick off information as presented.

9. ATP-3 ATP Managed Program Regional Target Formula Distribution Discussion.

- a. Ms. Johnson had asked the ATP-3 membership to consider revisiting the STBGP target distribution formula. She outlined how the existing formula was developed in 1999 and the data behind that formula was no longer factored into the distribution of STBGP funding targets by MnDOT Central Office to each of the ATPs. Ms. Johnson provided some additional background information behind the development of the current target distribution formula as well as the failed attempt to change the formula back in 2017. As a representative of the APO, she indicated the APO's Policy Board has asked the membership to revisit the formula and update it as appropriate. Ms. Johnson also stated that she would ideally like a formula that would not be so rigid but could adapt to changes in data. The ATP-3 membership was tentatively supportive of considering this at future meetings and requested Mr. Voss track down information from the original formula development in 1999 as well as the initial request to change the formula in 2017. Ms. Johnson cautioned that the APO is willing to explore all options in terms of revising the formula. She did not want the ATP-3 membership to take the proposal – especially the revisions proposed in 2017 – as what the APO was requesting to do.

10. Election of ATP-3 Chair and Vice Chair

- a. ATP-3 representatives reelected Chair Raeanne Danielowski and Vice Chair Vicki Johnson for another two-year term.

Suggested Action: None, informational.

ST. CLOUD AREA PLANNING ORGANIZATION

Budget vs. Actuals: Budget Year 2024 - FY24 P&L

January - September, 2024

	Total			% of Budget
	Actual	Annual Budget	over Budget	
Income				
4000 Assessments	0.00	0.00	0.00	
4001 General Operations	115,648.27	115,718.00	-69.73	99.94%
4108 Local Match	0.00	0.00	0.00	
4108.11 Travel Demand Model Improvement	9,012.13	9,000.00	12.13	100.13%
4108.15 Hard-to-Reach Liaisons	1,602.91	1,600.00	2.91	100.18%
4108.21 SS4A	30,044.07	30,000.00	44.07	100.15%
4108.22 Regional Arterial and Collector Roadway Planning	21,508.97	21,334.00	174.97	100.82%
Total 4108 Local Match	\$ 62,168.08	\$ 61,934.00	\$ 234.08	100.38%
Total 4000 Assessments	\$ 177,816.35	\$ 177,652.00	\$ 164.35	100.09%
4103 MnDOT	0.00	0.00	0.00	
Total 4103 MnDOT	\$ 30,760.01	\$ 61,520.00	-\$ 30,759.99	50.00%
4105 Consolidated Planning Grant	0.00	0.00	0.00	
4105.01 CPG-1	292,309.74	660,859.00	-368,549.26	44.23%
4105.02 CPG-2	0.00	12,500.00	-12,500.00	0.00%
Total 4105 Consolidated Planning Grant	\$ 292,309.74	\$ 673,359.00	-\$ 381,049.26	43.41%
4111 SS4A	0.00	120,000.00	-120,000.00	0.00%
4900 Interest	14,561.87	1,500.03	13,061.84	970.77%
4950 Miscellaneous	418.00	0.00	418.00	
5001 Washington Lobbyist Assessment	47,900.32	48,000.00	-99.68	99.79%
Total Income	\$ 563,766.29	\$ 1,082,031.03	-\$ 518,264.74	52.10%
Gross Profit	\$ 563,766.29	\$ 1,082,031.03	-\$ 518,264.74	52.10%
Expenses				
6560A Wages and Benefits	432,712.50	552,004.00	-119,291.50	78.39%
6601 Office Supplies	1,108.43	1,250.00	-141.57	88.67%
6602 Accounting Services	45,062.71	58,000.00	-12,937.29	77.69%

6603 Communications	4,337.42	6,750.00	-2,412.58	64.26%
6604 Travel	2,845.05	2,500.00	345.05	113.80%
6605 Printing & Publishing	1,849.13	2,000.00	-150.87	92.46%
6606 Utilities and Maintenance	9,917.21	14,850.00	-4,932.79	66.78%
6607 Legal Services	235.00	1,575.00	-1,340.00	14.92%
6608 Multifunction Copier	1,119.21	1,500.00	-380.79	74.61%
6609 IT Support & Software	25,067.21	30,375.00	-5,307.79	82.53%
6609.1 Equipment & Hardware	10,908.48	18,750.00	-7,841.52	58.18%
6610 Dues & Subscriptions	4,010.89	4,200.00	-189.11	95.50%
6615 Insurance - Office	\$ 7,338.00	\$ 6,500.00	\$ 838.00	112.89%
6616 Bank Service Charges	192.83	0.00	192.83	
6618 Professional Development	3,740.88	2,500.00	1,240.88	149.64%
6622 CPG Passthrough Expense	0.00	0.00	0.00	
6622.22 Travel Demand Model Updates	24,982.44	45,000.00	-20,017.56	55.52%
6622.29 Hard-to-Reach Liaisons	8,000.00	8,000.00	0.00	100.00%
6622.32 Regional Arterial and Collector Roadway Planning	74,649.62	100,000.00	-25,350.38	74.65%
6622.33 Safe Streets & Roads for All SS4A	32,179.52	150,000.00	-117,820.48	21.45%
Total 6622 CPG Passthrough Expense	\$ 139,811.58	\$ 303,000.00	-\$ 163,188.42	46.14%
Total Expenses	\$ 690,256.53	\$ 1,005,754.00	-\$ 315,497.47	68.63%
Net Operating Income	-\$ 126,490.24	\$ 76,277.03	-\$ 202,767.27	-165.83%
Other Expenses				
902 Ineligible Fed Reimbursemt	108.47	6,500.00	-6,391.53	1.67%
902.1 Travel - Air Meals Etc	1,107.38	5,000.00	-3,892.62	22.15%
902.10 Washington Lobbyist	36,000.00	48,000.00	-12,000.00	75.00%
Total 902 Ineligible Fed Reimbursemt	\$ 37,215.85	\$ 59,500.00	-22,284.15	62.55%
903 Audit Fees	11,616.00	15,000.00	-3,384.00	77.44%
Total Other Expenses	\$ 48,831.85	\$ 74,500.00	-25,668.15	65.55%
Net Income	-\$ 175,322.09	\$ 1,777.03	-\$ 177,099.12	-9866.02%



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: 2026-2029 Greater MN Highway Safety Improvement Program projects
DATE: Nov. 4, 2024

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 \$750,000 per location.

The 2026-2029 HSIP solicitation kicked off in early September by the Minnesota Department of Transportation's Office of Traffic Engineering (OTE). Applications are due to OTE by no later than Wednesday, Nov. 27.

As approved by the APO's Policy Board at the June 9, 2022, meeting, HSIP projects occurring within the APO's planning area must be reviewed by the APO's TAC and Policy Board prior to being submitted for funding consideration. All proactive/data-driven projects will receive an "equal prioritization" – meaning the APO's Policy Board will not rank/prioritize these projects. All reactive projects will be subject to discussion based preliminary rankings by the TAC with final rankings/prioritization being handled at the Policy Board level.

Stearns County has indicated their intent to apply for this solicitation with the following projects:

E. admin@stcloudapo.org W. stcloudapo.org

- **PROACTIVE/DATA-DRIVEN:** Installation of rural intersection lighting at several locations throughout the county including the following intersections within the APO's planning area: MN 15 at CSAH 74 and CSAH 6 at CSAH 74.
- **PROACTIVE/DATA-DRIVEN:** Ground-in wet reflective edge lines throughout the county including the following roadways within the APO's planning area:
 - CSAH 4 between CSAH 3 and CSAH 2.
 - CSAH 3 between Norway Road and northern county line.
 - CSAH 47 from MN 23 to MN 15.
 - CSAH 8 from MN 23 to MN 15.

At the APO's Oct. 31 Technical Advisory Committee (TAC) meeting, TAC representatives recommended the Policy Board prioritize the completion of both projects as well as support Stearns County in their efforts to apply for HSIP funding.

Suggested Action: Approval for Stearns County to complete and submit HSIP applications for both the rural intersection lighting and ground-in wet reflective edge line pavement marking for funding consideration.

Due Nov. 27, 2024

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
\$234,000.00	+	\$26,000.00	=	\$260,000.00

NOTE: maximum of \$750,000 in federal funds per agency per project.

Preferred Funding Year(s)
Any year 2026 - 2029

Funding Notes
None.

3. Project Description

Project Description
Rural intersection lighting at eight rural intersections either included in County Road Safety Plan, or with a documented history of crashes or near misses.

ATP	County or Counties	Metropolitan Planning Organization (MPO)	Tribal Government
3	Stearns County	2 intersections in St. Cloud APO	No

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
8	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.

All of the intersections are rated with at least one star in our County Road Safety Plan (CRSP). All intersections either have a proposed project or have a significant number of crashes or near misses reported. The intersection list from the county's CRSP, project sheets from the CRSP and crash date (2019 to present) is included for each intersection are included.

Is this project in partnership with another agency?

One of the lighting systems is located in MnDOT right of way. That project was also included in the district's 2016 plan. A letter of support from MnDOT is included in the intersection.

5. Crash Data for Reactive Projects ONLY: Jan. 1, 2019 through Dec. 31, 2023

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

NOTE: set filters to 2019 through 2023 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

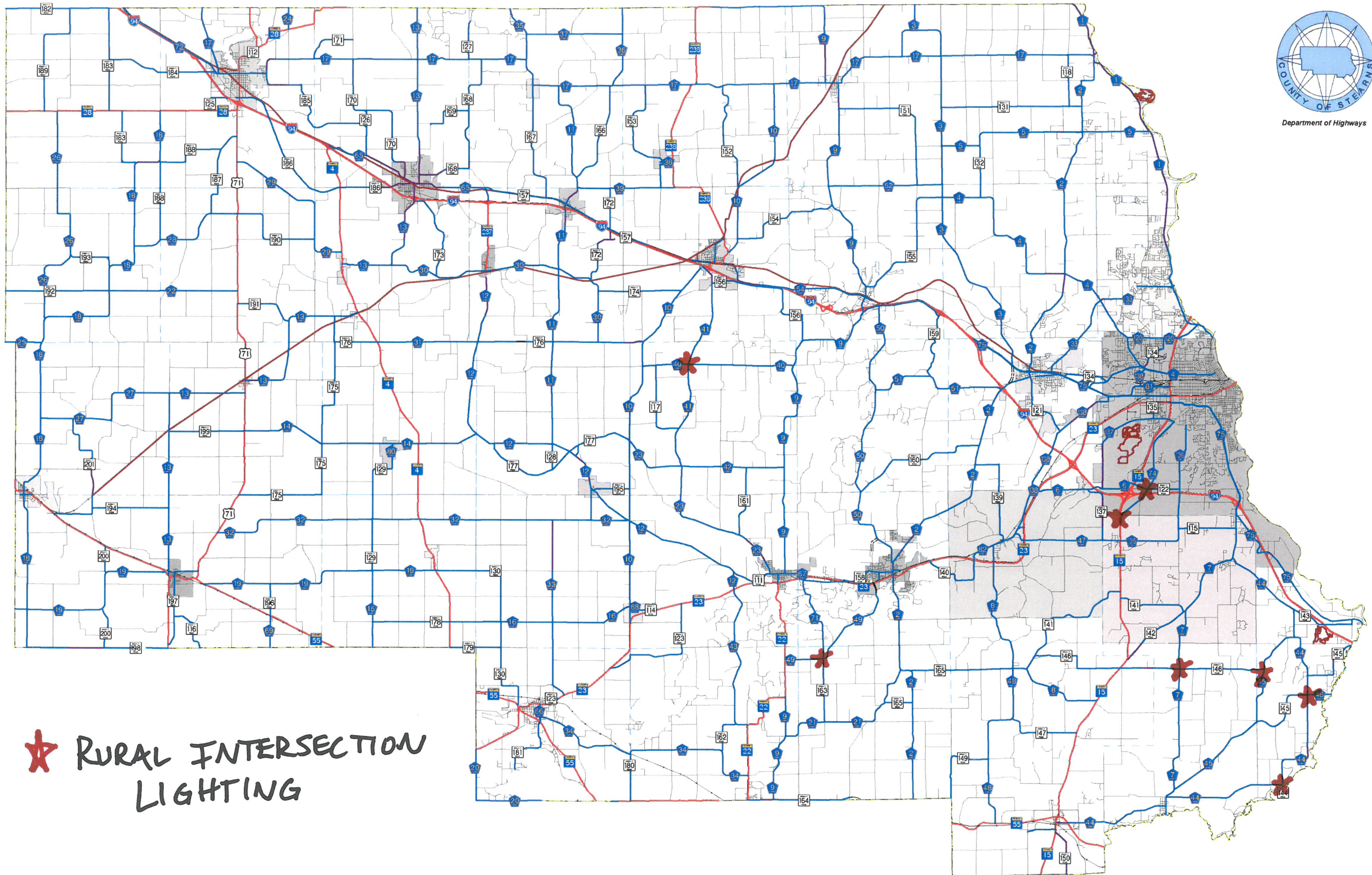
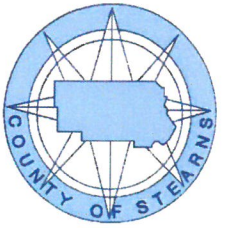
None.

7. Submission Information

Submit this application via PDF to SafetyProject.DOT@state.mn.us by **November 27, 2024**.

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



★ RURAL INTERSECTION LIGHTING

November 4, 2024

Jodi Teich, PE
County Engineer
Stearns County
455 28th Ave South
Waite Park, MN 56387

Dear Ms. Teich,

This letter is to provide MnDOT District support for your HSIP application to install highway lighting on MN 15 at CSAH 74.

TH 15 at CSAH 74 is a high-risk intersection as identified in our 2016 District Safety Plan at a 3-star ranking. Recommendations from that plan was to install highway lighting and upgrade signs and markings.

Investing in adequate lighting at this intersection is a proactive treatment that can help prevent future crashes before they occur. Intersection lighting provides for enhanced visibility during overnight and poor weather conditions. The presence of lighting poles also brings awareness to the intersection during daylight conditions.

Thank you for applying for safety funding to implement highway lighting on MN 15 at CSAH 74 to proactively save lives on our highways.

Sincerely,

Kenneth Hansen Digitally signed by Kenneth Hansen
Date: 2024.11.04 11:02:52 -06'00'

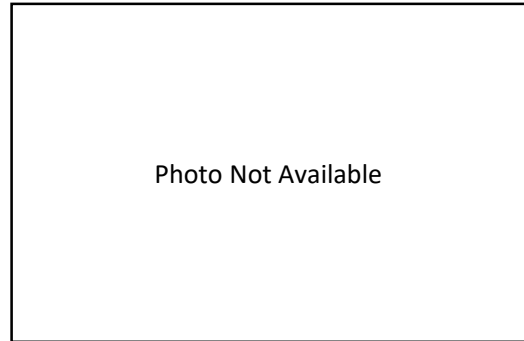
Kenneth Hansen, PE
District Traffic Engineer

CC: Andjela Tomovic

Intersection on MN 15 at CSAH 74 RT

Roadway Data

Description: CSAH 74 RT
 Route System: MN
 Route No: 15
 District: 3
 Environment: Rural
 Design Type: Conventional
 Configuration: T
 Intersection Geometry: Traditional
 Traffic Control Device: Thru-Stop
 Street Lights: None
 Flashers: None
 Major ADT: 9,700
 Minor ADT: 3,000
 Total Entering ADT: 12,700



Crash Data

2009-2013 Crash History

5 Years

	Total	Total Right Angle	Severe Right Angle
Crash Frequency	9	3	0
Density (per int per yr)	1.800	0.600	0.000
Rate (per MEV)	0.388	0.129	0.000

Systemic Safety Risk Factors

	Value	Threshold Value	Star Assignment
Skew	10	≥ 10°	★
On/Near Curve	Yes	Present	★
Adjacent Development	No	Present	
Previous Stop >5 Miles	No	Present	
Volume Cross Product	29,100,000	≥ 400000	★
Severe RA Density	0.000	≥ 0.007	
Total Stars			★★★

Short List of Strategies Considered

	Type	Unit Cost	Unit	Cost	
Upgrade Signs & Markings	Proactive	\$ 3,000	1	\$3,000	
All-Way STOP Conversion	Proactive	\$ 1,000	0	\$0	
Street Lights	Proactive	\$ 6,000	1	\$6,000	
Left & Right Turn Lanes	Proactive	\$ 150,000	0	\$0	
Mainline Dynamic Warning Sign	Proactive	\$ 75,000	0	\$0	
All Approach RICWS	Proactive	\$ 150,000	0	\$0	
Roundabout	Proactive	\$ 2,000,000	0	\$0	
Total Estimated Project Cost				\$9,000	

Notes - Could add Stopbar

Rural Intersection on CSAH 6 at CSAH 74

Roadway Information

Description: CSAH 74
 County: Stearns
 Area Type: Small Town
 Context Zone: Commercial
 Segment Route System: CSAH
 Segment Route No: 6
 Design Type: Traditional
 Configuration: X
 Traffic Control Device: Thru-stop
 Street Lights: None
 Flasher: None
 Major ADT: 6,000
 Minor ADT: 1,325
 Total Entering ADT: 7,325

**Crash Data**

5-year Crash History (2011 - 2015)

	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	3	0	3	0
Density (per int. per yr):	0.6	0.0	0.6	0.0
Rate (per MVM):	0.2	0.0	0.2	0.0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	≥60	
Context Zone:	Commercial	Commercial, Industrial Mixed Use, Residential	★
Entering ADT(vpd):	7,325	≥ 2,000	★
Leg Configuration:	X	X	★
Alignment Skew (degrees):	25	≥ 10	★
Adjacent Curve:	Horizontal	Horizontal, Vertical, Both	★
Adjacent Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5	>5 Miles	
1 st Major Approach Turn Lane Configuration:	TR	LTR or TB	
Total Stars			★★★★★
Priority Location		<input checked="" type="checkbox"/>	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Upgrade Signs & Markings:	Proactive	\$1,500	Per Intersection	1	\$1,500
All-Way STOP Conversion:	Proactive	\$3,000	Per Intersection	0	\$0
Street Lights:	Proactive	\$10,000	Each	0	\$0
Left & Right Turn Lanes:	Proactive	\$250,000	Each	1	\$250,000
LED Stop:	Proactive	\$7,500	Each	0	\$0
RCI:	Proactive	\$750,000	Per Intersection	0	\$0
Single "T" Reconstruction:	Proactive	\$250,000	Per Intersection	0	\$0
All Approach RICWS:	Proactive	\$150,000	Per Intersection	0	\$0
Roundabout:	Proactive	\$1,000,000	Per Intersection	0	\$0
Total Estimated Project Cost:					\$251,500
Systemic Project		<input checked="" type="checkbox"/>			

Notes -

DRAFT

Rural Intersection Prioritization for Stearns County

List No.	County		Route System	Route No.	County	Description	Risk Factors										Tiebreaker	
	Rank	County ID					Context Zone	Entering ADT OR Cross Product	Leg Configuration	Alignment Skew [degrees]	Adjacent RR Crossing	Adjacent Curve	Adjacent Development	Previous STOP (>5mi)	Major Approach Speed Limit	Major Approach Turn Lane Configuration	Total Stars	Crash Cost
209	1	1.73.4.75.007	CSAH	75	Stearns	8th Ave	*	*	*	*	*	*	*	*	*	*	★★★★★★	\$181,800
186	2	1.73.4.6.001	CSAH	6	Stearns	MNTH 23	*	*	*	*	*	*	*	*	*	*	★★★★★★	\$1,082,600
142	3	1.73.4.33.032	CSAH	33	Stearns	MNTH 23	*	*	*	*	*	*	*	*	*	*	★★★★★★	\$383,000
26	4	1.73.4.12.001	CSAH	12	Stearns	MNTH 23	*	*	*	*	*	*	*	*	*	*	★★★★★	\$11,949,600
212	5	1.73.4.75.018	CSAH	75	Stearns	Adrian Rd	*	*	*	*	*	*	*	*	*	*	★★★★★	\$1172,600
170	6	1.73.4.47.003	CSAH	47	Stearns	MNTH 23	*	*	*	*	*	*	*	*	*	*	★★★★★	\$826,400
213	7	1.73.4.75.066	CSAH	75	Stearns	Ridgewood Rd	*	*	*	*	*	*	*	*	*	*	★★★★★	\$686,800
217	8	1.73.4.8.018	CSAH	8	Stearns	MNTH 23	*	*	*	*	*	*	*	*	*	*	★★★★★	\$390,800
2	9	1.73.4.1.054	CSAH	1	Stearns	CSAH 17	*	*	*	*	*	*	*	*	*	*	★★★★★	\$189,600
219	10	1.73.4.82.001	CSAH	82	Stearns	MNTH 23	*	*	*	*	*	*	*	*	*	*	★★★★★	\$126,000
189	11	1.73.4.6.016	CSAH	6	Stearns	CSAH 74	*	*	*	*	*	*	*	*	*	*	★★★★★	\$102,600
225	12	1.73.4.9.015	CSAH	9	Stearns	CSAH 21	*	*	*	*	*	*	*	*	*	*	★★★★★	\$87,000
220	13	1.73.4.82.006	CSAH	82	Stearns	Mill St	*	*	*	*	*	*	*	*	*	*	★★★★★	\$7,800
280	14	1.73.7.194.001	CR	194	Stearns	MNTH 55	*	*	*	*	*	*	*	*	*	*	★★★★★	\$0
257	15	1.73.7.142.001	CR	142	Stearns	MNTH 15	*	*	*	*	*	*	*	*	*	*	★★★★★	\$775,600
234	16	1.73.4.9.088	CSAH	9	Stearns	River St	*	*	*	*	*	*	*	*	*	*	★★★★★	\$700,400
148	17	1.73.4.38.001	CSAH	38	Stearns	Freeport St	*	*	*	*	*	*	*	*	*	*	★★★★★	\$590,000
202	18	1.73.4.7.019	CSAH	7	Stearns	CR-142	*	*	*	*	*	*	*	*	*	*	★★★★★	\$434,800
239	19	1.73.7.112.002	CR	112	Stearns	USTH 71	*	*	*	*	*	*	*	*	*	*	★★★★★	\$355,600
231	20	1.73.4.9.078	CSAH	9	Stearns	CR-154	*	*	*	*	*	*	*	*	*	*	★★★★★	\$261,000
179	21	1.73.4.50.011	CSAH	50	Stearns	CR-160	*	*	*	*	*	*	*	*	*	*	★★★★★	\$189,600
211	22	1.73.4.75.015	CSAH	75	Stearns	255th St	*	*	*	*	*	*	*	*	*	*	★★★★★	\$141,600
181	23	1.73.4.50.036	CSAH	50	Stearns	CR-159	*	*	*	*	*	*	*	*	*	*	★★★★★	\$133,800
208	24	1.73.4.74.009	CSAH	74	Stearns	33rd St S	*	*	*	*	*	*	*	*	*	*	★★★★★	\$110,400
223	25	1.73.4.9.001	CSAH	9	Stearns	State St	*	*	*	*	*	*	*	*	*	*	★★★★★	\$102,600
169	26	1.73.4.47.001	CSAH	47	Stearns	E Bntersection St	*	*	*	*	*	*	*	*	*	*	★★★★★	\$94,800
164	27	1.73.4.44.031	CSAH	44	Stearns	CR-145	*	*	*	*	*	*	*	*	*	*	★★★★★	\$31,200
199	28	1.73.4.7.006	CSAH	7	Stearns	CSAH 44	*	*	*	*	*	*	*	*	*	*	★★★★★	\$23,400
103	29	1.73.4.2.082	CSAH	2	Stearns	Main St E	*	*	*	*	*	*	*	*	*	*	★★★★★	\$15,600
50	30	1.73.4.13.030	CSAH	13	Stearns	1st St	*	*	*	*	*	*	*	*	*	*	★★★★★	\$7,800
136	31	1.73.4.32.001	CSAH	32	Stearns	USTH 71	*	*	*	*	*	*	*	*	*	*	★★★★★	\$7,800
192	32	1.73.4.63.005	CSAH	63	Stearns	Main St	*	*	*	*	*	*	*	*	*	*	★★★★★	\$7,800
193	33	1.73.4.65.001	CSAH	65	Stearns	MNTH 4	*	*	*	*	*	*	*	*	*	*	★★★★★	\$7,800
196	34	1.73.4.65.019	CSAH	65	Stearns	MNTH 237	*	*	*	*	*	*	*	*	*	*	★★★★★	\$7,800
197	35	1.73.4.69.006	CSAH	69	Stearns	MNTH 55	*	*	*	*	*	*	*	*	*	*	★★★★★	\$7,800
285	36	1.73.7.200.004	CR	200	Stearns	MNTH 55	*	*	*	*	*	*	*	*	*	*	★★★★★	\$7,800
48	37	1.73.4.13.027	CSAH	13	Stearns	1st Ave N	*	*	*	*	*	*	*	*	*	*	★★★★★	\$0
93	38	1.73.4.19.009	CSAH	19	Stearns	MNTH 55	*	*	*	*	*	*	*	*	*	*	★★★★★	\$0
215	39	1.73.4.8.008	CSAH	8	Stearns	CR-141	*	*	*	*	*	*	*	*	*	*	★★★★★	\$0
56	40	1.73.4.136.007	CSAH	136	Stearns	40th St S	*	*	*	*	*	*	*	*	*	*	★★★★★	\$11,201,200
206	41	1.73.4.7.033	CSAH	7	Stearns	CSAH 75	*	*	*	*	*	*	*	*	*	*	★★★★★	\$11,007,800
185	42	1.73.4.59.001	CSAH	59	Stearns	State St	*	*	*	*	*	*	*	*	*	*	★★★★★	\$590,000
102	43	1.73.4.2.071	CSAH	2	Stearns	CSAH 4	*	*	*	*	*	*	*	*	*	*	★★★★★	\$296,000
236	44	1.73.4.17.049	CSAH	9	Stearns	River St	*	*	*	*	*	*	*	*	*	*	★★★★★	\$264,800
200	45	1.73.4.7.007	CSAH	7	Stearns	CSAH 45	*	*	*	*	*	*	*	*	*	*	★★★★★	\$205,200
172	46	1.73.4.47.011	CSAH	47	Stearns	MNTH 15	*	*	*	*	*	*	*	*	*	*	★★★★★	\$201,200
259	47	1.73.7.146.008	CR	146	Stearns	MNTH 15	*	*	*	*	*	*	*	*	*	*	★★★★★	\$193,400
58	48	1.73.4.138.005	CSAH	138	Stearns	CR-121	*	*	*	*	*	*	*	*	*	*	★★★★★	\$185,600
120	49	1.73.4.28.007	CSAH	28	Stearns	USTH 71	*	*	*	*	*	*	*	*	*	*	★★★★★	\$177,800

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Rural Intersection Prioritization for Stearns County

List No.	County		Route System	Route No.	County	Description	Risk Factors										Tiebreaker		
	Rank	County ID					Context Zone	Entering ADT OR Cross Product	Leg Configuration	Alignment Skew [degrees]	Adjacent RR Crossing	Adjacent Curve	Adjacent Development	Previous STOP (>5mi)	Major Approach Speed Limit	Major Approach Turn Lane Configuration	Total Stars	Crash Cost	
158	50	173.4.41.010	CSAH	41	Stearns	CR-156		*	*	*								***	\$177,800
232	51	173.4.9.079	CSAH	9	Stearns	CSAH 52		*	*	*								***	\$174,000
31	52	173.4.12.013	CSAH	12	Stearns	West St	*			*								***	\$170,000
59	53	173.4.14.001	CSAH	14	Stearns	USTH 71		*	*					*				***	\$170,000
138	54	173.4.32.011	CSAH	32	Stearns	MNTH 4			*	*				*				***	\$170,000
195	55	173.4.65.018	CSAH	65	Stearns	CR-157		*	*	*								***	\$133,800
188	56	173.4.6.012	CSAH	6	Stearns	CSAH 137		*	*	*		*						***	\$102,600
260	57	173.7.147.006	CR	147	Stearns	MNTH 15	*	*	*	*								***	\$102,600
29	58	173.4.12.011	CSAH	12	Stearns	River St	*		*	*								***	\$94,800
98	59	173.4.2.008	CSAH	2	Stearns	CSAH 21		*	*					*				***	\$87,000
107	60	173.4.20.006	CSAH	20	Stearns	MNTH 923A		*	*	*				*				***	\$87,000
235	61	173.4.9.089	CSAH	9	Stearns	River St	*	*	*					*				***	\$87,000
154	62	173.4.4.012	CSAH	4	Stearns	CSAH 133		*	*					*				***	\$39,000
21	63	173.4.11.009	CSAH	11	Stearns	CSAH 30		*	*	*		*						***	\$31,200
167	64	173.4.45.005	CSAH	45	Stearns	CR-145		*	*	*		*						***	\$23,400
198	65	173.4.7.003	CSAH	7	Stearns	CSAH 44	*	*	*	*								***	\$23,400
101	66	173.4.2.051	CSAH	2	Stearns	CSAH 51		*	*	*								***	\$15,600
205	67	173.4.7.029	CSAH	7	Stearns	245th St	*	*	*									***	\$15,600
222	68	173.4.82.014	CSAH	82	Stearns	MNTH 23		*	*	*				*	*			***	\$15,600
1	69	173.4.1.053	CSAH	1	Stearns	CSAH 2	*	*	*					*				***	\$7,800
3	70	173.4.1.055	CSAH	1	Stearns	CSAH 17	*	*	*					*				***	\$7,800
37	71	173.4.12.029	CSAH	12	Stearns	Main St	*	*	*									***	\$7,800
43	72	173.4.13.015	CSAH	13	Stearns	State St	*	*	*									***	\$7,800
95	73	173.4.19.018	CSAH	19	Stearns	MNTH 4		*	*	*		*						***	\$7,800
97	74	173.4.2.007	CSAH	2	Stearns	CR-165		*	*	*		*						***	\$7,800
100	75	173.4.2.047	CSAH	2	Stearns	CR-160		*	*	*				*				***	\$7,800
116	76	173.4.26.011	CSAH	26	Stearns	MNTH 28		*	*	*				*				***	\$7,800
204	77	173.4.7.027	CSAH	7	Stearns	CSAH 44	*	*	*					*				***	\$7,800
210	78	173.4.75.010	CSAH	75	Stearns	245th St	*	*	*	*								***	\$7,800
230	79	173.4.9.077	CSAH	9	Stearns	CR-154	*	*	*				*					***	\$7,800
240	80	173.7.113.001	CR	113	Stearns	CR-177		*	*	*								***	\$7,800
252	81	173.7.130.001	CR	130	Stearns	MNTH 55		*	*	*				*				***	\$7,800
262	82	173.7.150.002	CR	150	Stearns	MNTH 15	*	*	*	*								***	\$7,800
73	83	173.4.17.033	CSAH	17	Stearns	CR-167		*	*	*			*					***	\$0
83	84	173.4.18.021	CSAH	18	Stearns	CSAH 25		*	*	*				*				***	\$0
109	85	173.4.21.009	CSAH	21	Stearns	CR-165	*	*	*	*								***	\$0
111	86	173.4.23.003	CSAH	23	Stearns	CSAH 42		*	*	*			*					***	\$0
187	87	173.4.6.011	CSAH	6	Stearns	CR-137	*	*	*	*			*					***	\$0
190	88	173.4.60.001	CSAH	60	Stearns	Main St W	*	*	*	*								***	\$0
249	89	173.7.126.001	CR	126	Stearns	CR-185		*	*	*				*				***	\$0
267	90	173.7.175.001	CR	175	Stearns	USTH 71		*	*	*								***	\$0
146	91	173.4.35.002	CSAH	35	Stearns	CSAH 37		*	*	*			*					***	\$11,590,000
245	92	173.7.123.004	CR	123	Stearns	MNTH 23		*	*	*								**	\$11,087,000
201	93	173.4.7.015	CSAH	7	Stearns	CR-146		*	*	*								**	\$1,024,800
54	94	173.4.133.009	CSAH	133	Stearns	19th Ave		*	*	*								**	\$909,400
19	95	173.4.11.001	CSAH	11	Stearns	CSAH 12		*	*	*				*				**	\$613,400
207	96	173.4.74.001	CSAH	74	Stearns	MNTH 15		*	*	*			*					**	\$387,000
5	97	173.4.10.001	CSAH	10	Stearns	MNTH 23		*	*	*								**	\$272,600
255	98	173.7.141.007	CR	141	Stearns	MNTH 15		*	*	*				*				**	\$268,800

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Rural Intersection Prioritization for Stearns County

List No.	County Rank	County ID	Route System	Route No.	County	Description	Risk Factors										Tiebreaker	
							Context Zone	Entering ADT OR Cross Product	Leg Configuration	Alignment Skew [degrees]	Adjacent RR Crossing	Adjacent Curve	Adjacent Development	Previous STOP (>5mi)	Major Approach Speed Limit	Major Approach Turn Lane Configuration	Total Stars	Crash Cost
49	148	1.73.4.13.028	CSAH	13	Stearns	1st Ave N				*				*			**	\$0
52	149	1.73.4.4.30.001	CSAH	13	Stearns	CSAH 30		*						*			**	\$0
57	150	1.73.4.138.001	CSAH	138	Stearns	CR-138	*							*			**	\$0
60	151	1.73.4.14.005	CSAH	14	Stearns	CR-175			*					*			**	\$0
65	152	1.73.4.16.001	CSAH	16	Stearns	MNTH 4			*					*			**	\$0
75	153	1.73.4.17.036	CSAH	17	Stearns	CSAH 36			*					*			**	\$0
78	154	1.73.4.17.040	CSAH	17	Stearns	MNTH 238			*					*			**	\$0
85	155	1.73.4.18.026	CSAH	18	Stearns	CSAH 22			*				*				**	\$0
86	156	1.73.4.18.027	CSAH	18	Stearns	455th Ave			*					*			**	\$0
88	157	1.73.4.18.032	CSAH	18	Stearns	CR-183			*					*			**	\$0
89	158	1.73.4.18.033	CSAH	18	Stearns	CR-188			*					*			**	\$0
91	159	1.73.4.19.003	CSAH	19	Stearns	CR-200			*					*			**	\$0
104	160	1.73.4.2.085	CSAH	2	Stearns	410th St		*						*			**	\$0
115	161	1.73.4.26.004	CSAH	26	Stearns	CR-193			*					*			**	\$0
118	162	1.73.4.28.001	CSAH	28	Stearns	CR-188			*					*			**	\$0
130	163	1.73.4.3.025	CSAH	3	Stearns	120th Ave		*	*					*			**	\$0
135	164	1.73.4.31.001	CSAH	31	Stearns	MNTH 4			*					*			**	\$0
156	165	1.73.4.40.002	CSAH	40	Stearns	CSAH 41			*					*			**	\$0
168	166	1.73.4.45.007	CSAH	45	Stearns	CR-146			*					*			**	\$0
177	167	1.73.4.49.003	CSAH	49	Stearns	CSAH 71			*					*			**	\$0
238	168	1.73.4.9.098	CSAH	9	Stearns	450th St			*					*			**	\$0
247	169	1.73.7.123.012	CR	123	Stearns	MNTH 23		*						*			**	\$0
250	170	1.73.7.128.001	CR	128	Stearns	CR-177			*					*			**	\$0
254	171	1.73.7.141.002	CR	141	Stearns	CR-146	*		*					*			**	\$0
269	172	1.73.7.180.001	CR	180	Stearns	MNTH 55		*	*					*			**	\$0
276	173	1.73.7.187.003	CR	187	Stearns	CR-188			*					*			**	\$0
182	174	1.73.4.51.003	CSAH	51	Stearns	CR-159			*					*			*	\$692,600
150	175	1.73.4.39.001	CSAH	39	Stearns	CR-172			*					*			*	\$677,000
25	176	1.73.4.115.001	CSAH	115	Stearns	CSAH 136		*						*			*	\$628,200
165	177	1.73.4.44.037	CSAH	44	Stearns	CSAH 45			*					*			*	\$434,800
163	178	1.73.4.44.030	CSAH	44	Stearns	CSAH 46			*					*			*	\$355,600
67	179	1.73.4.16.005	CSAH	16	Stearns	CSAH 33			*					*			*	\$201,200
66	180	1.73.4.16.003	CSAH	16	Stearns	CR-130			*					*			*	\$177,800
221	181	1.73.4.82.007	CSAH	82	Stearns	Mill St			*					*			*	\$177,800
149	182	1.73.4.38.003	CSAH	38	Stearns	MNTH 238			*					*			*	\$170,000
248	183	1.73.7.125.001	CR	125	Stearns	MNTH 28		*						*			*	\$170,000
283	184	1.73.7.197.014	CR	197	Stearns	USTH 71		*						*			*	\$110,400
79	185	1.73.4.17.041	CSAH	17	Stearns	CR-152			*					*			*	\$94,800
216	186	1.73.4.8.009	CSAH	8	Stearns	Pointarmigan Dr			*					*			*	\$94,800
256	187	1.73.7.141.008	CR	141	Stearns	MNTH 15		*						*			*	\$94,800
39	188	1.73.4.13.010	CSAH	13	Stearns	CR-199			*					*			*	\$87,000
123	189	1.73.4.29.007	CSAH	29	Stearns	MNTH 4			*					*			*	\$87,000
174	190	1.73.4.48.005	CSAH	48	Stearns	CR-149			*					*			*	\$87,000
272	191	1.73.7.183.004	CR	183	Stearns	MNTH 28		*						*			*	\$87,000
127	192	1.73.4.3.018	CSAH	3	Stearns	CR-131			*					*			*	\$31,200
180	193	1.73.4.50.026	CSAH	50	Stearns	CSAH 51		*						*			*	\$31,200
6	194	1.73.4.10.002	CSAH	10	Stearns	MNTH 23			*					*			*	\$23,400
35	195	1.73.4.12.023	CSAH	12	Stearns	CSAH 14			*					*			*	\$23,400
9	196	1.73.4.10.011	CSAH	10	Stearns	CSAH 12			*					*			*	\$15,600



Crash Detail Report - Short Form

CSAH 74/TH 15

INCIDENT ID 00694178	ROUTE SYS 03-MNTH	ROUTE NUM 0015	MEASURE 143.941	ROUTE NAME MNTH 15	ROUTE ID 0300000000000015-I	COUNTY 73-Stearns	CITY Saint Augusta				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 03/01/19	TIME 15:51	DAY Fri	LAT 45.482133	LONG -94.246471	UTM X 402587.2	UTM Y 5037266.2	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	Passenger Car	Passenger Car		
Direction of Travel	Southbound	Southbound		
Maneuver	Slowing	Slowing		
Age/Sex	20 F	40 F	-1	-1
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	No Clear Contributing Action		

OFFICER SKETCH 	NARRATIVE V2 WAS ATTEMPTING TO TURN LEFT ON TO CR 74, THIS VEHICLE WAS SLIDING ON ICE WHILE ATTEMPTING TO STOP. V1 WAS ALSO ATTEMPTING TO STOP ON ICE WHEN SHE REALIZED V2 WAS BRAKING TO TURN LEFT. V1 COULD NOT STOP IN TIME, AND HIT V2.
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INCIDENT ID 00977057	ROUTE SYS 03-MNTH	ROUTE NUM 0015	MEASURE 143.942	ROUTE NAME MNTH 15	ROUTE ID 0300000000000015-I	COUNTY 73-Stearns	CITY Saint Augusta				
INTERSECT WITH 74		# VEH 2	# KILL 0	DATE 11/24/21	TIME 11:19	DAY Wed	LAT 45.482139	LONG -94.246471	UTM X 402587.2	UTM Y 5037266.9	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	Passenger Van (Seats Install	Sport Utility Vehicle		
Direction of Travel	Southbound	Southbound		
Maneuver	Moving Forward	Making a U Turn		
Age/Sex	31 F	17 F	-1	-1
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Improper Turn/Merge		

OFFICER SKETCH 	NARRATIVE BOTH VEHICLES WERE SOUTH ON HIGHWAY 15, #2 WAS IN FRONT OF #1 AND REALIZED THAT SHE WENT THE WRONG WAY ON 15. AS #2 WAS APPROACHING COUNTY ROAD 74 SHE PULLED OVER TO THE RIGHT IN THE OVERTAKING LANE/DRIVE WAY APPROACH TO MAKE A U TURN. #2 DID NOT SEE #1 BEHIND HER AS SHE STARTED TO MAKE HER U TURN AND RAN INTO THE SIDE OF #1. #1 STATED THAT SHE WAS BEHIND #2 AND SAW THE VEHICLE MOVE TO THE RIGHT, SO SHE STARTED TO SLOW DOWN, AS SHE WAS PASSING HER SHE WAS HIT IN THE PASSENGER SIDE REAR WHICH CAUSED HER TO SPIN OUT. HER CAR SPUN AROUND STOPPING ON THE RIGHT SHOULDER FACING NORTH. NO REPORT OF INJURY ON SCENE.
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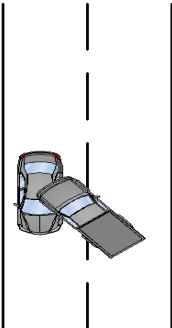
Crash Detail Report - Short Form

CSAH 74/TH 15

Attachment F2

INCIDENT ID 01082446	ROUTE SYS 03-MNTH	ROUTE NUM 0015	MEASURE 143.958	ROUTE NAME MNTH 15	ROUTE ID 0300000000000015-I	COUNTY 73-Stearns	CITY Saint Augusta				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 02/20/23	TIME 17:29	DAY Mon	LAT 45.482367	LONG -94.246476	UTM X 402587.2	UTM Y 5037292.3	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle	CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Sunset		WEATHER PRIMARY Blowing Sand/Soil/Dirt/S			

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Pickup		
Direction of Travel	Southbound	Northbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	59 M	20 M	-1	-1
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Swerved or Avoided Due to V		

OFFICER SKETCH 	NARRATIVE VEHICLE ONE SB HWY 15, VEHICLE TWO NB HWY 15 TRAVELING MUCH TOO FAST ON SLIPPERY ROADS, LOST CONTROL, STRUCK SB VEHICLE ONE IN DRIVERS SIDE SENDING VEHICLE ONE INTO THE DITCH.
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Selection Filter:

WORK AREA: County('73') - FILTER: Year('2019','2020','2021','2022','2023','2024') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Jodi Teich	
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Crash Detail Report - Short Form

CSAH 74/TH 15

INCIDENT ID 00694178	ROUTE SYS 03-MNTH	ROUTE NUM 0015	MEASURE 143.941	ROUTE NAME MNTH 15	ROUTE ID 0300000000000015-I	COUNTY 73-Stearns	CITY Saint Augusta				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 03/01/19	TIME 15:51	DAY Fri	LAT 45.482133	LONG -94.246471	UTM X 402587.2	UTM Y 5037266.2	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	Passenger Car	Passenger Car		
Direction of Travel	Southbound	Southbound		
Maneuver	Slowing	Slowing		
Age/Sex	20 F	40 F	-1	-1
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	No Clear Contributing Action		

OFFICER SKETCH 	NARRATIVE V2 WAS ATTEMPTING TO TURN LEFT ON TO CR 74, THIS VEHICLE WAS SLIDING ON ICE WHILE ATTEMPTING TO STOP. V1 WAS ALSO ATTEMPTING TO STOP ON ICE WHEN SHE REALIZED V2 WAS BRAKING TO TURN LEFT. V1 COULD NOT STOP IN TIME, AND HIT V2.
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INCIDENT ID 00977057	ROUTE SYS 03-MNTH	ROUTE NUM 0015	MEASURE 143.942	ROUTE NAME MNTH 15	ROUTE ID 0300000000000015-I	COUNTY 73-Stearns	CITY Saint Augusta				
INTERSECT WITH 74		# VEH 2	# KILL 0	DATE 11/24/21	TIME 11:19	DAY Wed	LAT 45.482139	LONG -94.246471	UTM X 402587.2	UTM Y 5037266.9	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	Passenger Van (Seats Install	Sport Utility Vehicle		
Direction of Travel	Southbound	Southbound		
Maneuver	Moving Forward	Making a U Turn		
Age/Sex	31 F	17 F	-1	-1
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Improper Turn/Merge		

OFFICER SKETCH 	NARRATIVE BOTH VEHICLES WERE SOUTH ON HIGHWAY 15, #2 WAS IN FRONT OF #1 AND REALIZED THAT SHE WENT THE WRONG WAY ON 15. AS #2 WAS APPROACHING COUNTY ROAD 74 SHE PULLED OVER TO THE RIGHT IN THE OVERTAKING LANE/DRIVE WAY APPROACH TO MAKE A U TURN. #2 DID NOT SEE #1 BEHIND HER AS SHE STARTED TO MAKE HER U TURN AND RAN INTO THE SIDE OF #1. #1 STATED THAT SHE WAS BEHIND #2 AND SAW THE VEHICLE MOVE TO THE RIGHT, SO SHE STARTED TO SLOW DOWN, AS SHE WAS PASSING HER SHE WAS HIT IN THE PASSENGER SIDE REAR WHICH CAUSED HER TO SPIN OUT. HER CAR SPUN AROUND STOPPING ON THE RIGHT SHOULDER FACING NORTH. NO REPORT OF INJURY ON SCENE.
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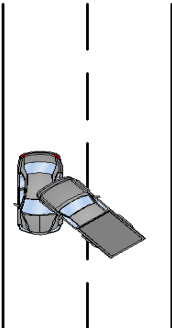


Crash Detail Report - Short Form

CSAH 74/TH 15

INCIDENT ID 01082446	ROUTE SYS 03-MNTH	ROUTE NUM 0015	MEASURE 143.958	ROUTE NAME MNTH 15	ROUTE ID 0300000000000015-I	COUNTY 73-Stearns	CITY Saint Augusta				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 02/20/23	TIME 17:29	DAY Mon	LAT 45.482367	LONG -94.246476	UTM X 402587.2	UTM Y 5037292.3	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle	CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Sunset		WEATHER PRIMARY Blowing Sand/Soil/Dirt/S			

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Pickup		
Direction of Travel	Southbound	Northbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	59 M	20 M	-1	-1
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>VEHICLE ONE SB HWY 15, VEHICLE TWO NB HWY 15 TRAVELING MUCH TOO FAST ON SLIPPERY ROADS, LOST CONTROL, STRUCK SB VEHICLE ONE IN DRIVERS SIDE SENDING VEHICLE ONE INTO THE DITCH.</p>
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Selection Filter:

WORK AREA: County('73') - FILTER: Year('2019','2020','2021','2022','2023','2024') - SPATIAL FILTER APPLIED

Analyst: Jodi Teich	Notes:
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Crash Detail Report - Short Form

CSAH 44 and CSAH 46 Crashes

INCIDENT ID 00775880	ROUTE SYS 04-CSAH	ROUTE NUM 0044	MEASURE 13.505	ROUTE NAME CSAH 44	ROUTE ID 0400006595170044-I	COUNTY 73-Stearns	CITY NOT IN A CITY			
INTERSECT WITH CR-145	# VEH 2	# KILL 0	DATE 12/31/19	TIME 08:15	DAY Tue	LAT 45.383844	LONG -94.096893	UTM X 414127.9	UTM Y 5026176.3	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Other	CRASH SEVERITY C - Possible 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	Passenger Van (Seats Install		
Direction of Travel	Westbound	Southbound		
Maneuver	Entering Traffic Lane	Moving Forward		
Age/Sex	40 M	79 M	-1	-1
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	No Clear Contributing Action		

OFFICER SKETCH 	NARRATIVE DRIVER OF VEHICLE #1 WAS AT A STOP SIGN AT THE INTERSECTION OF CR 46 AND CR 44. DRIVER WAS STOPPED. DRIVER OF VEHICLE #1 ENTERED THE INTERSECTION TO CROSS CR 44 AND CONTINUE WEST ON CR 145. AS DRIVER IN MAKING THIS MANEUVER, VEHICLE #2 WAS SOUTHBOUND ON CR 44 JUST NORTH OF THIS INTERSECTION. VEHICLE #1 HIT VEHICLE #2 IN THE INTERSECTION. DRIVER OF VEHICLE #1 WAS ISSUED CITATION.
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INCIDENT ID 00941146	ROUTE SYS 04-CSAH	ROUTE NUM 0044	MEASURE 13.505	ROUTE NAME CSAH 44	ROUTE ID 0400006595170044-I	COUNTY 73-Stearns	CITY NOT IN A CITY			
INTERSECT WITH	# VEH 1	# KILL 0	DATE 09/15/21	TIME 07:32	DAY Wed	LAT 45.383838	LONG -94.096893	UTM X 414127.9	UTM Y 5026175.6	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Single Vehicle Run Off Road	CRASH SEVERITY B - Minor Injury	FIRST HARMFUL Standing Tree/Shrubbery	LIGHT CONDITION Daylight	WEATHER PRIMARY Clear						

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Passenger Car			
Direction of Travel	Southbound			
Maneuver	Swerved or Attempt to Avoid			
Age/Sex	42 M	-1	-1	-1
Physical Cond	Apparently Normal			
Contributing Factor 1	Swerved or Avoided Due to V			

OFFICER SKETCH 	NARRATIVE UNIT 1 - 2005 TOYOTA MATRIX; MN PLATE CCF058 DRIVER OF UNIT 1 - BROCK PAUL TUNTLAND UNIT 1 WAS NB ON CR 44. ANOTHER VEHICLE WAS WB ON CR 46. THE OTHER VEHICLE DID NOT STOP FOR THE STOP SIGN WB CR 46 @ CR 44. UNIT 1 SWERVED LEFT AND TOOK THE DITCH TO AVOID COLLISION. UNIT 1 CAME TO FINAL REST AGAINST MULTIPLE TREES. THE TWO VEHICLES DID NOT COLLIDE. DRIVER OF THE OTHER VEHICLE WAS CITED FOR FAILURE TO STOP AT STOP SIGN. TUNTLAND WAS CLEARED BY MEDICAL, FRONT AIRBAG DEPLOYED, BELT WORN, VEHICLE WAS TOWED BY ANDYS/INTERSTATE TOWING. END OF REPORT --- SP 57
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Crash Detail Report - Short Form

Attachment F2

CSAH 44 and CSAH 46 Crashes

INCIDENT ID 01195131	ROUTE SYS 04-CSAH	ROUTE NUM 0044	MEASURE 13.507	ROUTE NAME CSAH 44	ROUTE ID 0400006595170044-I	COUNTY 73-Stearns	CITY NOT IN A CITY			
INTERSECT WITH CSAH 46	# VEH 2	# KILL 0	DATE 08/11/24	TIME 19:25	DAY Sun	LAT 45.383864	LONG -94.096893	UTM X 414128.0	UTM Y 5026178.5	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Other	CRASH SEVERITY N - Prop Damage Only	FIRST HARMFUL Other Non-Collision	LIGHT CONDITION Daylight		WEATHER PRIMARY Clear					

Unit Type	Unit 1 Motor Vehicle in Transport	Unit 2 Hit-And-Run Vehicle	Unit 3	Unit 4
Vehicle Type	Sport Utility Vehicle			
Direction of Travel	Northbound	Eastbound		
Maneuver	Swerved or Attempt to Avoid	Moving Forward		
Age/Sex	16 M	-1	-1	-1
Physical Cond	Apparently Normal			
Contributing Factor 1	Swerved or Avoided Due to V			

OFFICER SKETCH 	NARRATIVE UNIT 1 NB CO RD 44 APPROACHING CO RD 46. UNIT 2 EB CO RD 145 AT STOP SIGN. UNIT 2 PROCEEDED THROUGH STOP SIGN EB ONTO CO RD 46. UNIT 1 HAD TO SWERVE TO THE RIGHT TO AVOID T-BONE COLLISION WITH/ UNIT 2. UNIT 1 FISH TAILED BACK AND FORTH NB CO RD 44 TWO TIMES COMING TO A REST IN THE EAST DITCH OF CO RD 44. UNIT 2 CONTINUED WITHOUT STOPPING. UNIT 1 OCCUPANTS NOT INJURED. WEARING SEATBELTS AND NO AIRBAG DEPLOYMENT. UNIT 1 TOWED BY ANDYS TOWING PER OWNER REQUEST.
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INCIDENT ID 01163382	ROUTE SYS 04-CSAH	ROUTE NUM 0044	MEASURE 13.512	ROUTE NAME CSAH 44	ROUTE ID 0400006595170044-I	COUNTY 73-Stearns	CITY NOT IN A CITY			
INTERSECT WITH CR46	# VEH 2	# KILL 0	DATE 02/15/24	TIME 09:00	DAY Thu	LAT 45.383941	LONG -94.096892	UTM X 414128.1	UTM Y 5026187.0	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 Type	Unit 1 Motor Vehicle in Transport	Unit 2 Motor Vehicle in Transport	Unit 3	Unit 4
Vehicle Type	Pickup	Pickup		
Direction of Travel	Southbound	Westbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	54 M	41 M	-1	-1
Physical Cond	Apparently Normal	Unknown		
Contributing Factor 1	No Clear Contributing Action	Ran Stop Sign		

OFFICER SKETCH 	NARRATIVE ON THE ABOVE DATE AND TIME I WAS DISPATCHED TO A 2 VEHICLE CRASH AT THE ABOVE LOCATION. UPON ARRIVAL I FOUND A CHEVROLET SILVERADO ON SCENE WITH DAMAGE TO THE REAR DRIVERS SIDE. I MADE CONTACT WITH THE COMP WHO ADVISED THE OTHER VEHICLE HAD LEFT THE SCENE WB ON CR145. THE COMP HAD PARTIAL IDENTIFICATION ON THE DRIVER OF THE OTHER VEHICLE AND A PLATE NUMBER. THE COMP ALSO HAD A CELL PHONE NUMBER AND INSURANCE INFORMATION FOR A GMC YUKON PROVIDED BY THE OTHER DRIVER. THE COMP ADVISED THE OTHER INVOLVED WAS AN OLDER SILVERADO AND NOT A YUKON. THE COMP HAD BRIEF CONTACT WITH THE OTHER DRIVER AND OVERHEARD HIM SAY ON A PHONE CALL THAT HE NEEDED TO LEAVE BEFORE LAW ENFORCEMENT GOT ON SCENE. THE COMP WAS OPERATING THE 3500 SILVERADO GOING SB ON CR44. AS HE APPROACHED THE INTERSECTION WITH CR46 HE SAW THE OTHER SILVERADO COMING
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Crash Detail Report - Short Form

CSAH 44 and CSAH 46 Crashes

INCIDENT ID 01031770	ROUTE SYS 04-CSAH	ROUTE NUM 0046	MEASURE 0.000	ROUTE NAME CSAH 46	ROUTE ID 0400006595170046-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH 44		# VEH 2	# KILL 0	DATE 07/02/22	TIME 07:45	DAY Sat	LAT 45.383882	LONG -94.096893	UTM X 414128.0	UTM Y 5026180.5	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle		CRASH SEVERITY C - Possible Injury		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	Sport Utility Vehicle	Pickup		
Direction of Travel	Westbound	Westbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	44 M	38 M	-1	-1
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

OFFICER SKETCH 	NARRATIVE DRIVER OF VEHICLE #1 WAS WESTBOUND ON CR 46 COMING TO THE INTERSECTION WITH CR 44. THIS INTERSECTION IS CONTROLLED BY STOP SIGN FOR WEST AND EAST BOUND TRAFFIC ON CR 46. WHEN DRIVER OF VEHICLE #1 CAME TO INTERSECTION THERE WAS A VEHICLE IN FRONT OF HIM THAT WENT THROUGH THE INTERSECTION. DRIVER OF VEHICLE #1 CAME TO INTERSECTION/STOP AND PROCEEDED INTO THE INTERSECTION COLLIDING WITH DRIVER OF #2 IN THE INTERSECTION. DRIVER OF VEHICLE #2 WAS NORTHBOUND ON CR 44 AND HAD THE RIGHT OF WAY. BOTH VEHICLES WENT INTO THE NORTHWEST DITCH OF THE INTERSECTION. DRIVER OF VEHICLE #1 WAS ISSUED CITATION.
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INCIDENT ID 01046521	ROUTE SYS 07-CR	ROUTE NUM 0145	MEASURE 2.925	ROUTE NAME CR-145	ROUTE ID 0700006595170145-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH CSAH 44		# VEH 2	# KILL 0	DATE 09/18/22	TIME 20:26	DAY Sun	LAT 45.383881	LONG -94.097134	UTM X 414109.1	UTM Y 5026180.6	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Other		CRASH SEVERITY C - Possible Injury		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Dark (No Str Lights)		WEATHER PRIMARY Fog/Smog/Smoke		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Van (Seats Install	Pickup		
Direction of Travel	Eastbound	Southbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	34 M	36 M	-1	-1
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Other Contributing Action	No Clear Contributing Action		

OFFICER SKETCH 	NARRATIVE UNIT ONE WAS TRAVELING EASTBOUND ON COUNTY ROAD 145 APPROACHING COUNTY ROAD 44 IN LYNDEN TOWNSHIP, STEARNS COUNTY. DRIVER ONE REPORTED IT BEING FOGGY, DRIVING TOO FAST FOR THE CONDITIONS, AND SEEING THE STOP SIGN TOO LATE. DRIVER ONE ADMITTED TO FAILING TO STOP AT THE STOP SIGN STRIKING UNIT TWO WHICH WAS SOUTHBOUND ON COUNTY ROAD 44. MINOR INJURIES. BOTH VEHICLES WERE TOWED.
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Crash Detail Report - Short Form

CSAH 44 and CSAH 46 Crashes

INCIDENT ID 00867213	ROUTE SYS 07-CR	ROUTE NUM 0145	MEASURE 2.928	ROUTE NAME CR-145	ROUTE ID 0700006595170145-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 12/09/20	TIME 09:55	DAY Wed	LAT 45.383881	LONG -94.097066	UTM X 414114.4	UTM Y 5026180.6	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle		CRASH SEVERITY C - Possible 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	Pickup		
Direction of Travel	Westbound	Northbound		
Maneuver	Turning Left	Moving Forward		
Age/Sex	34 M	41 M	-1	-1
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

OFFICER SKETCH 	NARRATIVE DRIVER ON VEH #1 WAS STOPPED FACING WESTBOUND AT THE STOP SIGN ON CR 46. DRIVER TRAVELED INTO THE INTERSECTION OF CR 46 AND CR 44 TO MAKE A LEFT TURN TO GO SOUTHBOUND ON CR 44. AS DRIVER TO VEH #1 WAS MAKING THIS MANEUVER HE COLLIDED WITH VEH #2 TRAVELING NORTHBOUND ON CR 44. DRIVER OF VEH #1 WAS ISSUED CITATION FOR RIGHT OF WAY-LEFT TURN.
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INCIDENT ID 01070943	ROUTE SYS 07-CR	ROUTE NUM 0145	MEASURE 2.933	ROUTE NAME CR-145	ROUTE ID 0700006595170145-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH CR 44		# VEH 2	# KILL 0	DATE 12/26/22	TIME 15:00	DAY Mon	LAT 45.383881	LONG -94.096980	UTM X 414121.2	UTM Y 5026180.5	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		
Vehicle Type	Passenger Car	Passenger Car		
Direction of Travel	Eastbound	Eastbound		
Maneuver	Other	Moving Forward		
Age/Sex	64 M	65 F	-1	-1
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Other Contributing Action		

OFFICER SKETCH 	NARRATIVE UNIT 1 WAS STOPPED AT THE STOP SIGN ON CR 145 FACING EAST AND WAITING TO MAKE A LEFT TURN ONTO CR44. UNIT 2 WAS TRAVELING THE SAME DIRECTION. THE ROAD SURFACE WAS SLIPPERY DUE TO COMPACTED SNOW AND ICE. THE DRIVER OF UNIT 2 REAR ENDED UNIT 1. THE DAMAGE WAS MINOR ON BOTH VEHICLES. THEY EXCHANGED INFORMATION. THE DRIVER OF UNIT 2 HAD TO LEAVE BEFORE I ARRIVED SO THERE ARE NO POLICE PHOTOS OF THAT VEHICLE.
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Crash Detail Report - Short Form

CSAH 44 and CSAH 46 Crashes

Selection Filter:

WORK AREA: County('73') - FILTER: Year('2019','2020','2021','2022','2023','2024') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Jodi Teich

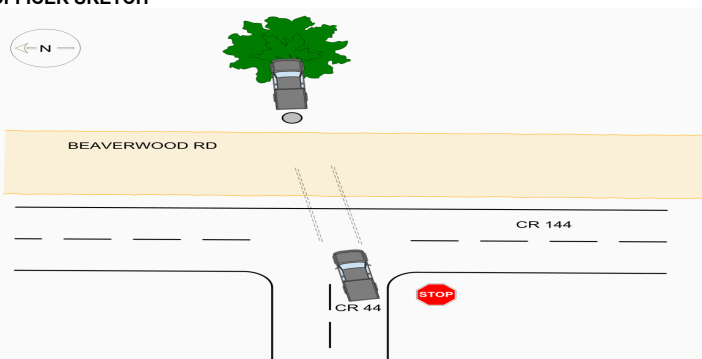


Crash Detail Report - Short Form

CSAH 44 and CR 144 Crashes

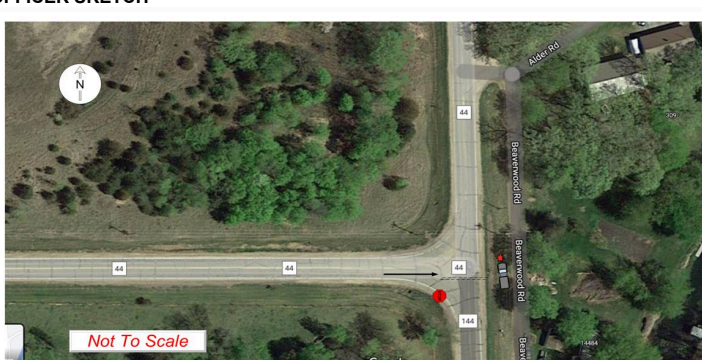
INCIDENT ID 00706816	ROUTE SYS 04-CSAH	ROUTE NUM 0044	MEASURE 9.108	ROUTE NAME CSAH 44	ROUTE ID 0400006595170044-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH		# VEH 1	# KILL 0	DATE 04/29/19	TIME 22:18	DAY Mon	LAT 45.333136	LONG -94.117868	UTM X 412407.6	UTM Y 5020565.6	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Single Vehicle Run Off Road		CRASH SEVERITY C - Possible Injury		FIRST HARMFUL Other Post, Pole or Support			LIGHT CONDITION Dark (No Str Lights)		WEATHER PRIMARY Cloudy		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Pickup			
Direction of Travel	Eastbound			
Maneuver	Moving Forward			
Age/Sex	17 M	-1	-1	-1
Physical Cond	Apparently Normal			
Contributing Factor 1	Other Contributing Action			

OFFICER SKETCH 	NARRATIVE -VEHICLE EB ON CR 44 -DRIVER SAID CRUISE CONTROL SET AROUND 55 MPH -DRIVER SAID HE NODDED OFF BECAUSE HE WAS TIRED AND WOKE UP AS HE GOT TO THE STOP SIGN ON CR 44 TO GO ONTO CR 144 -DRIVER HIT THE BRAKES BUT SLID THROUGH THE INTERSECTION, GOING DOWN THE DITCH, ACROSS BEAVERWOOD RD AND HITTING A POWER POLE SUPPORT POLE, GOING AIR BORN AND TEARING OUT A SECTION OF GRASS AND STOPPED WHEN HIT A LARGE PINE TREE CAUSING DAMAGE TO THE TREE -NO PASSENGERS, NO WITNESSES, OWNER OF TRUCK (DRIVER'S FATHER) CONTACTED INSURANCE WHO CONTACTED TOW COMPANY -TOW COMPANY PULLED TRUCK OUT OF LAWN/AWAY FROM TREE CAUSING SOME MORE DAMAGE TO SOFT LAWN (CAUSED SOME RUTS WHERE TIRES OF TRUCK DRAGGED) -WRIGHT/HENNEPIN ELEC CAME TO REPLACE SUPPORT POLE -ACCIDENT EXCHANGE SHEET GIVEN TO WORKER WHO SHOWED -ANOTHER COPY OF ACCIDENT EXCHANGE
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INCIDENT ID 00916043	ROUTE SYS 04-CSAH	ROUTE NUM 0044	MEASURE 9.110	ROUTE NAME CSAH 44	ROUTE ID 0400006595170044-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH		# VEH 1	# KILL 0	DATE 07/03/21	TIME 21:58	DAY Sat	LAT 45.333138	LONG -94.117826	UTM X 412410.9	UTM Y 5020565.7	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Single Vehicle Run Off Road		CRASH SEVERITY A - Serious Injury		FIRST HARMFUL Standing Tree/Shrubbery			LIGHT CONDITION Dark (No Str Lights)		WEATHER PRIMARY Clear		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Pickup			
Direction of Travel	Eastbound			
Maneuver	Moving Forward			
Age/Sex	35 M	-1	-1	-1
Physical Cond	Apparently Normal			
Contributing Factor 1	Ran Stop Sign			

OFFICER SKETCH 	NARRATIVE VEHICLE 1 WAS TRAVELING EASTBOUND COUNTY ROAD 44 AT THE T-INTERSECTIONS OF COUNTY ROAD 144 IN LYNDEN TOWNSHIP WHEN THE DRIVER FAILED TO STOP AT THE STOP SIGN. THE VEHICLE CONTINUED EASTBOUND DOWN AN EMBANKMENT AND STRUCK A LARGE TREE CAUSING SEVERE FRONT-END DAMAGE. THE AIRBAGS DEPLOYED AND THE DRIVER WAS PINNED INSIDE THE VEHICLE. THE DRIVER WAS WEARING A SEATBELT. HE SUSTAINED SIGNIFICANT INJURIES. HE WAS EXTRICATED FROM THE VEHICLE AND TRANSPORTED TO THE HOSPITAL BY AIR CARE.
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Crash Detail Report - Short Form

CSAH 44 and CR 144 Crashes

INCIDENT ID 01146388	ROUTE SYS 07-CR	ROUTE NUM 0144	MEASURE 0.351	ROUTE NAME CR-144	ROUTE ID 0700006595170144-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH CR-44		# VEH 1	# KILL 0	DATE 11/23/23	TIME 01:59	DAY Thu	LAT 45.333108	LONG -94.117824	UTM X 412411.0	UTM Y 5020562.4	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Single Vehicle Other		CRASH SEVERITY C - Possible Injury		FIRST HARMFUL Other Non-Collision			LIGHT CONDITION Dark (No Str Lights)		WEATHER PRIMARY Clear		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Passenger Car			
Direction of Travel	Southbound			
Maneuver	Moving Forward			
Age/Sex	63 M	-1	-1	-1
Physical Cond	Asleep or Fatigued			
Contributing Factor 1	Other Contributing Action			

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>ON 11/23/2023 AT APPROXIMATELY 0200 HOURS, I WAS DISPATCHED TO A CRASH ON CO RD 40// CO RD 144 IN LYNDEN TOWNSHIP. I WAS INFORMED AIRBAGS WERE DEPLOYED BUT THE DRIVER DECLINED ANY MEDICAL SERVICE AND SAID HE ONLY HAD A CUT ON HIS HAND. I WAS INFORMED THE FAMILY WAS ALSO ON SCENE TRYING TO TAKE THE DRIVER AWAY FROM THE SCENE. A PASSERBY YOU ENDED UP STAYING ON SCENE INFORMED DISPATCH THE DRIVERS SON SEEMED AGITATED AND WANTED TO LEAVE THE SCENE RIGHT AWAY. THE PASSERBY BELIEVED THE DRIVER MAY BE INTOXICATED BASED ON HIS SONS URGENT NEED TO HAVE HIS FATHER LEAVE. I ARRIVED ON SCENE AND TOOK PICTURES OF THE VEHICLE. THE VEHICLE WAS ON THE EAST SIDE OF THE DITCH AND APPEARED TO BE TRAVELING SOUTHBOUND. I WAS ABLE TO MAKE CONTACT WITH THE DRIVER AND REGISTERED OWNER, RANDAL LEFEBVRE, WHO WAS SITTING WITH HIS WAS IN HER VEHICLE STILL ON SCENE. I SPOKE WITH RANDAL</p>
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Selection Filter:

WORK AREA: County('73') - FILTER: Year('2019','2020','2021','2022','2023','2024') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Jodi Teich



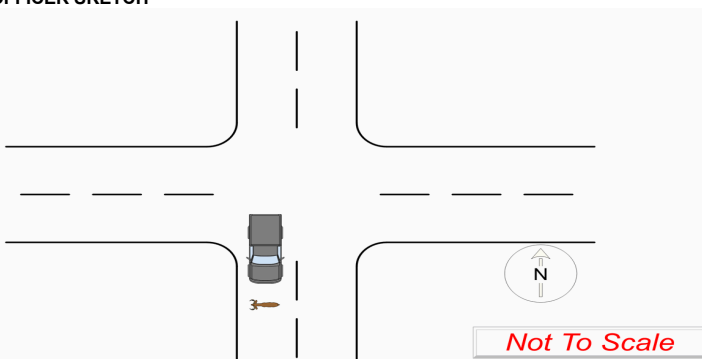
Crash Detail Report - Short Form

CSAH 7 and CR 146 Crashes

Attachment F2

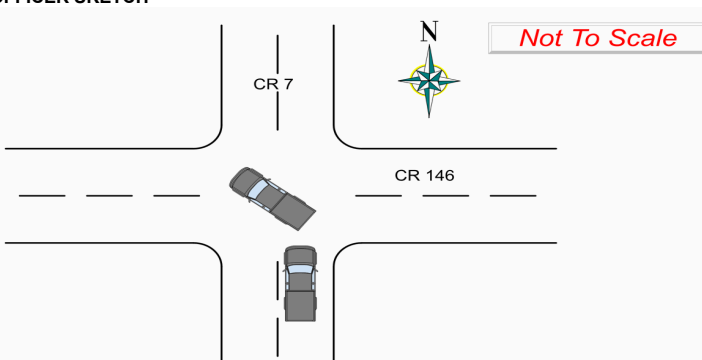
INCIDENT ID 00977244	ROUTE SYS 04-CSAH	ROUTE NUM 0007	MEASURE 5.962	ROUTE NAME CSAH 7	ROUTE ID 0400006595170007-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH		# VEH 1	# KILL 0	DATE 12/03/21	TIME 19:20	DAY Fri	LAT 45.398771	LONG -94.199793	UTM X 406096.9	UTM Y 5027949.5	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Single Vehicle Other		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Deer			LIGHT CONDITION Dark (No Str Lights)		WEATHER PRIMARY Clear		

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

OFFICER SKETCH 	NARRATIVE FOLLOWING ROAD. MEET ANOTHER VEHICLE AND HIT A DEER. DEER WAS OFF THE ROADWAY.
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INCIDENT ID 00901547	ROUTE SYS 04-CSAH	ROUTE NUM 0007	MEASURE 5.970	ROUTE NAME CSAH 7	ROUTE ID 0400006595170007-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 03/16/21	TIME 15:52	DAY Tue	LAT 45.398894	LONG -94.199785	UTM X 406097.8	UTM Y 5027963.2	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 Unknown		

Unit Type Vehicle Type Direction of Travel Maneuver Age/Sex Physical Cond Contributing Factor 1	Unit 1	Unit 2	Unit 3	Unit 4
	Motor Vehicle in Transport	Hit-And-Run Vehicle		
	Pickup	Pickup		
	Northbound	Northbound		
	Turning Left	Moving Forward		
	64 M	-1	-1	-1
Apparently Normal				
No Clear Contributing Action				

OFFICER SKETCH 	NARRATIVE DAHLMAN TOLD ME AT APPROXIMATELY 0600 HOURS HE WAS DRIVING NORTH ON COUNTY ROAD 7 AND WENT TO TURN WEST ONTO COUNTY ROAD 146 IN FAIRHAVEN TOWNSHIP. DAHLMAN SAID HE WAS DRIVING APPROXIMATELY 5 TO 10 MPH AS HE MADE HIS TURN ON THE SNOW-COVERED ROADS. DAHLMAN SAID HE SAW A PICKUP TRUCK BEHIND HIM AS HE TURNED. DAHLMAN SAID THE PICKUP TRUCK WAS NOT ABLE TO STOP AND REAR ENDED HIM AS HE WAS TURNING. DAHLMAN SAID HE PULLED OVER ONTO COUNTY ROAD 146, BUT THE TRUCK CONTINUED ON NORTH. DAHLMAN WAS NOT ABLE TO GET A LICENSE PLATE, BUT THOUGHT THE TRUCK WAS POSSIBLY A BROWN CHEVROLET, BUT HE COULD NOT BE CERTAIN.
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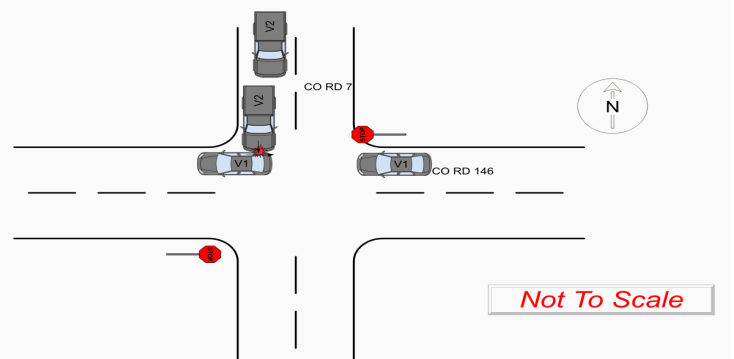


Crash Detail Report - Short Form

CSAH 7 and CR 146 Crashes

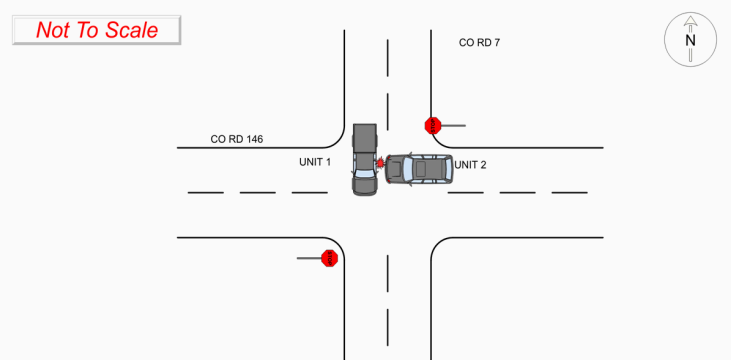
INCIDENT ID 00985699	ROUTE SYS 04-CSAH	ROUTE NUM 0007	MEASURE 5.970	ROUTE NAME CSAH 7	ROUTE ID 0400006595170007-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH CR-146		# VEH 2	# KILL 0	DATE 01/03/22	TIME 16:00	DAY Mon	LAT 45.398890	LONG -94.199785	UTM X 406097.7	UTM Y 5027962.8	WORK ZONE TYPE 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	Pickup		
Direction of Travel	Westbound	Southbound		
Maneuver	Moving Forward	Slowing		
Age/Sex	20 M	25 F	-1	-1
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

OFFICER SKETCH 	NARRATIVE V1 WAS WESTBOUND ON COUNTY ROAD 146 AND STOPPED AT THE STOP SIGN AT THE INTERSECTION OF COUNTY ROAD 7. D1 THOUGHT THE INTERSECTION WAS A FOUR-WAY STOP AND PROCEEDED THROUGH THE INTERSECTION. V2 WAS SOUTHBOUND ON COUNTY ROAD 7 WHEN V1 PULLED IN FRONT OF HER. V2 ATTEMPTED TO STOP BUT WAS UNABLE TO, STRIKING V1 AT APPROXIMATELY 30 MPH ACCORDING TO D2.
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INCIDENT ID 01165522	ROUTE SYS 04-CSAH	ROUTE NUM 0007	MEASURE 5.975	ROUTE NAME CSAH 7	ROUTE ID 0400006595170007-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH CR-146		# VEH 2	# KILL 0	DATE 03/12/24	TIME 14:42	DAY Tue	LAT 45.398963	LONG -94.199787	UTM X 406097.6	UTM Y 5027970.9	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	Pickup	Sport Utility Vehicle		
Direction of Travel	Southbound	Westbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	48 M	19 F	-1	-1
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Failure to Yield Right-of-Way		

OFFICER SKETCH 	NARRATIVE UNIT 1 SOUTHBOUND ON CO RD 7 NEAR INTERSECTION OF CO RD 146, UNIT 2 WESTBOUND ON CO RD 146. DRIVER 2 SAID SHE HAD STOPPED AT THE STOP SIGN AND WAS PROCEEDING INTO THE INTERSECTION BEFORE SHE SAW UNIT 1. DRIVER 1 DID NOT HAVE ANY TRAFFIC CONTROLS AT THE INTERSECTION. UNIT 1 ROLLED AND TOOK OUT A STOP SIGN FOR EASTBOUND TRAFFIC ON CO RD 146. BOTH DRIVERS WERE WEARING THEIR SEATBELTS. BOTH VEHICLES HAD AIRBAGS DEPLOY. MAYO AMBULANCE CHECKED BOTH DRIVERS AT THE SCENE AND THEY SIGNED OFF ON TREATMENT. CITE ISSUED FOR DRIVER 2 FOR FAILURE TO YIELD TO ANOTHER VEHICLE.
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Crash Detail Report - Short Form

CSAH 7 and CR 146 Crashes

INCIDENT ID 01026798	ROUTE SYS 04-CSAH	ROUTE NUM 0007	MEASURE 5.977	ROUTE NAME CSAH 7	ROUTE ID 0400006595170007-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH CR-146		# VEH 2	# KILL 0	DATE 06/06/22	TIME 07:25	DAY Mon	LAT 45.398993	LONG -94.199791	UTM X 406097.4	UTM Y 5027974.2	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle		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	Motorcycle	Passenger Car		
Direction of Travel	Northbound	Westbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	60 M	24 M	-1	-1
Physical Cond	Apparently Normal	Asleep or Fatigued		
Contributing Factor 1	No Clear Contributing Action	Ran Stop Sign		

OFFICER SKETCH 	NARRATIVE STEARNS POLICE REPORT TAKEN
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INCIDENT ID 01198459	ROUTE SYS 04-CSAH	ROUTE NUM 0007	MEASURE 5.977	ROUTE NAME CSAH 7	ROUTE ID 0400006595170007-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH CO RD 146		# VEH 2	# KILL 0	DATE 08/31/24	TIME 08:27	DAY Sat	LAT 45.398990	LONG -94.199791	UTM X 406097.4	UTM Y 5027973.8	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle		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	Eastbound	Southbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	59 F	53 F	-1	-1
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Ran Stop Sign	No Clear Contributing Action		

OFFICER SKETCH 	NARRATIVE UNIT 1 WAS TRAVELLING EASTBOUND ON CO RD 146 APPROACHING CO RD 7. UNIT 1 HAD A STOP SIGN AT THAT INTERSECTION. UNIT 2 WAS TRAVELLING SOUTHBOUND ON CO RD 7 APPROACHING CO RD 146. UNIT 2 DID NOT HAVE A STOP SIGN AND HAD THE RIGHT OF WAY AT THAT INTERSECTION. UNIT 1 FAILED TO YIELD AT THE STOP SIGN AND ENTERED THE INTERSECTION AT APPROXIMATELY 55 MPH, STRIKING UNIT 2 IN THE FRONT PASSENGER CORNER, CAUSING UNIT 2 TO ROLL AND ENDED UP ON IT'S ROOF IN THE SOUTHEAST DITCH. UNIT 1 CAME TO REST FACING NORTHBOUND IN THE NORTHBOUND LANE OF CO RD 7. DRIVER 1 SAID THEY WERE NOT FAMILIAR WITH THE AREA AND DID NOT SEE THE STOP SIGN. DRIVER 1 ESTIMATED THEIR SPEED TO BE APPROXIMATELY 55 MPH AS THEY ENTERED THE INTERSECTION. DRIVER 2 SAID THEY WERE DRIVING APPROXIMATELY 55 MPH AND DID NOT HAVE TIME TO BRAKE PRIOR TO THE CRASH. DRIVER 2 SAID UNIT 1 ENTERED THE INTERSECTION WITHOUT
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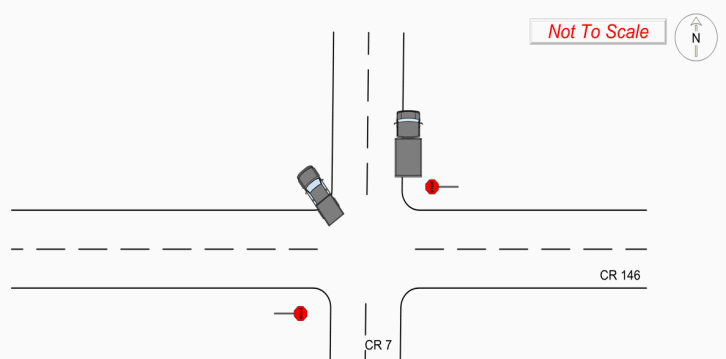


Crash Detail Report - Short Form

CSAH 7 and CR 146 Crashes

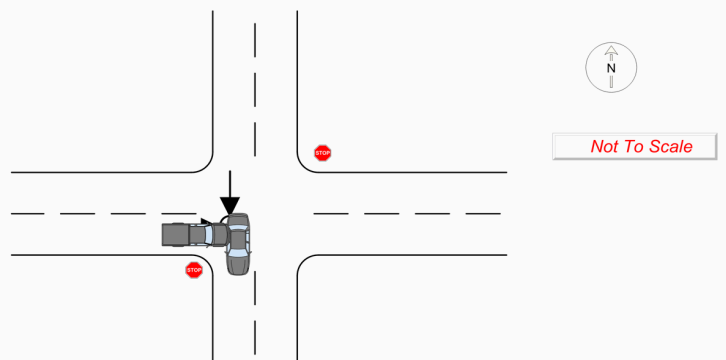
INCIDENT ID 00836752	ROUTE SYS 07-CR	ROUTE NUM 0146	MEASURE 6.095	ROUTE NAME CR-146	ROUTE ID 0700006595170146-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH CSAH 7		# VEH 2	# KILL 0	DATE 08/23/20	TIME 08:40	DAY Sun	LAT 45.398931	LONG -94.199905	UTM X 406088.4	UTM Y 5027967.4	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle		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	Cargo Van 10,000lbs Less (N)		
Direction of Travel	Westbound	Northbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	63 M	41 M	-1	-1
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	No Clear Contributing Action		

OFFICER SKETCH 	NARRATIVE UNIT 1 WAS TRAVELING WESTBOUND ON COUNTY ROAD 146 APPROACHING THE INTERSECTION OF COUNTY ROAD 7 IN FAIRHAVEN TOWNSHIP. UNIT 2 WAS TRAVELING NORTHBOUND ON COUNTY ROAD 7 APPROACHING THE INTERSECTION AS WELL. UNIT 1 STOPPED AT THE STOP SIGN AND BELIEVED THE INTERSECTION WAS A FOUR WAY STOP. THE NORTH AND SOUTH TRAFFIC DO NOT HAVE A STOP SIGN AT THE INTERSECTION. AS UNIT 1 PROCEEDED THROUGH THE INTERSECTION, UNIT 2 HIT THE BRAKES AND SWERVED TO AVOID A COLLISION. UNIT 2 STRUCK UNIT 1 ON THE REAR DRIVER SIDE CAUSING MAJOR DAMAGE. MODERATE DAMAGE TO BOTH UNITS AND THEY WERE TOWED FROM THE SCENE. ONE INJURED PASSENGER WAS TRANSPORTED TO HOSPITAL FOR FURTHER TREATMENT. WATCHGUARD USED.
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INCIDENT ID 00757679	ROUTE SYS 07-CR	ROUTE NUM 0146	MEASURE 6.100	ROUTE NAME CR-146	ROUTE ID 0700006595170146-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 10/27/19	TIME 17:15	DAY Sun	LAT 45.398926	LONG -94.199816	UTM X 406095.3	UTM Y 5027966.8	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Other		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	Pickup		
Direction of Travel	Southbound	Eastbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	58 F	72 M	-1	-1
Physical Cond	Apparently Normal	Has Been Drinking Alcohol		
Contributing Factor 1	No Clear Contributing Action	Operated Motor Vehicle: Care		

OFFICER SKETCH 	NARRATIVE VEHICLE 1 WAS TRAVELLING SOUTHBOUND ON CO RD 7. VEHICLE 2 WAS TRAVELLING EB ON CO RD 146. VEHICLE 2 FAILED TO STOP AT STOP SIGN AND STRUCK THE PASSENGER SIDE OF VEHICLE 1. BOTH VEHICLES TOTALED. DRIVER OF VEHICLE 2 ARRESTED ON SUSPICION OF DWI.
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Crash Detail Report - Short Form

CSAH 7 and CR 146 Crashes

Attachment F2

INCIDENT ID 00868442	ROUTE SYS 07-CR	ROUTE NUM 0146	MEASURE 6.102	ROUTE NAME CR-146	ROUTE ID 0700006595170146-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 12/16/20	TIME 15:05	DAY Wed	LAT 45.398924	LONG -94.199776	UTM X 406098.5	UTM Y 5027966.5	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	Pickup	Pickup		
Direction of Travel	Southbound	Southbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	66 M	76 M	-1	-1
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Failure to Yield Right-of-Way		

<p>OFFICER SKETCH</p> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px; color: red; font-weight: bold;">Not To Scale</div>	<p>NARRATIVE</p> <p>DRIVER OF VEHICLE #1 SAID HE WAS GOING SOUTH ON CR 7. HE SAW OTHER VEHICLE APPROACH INTERSECTION FROM THE EAST. HE IS NOT SURE IF IT STOPPED OR NOT, BUT IT PULLED OUT IN FRONT OF HIM AS HE ENTERED INTERSECTION. HE TOLD ME HE WAS GOING 55 MPH AT THE TIME AND COULDN'T AVOID THE CRASH. DRIVER OF VEHICLE #2 SAID HE WAS GOING WEST ON CR 146. HE STOPPED FOR THE STOP SIGN AND LOOKED BOTH WAYS. HE STATES HE DID NOT SEE THE WHITE PICK UP COMING SOUTH AND PULLED OUT TO CONTINUE TO GO WEST. HIS VEHICLE WAS STRUCK IN RIGHT REAR. BOTH DRIVERS REFUSED ANY MEDICAL TREATMENT. BOTH VEHICLES TOWED FROM SCENE BY CUSTOM TOWING. PHOTOS TAKEN OF VEHICLES AND SCENE. CITATION ISSUED TO DRIVER OF VEHICLE #2.</p>
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Selection Filter:

WORK AREA: County('73') - FILTER: Year('2019','2020','2021','2022','2023','2024') - SPATIAL FILTER APPLIED

Analyst:	Notes:
Jodi Teich	



Crash Detail Report - Short Form

CSAH 45 and CR 146 Crashes

Attachment F2

INCIDENT ID 00986157	ROUTE SYS 04-CSAH	ROUTE NUM 0045	MEASURE 6.397	ROUTE NAME CSAH 45	ROUTE ID 0400006595170045-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH CR-146		# VEH 1	# KILL 0	DATE 01/05/22	TIME 03:00	DAY Wed	LAT 45.398410	LONG -94.131882	UTM X 411411.5	UTM Y 5027832.4	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Single Vehicle Run Off Road		CRASH SEVERITY B - Minor Injury		FIRST HARMFUL Overturn/Rollover				LIGHT CONDITION Dark (No Str Lights)		WEATHER PRIMARY Snow	

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Sport Utility Vehicle			
Direction of Travel	Eastbound			
Maneuver	Moving Forward			
Age/Sex	36 M	-1	-1	-1
Physical Cond	Apparently Normal			
Contributing Factor 1	Ran Stop Sign			

<p>OFFICER SKETCH</p>	<p>NARRATIVE STEARNS REPORT</p>
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Selection Filter:

WORK AREA: County('73') - FILTER: Year('2019','2020','2021','2022','2023','2024') - SPATIAL FILTER APPLIED

Analyst:	Notes:
Jodi Teich	



Crash Detail Report - Short Form

CSAH 40 and CSAH 41 Crashes

INCIDENT ID 00940634	ROUTE SYS 04-CSAH	ROUTE NUM 0040	MEASURE 1.765	ROUTE NAME CSAH 40	ROUTE ID 0400006595170040-I	COUNTY 73-Stearns	CITY NOT IN A CITY			
INTERSECT WITH 41	# VEH 2	# KILL 0	DATE 09/15/21	TIME 07:00	DAY Wed	LAT 45.572658	LONG -94.592480	UTM X 375745.7	UTM Y 5047801.1	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle	CRASH SEVERITY B - Minor Injury		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Sunrise		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	Southbound	Eastbound		
Maneuver	Slowing	Moving Forward		
Age/Sex	42 M	78 F	-1	-1
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Other Contributing Action		

OFFICER SKETCH 	NARRATIVE V-1 WAS FACING SOUTHBOUND ON CR 41 AND ABOUT TO TURN LEFT TO GO EASTBOUND ON CR 40. V-2 WAS TRAVELING EB ON CR 40 AND FAILED TO STOP FOR THE POSTED STOP SIGN. V-2 STRUCK V-1 BEHIND THE PASSANGER SIDE DOOR NEAR THE BED OF THE TRUCK. V-1 WAS ABLE TO STOP ON THE ROADWAY AND V-2 WENT INTO THE SOUTH DITCH OF CR 40. V-2 ALSO STRUCK A THE CR 40 SIGN. DRIVER OF V-2 HAD MINOR FACIAL INJURES AND REFUSED TRANSPORT.
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INCIDENT ID 01043606	ROUTE SYS 04-CSAH	ROUTE NUM 0041	MEASURE 4.194	ROUTE NAME CSAH 41	ROUTE ID 0400006595170041-I	COUNTY 73-Stearns	CITY NOT IN A CITY			
INTERSECT WITH CSAH 40	# VEH 2	# KILL 0	DATE 09/03/22	TIME 19:20	DAY Sat	LAT 45.572636	LONG -94.592434	UTM X 375749.2	UTM Y 5047798.6	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle	CRASH SEVERITY A - Serious Injury		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Sunset		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	Pickup		
Direction of Travel	Westbound	Southbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	75 M	55 M	-1	-1
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Ran Stop Sign	No Clear Contributing Action		

OFFICER SKETCH 	NARRATIVE ON 9/3/2022 AT APPROXIMATELY 1920 HOURS, VEHICLE #1 WAS TRAVELING WESTBOUND ON COUNTY ROAD 40 IN FARMING TOWNSHIP, STEARNS COUNTY. VEHICLE #2 WAS TRAVELING SOUTHBOUND ON COUNTY ROAD 41 IN THE SAME AREA. COUNTY ROAD 40 INTERSECTION HAS AN OPERATIONAL STOP SIGN FOR TRAFFIC CONTROL. VEHICLE #1 FAILED TO STOP AT THE STOP SIGN AND ENTERED COUNTY ROAD 41 AS VEHICLE #2 PASSED THE INTERSECTION. VEHICLE #1 STRUCK THE LEFT SIDE OF VEHICLE #2 CAUSING BOTH VEHICLES TO LEAVE THE ROADWAY TO THE SOUTHWEST. VEHICLE #1 CAME TO REST ON ITS WHEELS NEAR AN ELECTRICAL BOX AND POWER POLE APPROXIMATELY 25' OFF THE ROADWAY. DRIVER #1 WAS THE SOLE OCCUPANT AND HAD SOME MINOR INJURIES ON THE INITIAL INSPECTION. DRIVER #1 WAS TRANSPORTED BY AIR EMS TO ADVANCED MEDICAL CARE. VEHICLE #2 LEFT THE ROADWAY TO THE WEST, ROLLED OVER, AND CAME TO
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Crash Detail Report - Short Form

CSAH 40 and CSAH 41 Crashes

Attachment F2

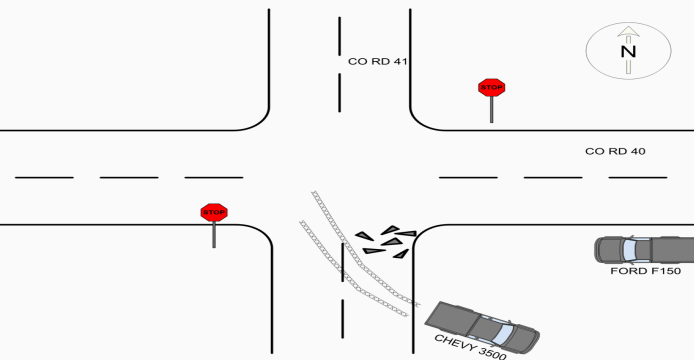
INCIDENT ID 01004146	ROUTE SYS 04-CSAH	ROUTE NUM 0041	MEASURE 4.198	ROUTE NAME CSAH 41	ROUTE ID 0400006595170041-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH CSAH 40		# VEH 2	# KILL 0	DATE 02/04/22	TIME 20:30	DAY Fri	LAT 45.572690	LONG -94.592434	UTM X 375749.3	UTM Y 5047804.5	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle		CRASH SEVERITY C - Possible Injury		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Dark (No Str Lights)		WEATHER PRIMARY Clear		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Pickup	Sport Utility Vehicle		
Direction of Travel	Northbound	Westbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	32 F	81 M	-1	-1
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Ran Stop Sign		

OFFICER SKETCH	NARRATIVE
	<p>VEHICLE ONE WAS NORTHBOUND CO RD 41 APPROACHING INTERSECTIONS WITH CO RD 40 SHEN IT OBSERVED VEHICLE TWO APPROACHING INTERSECTIONS AND NOT YIELD TO STOP SIGN. VEHICLE TWO CAME INTO INTERSECTIONS WITHOUT STOPPING AND VEHICLE TWO WAS HIT IN THE DRIVER DOOR BY VEHICLE ONE. DRIVER ONE AND PASSENGER WERE OKAY. DRIVER TWO WAS EXTRACTED AND TRANSPORTED TO THE ST. CLOUD HOSPITAL. SCSO REPORT.</p>

INCIDENT ID 01052445	ROUTE SYS 04-CSAH	ROUTE NUM 0041	MEASURE 4.199	ROUTE NAME CSAH 41	ROUTE ID 0400006595170041-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH CSAH 40		# VEH 2	# KILL 0	DATE 10/18/22	TIME 19:30	DAY Tue	LAT 45.572712	LONG -94.592435	UTM X 375749.3	UTM Y 5047807.0	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle		CRASH SEVERITY B - Minor Injury		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Dark (No Str Lights)		WEATHER PRIMARY Clear		

	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	Eastbound	Southbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	23 M	42 M	-1	-1
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Ran Stop Sign	No Clear Contributing Action		

OFFICER SKETCH	NARRATIVE
	<p>V-1 EASTBOUND CO RD 40, V-2 SOUTHBOUND CO RD 41 INTERSECTION CONTROLLED BY STOP SIGN FOR TRAFFICE EAST AND WESTBOUND CO RD 40. V-1 WENT THROUGH STOP SIGN WITHOUT STOPPING AND V-2 CRASHED INTO SIDE OF V-1. D-2 INJURED AND TRANSPORTED VIA AMULANCE</p>



Crash Detail Report - Short Form

CSAH 40 and CSAH 41 Crashes

INCIDENT ID 00978776	ROUTE SYS 04-CSAH	ROUTE NUM 0041	MEASURE 4.224	ROUTE NAME CSAH 41	ROUTE ID 0400006595170041-I	COUNTY 73-Stearns	CITY NOT IN A CITY				
INTERSECT WITH CSAH 40		# VEH 1	# KILL 0	DATE 12/08/21	TIME 18:34	DAY Wed	LAT 45.573066	LONG -94.592333	UTM X 375758.0	UTM Y 5047846.1	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Single Vehicle Run Off Road		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Embankment			LIGHT CONDITION Dark (No Str Lights)		WEATHER PRIMARY Cloudy		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Sport Utility Vehicle			
Direction of Travel	Northbound			
Maneuver	Moving Forward			
Age/Sex	17 M	-1	-1	-1
Physical Cond	Asleep or Fatigued			
Contributing Factor 1	Failed to Keep in Proper Lane			

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>V-1 N/B ON CO RD 41. WENT OFF ROAD LEFT. CRASHED INTO EMBANKMENT AT CO RD 40. CROSSED CO RD 40 AND WENT OFF ROAD INTO ROADSIDE. V-1 CRASHED INTO ROADSIDE EMBANKMENT AND THEN ROLLED OVER. D-1 NO INJURIES. D-1 BELIEVED HE FELL ASLEEP. CAME FROM HOCKEY PRACTICE.</p>
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Selection Filter:

WORK AREA: County('73') - FILTER: Year('2019','2020','2021','2022','2023','2024') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Jodi Teich

Due Nov. 27, 2024

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
\$750,000.00	+	\$273,700.00	=	\$1,023,700.00

NOTE: maximum of \$750,000 in federal funds per agency per project.

Preferred Funding Year(s)
Any year 2026 - 2029

Funding Notes
None.

3. Project Description

Project Description
The project includes placing ground in wet reflective 6-inch edge lines along rural Stearns County roads that have at least three stars in our County Road Safety Plan

ATP	County or Counties	Metropolitan Planning Organization (MPO)	Tribal Government
3	Stearns	4 segments in St. Cloud APO	No

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
96.94	Miles
0	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.
All roads included in the application were given a ranking of at least three stars in our CRSP. Some of the projects were specifically identified (see attached sheets from plan) while others were listed in the priority segments but not given a project (priority list attached).
Is this project in partnership with another agency?
No.

5. Crash Data for Reactive Projects ONLY: Jan. 1, 2019 through Dec. 31, 2023

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

NOTE: set filters to 2019 through 2023 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

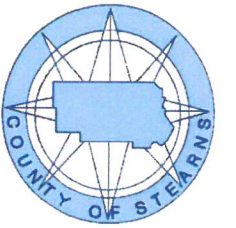
None.

7. Submission Information

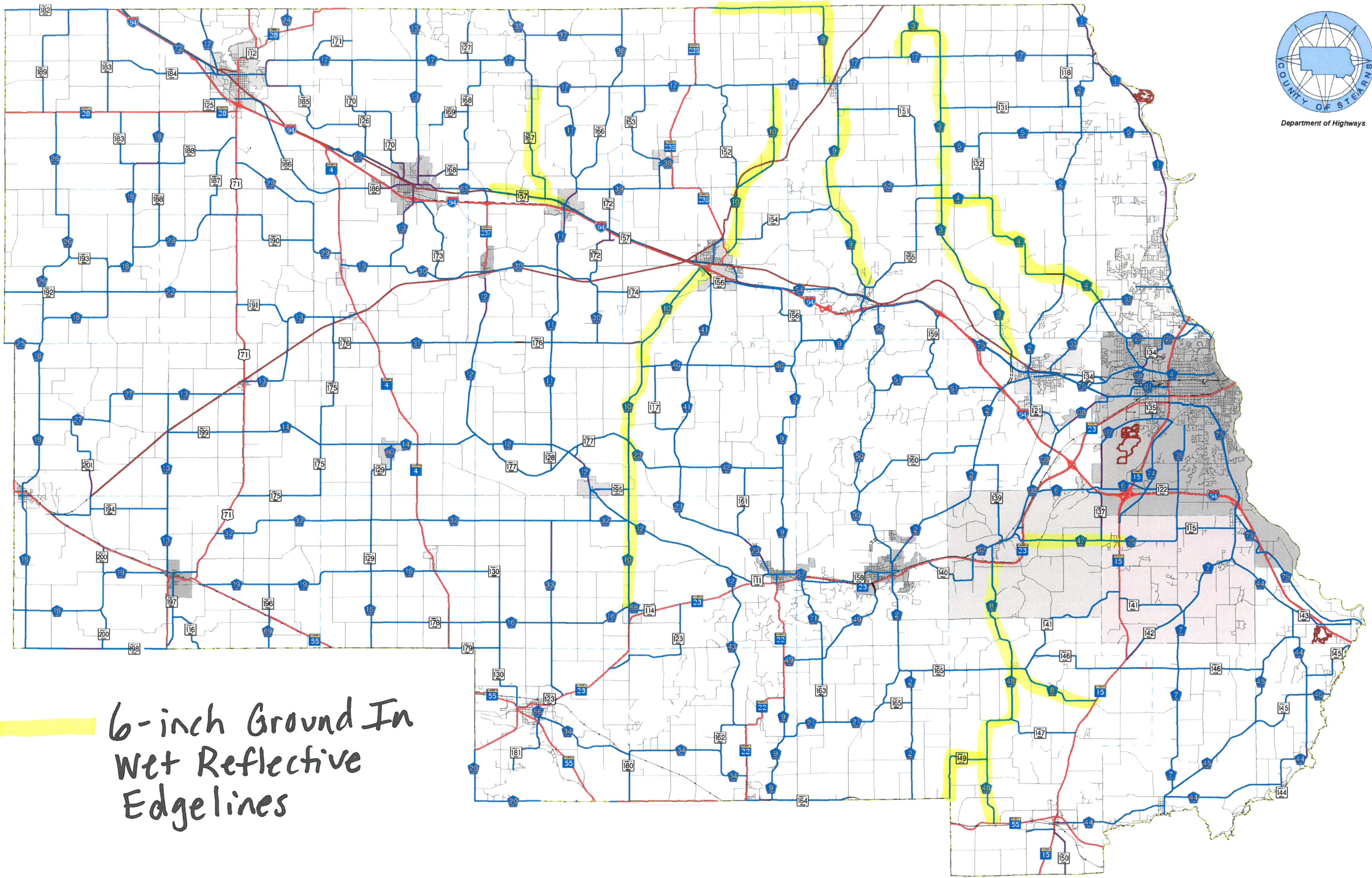
Submit this application via PDF to SafetyProject.DOT@state.mn.us by **November 27, 2024**.

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



Department of Highways



6-inch Ground In
Wet Reflective
Edgelines

Rural Segment Project List for Stearns County

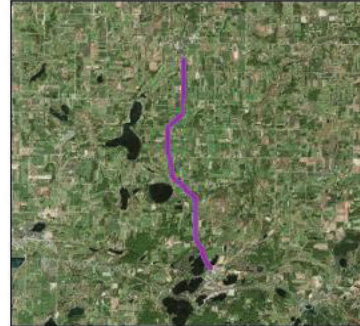
CRSP2 ID Example: 1.001: 1= Route Number, 001 = First Segment

List No.	Project Page No.	CRSP 2 ID	Route System	Route No.	Segment Start Description	Segment End Description	Length (Miles)	Total Stars	Buffer Between Opposing Lanes	Clear Zone Maintenance	6" Wet Reflective in Groove	Shoulder Paving, Safety Edge	Centerline Rumble Strip	Edgeline Rumble Strip	Shoulder Rumble Strip	Enhanced Edgeline	Cost	
175	1	159.001	CR	159	Co Rd 51	Co Rd 50	5.23	*****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
185	2	167.001	CR	167	Co Rd 157	0.51 miles S of Co Rd 17	4.20	*****	0	0	0	County Completed	0	0	0	0	0	No Project - Previously Completed Project
8	3	12.001	CSAH	12	Hwy 23	2nd Ave E	19.38	*****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
15	4	13.007	CSAH	13	0.08 miles N of Donna St	Stearns County Line	5.77	*****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
27	5	17.003	CSAH	17	Morning View Ln	0.25 miles N of 421st St	11.32	*****	0	0	0	County Completed	0	0	0	0	0	No Project - Previously Completed Project
47	6	23.001	CSAH	23	Co Rd 10	0.23 miles NW of 6th St NW	8.11	*****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
71	7	41.001	CSAH	41	Co Rd 42	8th St S	8.20	*****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
76	8	45.001	CSAH	45	Co Rd 7	Co Rd 44	8.34	*****	0	0	0	County Completed	0	0	0	0	0	No Project - Criteria Not Met
84	9	50.001	CSAH	50	Co Rd 2	Co Rd 9	12.12	*****	0	0	0	0	0	0	0	0	0	No Project - Previously Completed Project
111	10	7.001	CSAH	7	Stearns County Line	0.08 miles NW of Franklin Rd	20.16	*****	1	1	1	1	1	1	1	1	1	\$24,234
127	11	9.006	CSAH	9	Co Rd 155	Ridgeway Dr	8.07	*****	0	0	0	0	0	1	1	1	1	\$4,594,764
170	12	157.001	CR	157	Co Rd 65	0.23 miles NW of 2nd Ave NW	2.92	*****	0	0	0	0	0	0	0	0	0	\$92,429
187	13	168.001	CR	168	Co Rd 13	Co Rd 17	6.75	*****	0	0	0	0	0	0	0	0	0	\$5,835
3	14	10.002	CSAH	10	Co Rd 16	Hwy 52	14.59	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
13	15	13.005	CSAH	13	Hwy 4	370th St	4.11	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
22	16	14.003	CSAH	14	0.25 miles W of 343rd Ave	Co Rd 12	2.86	****	0	0	0	0	0	0	0	0	0	\$8,216
31	17	17.007	CSAH	17	170th Ave	Co Rd 1	9.62	****	0	0	0	0	0	1	1	1	1	No Project - Criteria Not Met
32	18	18.001	CSAH	18	Colfax Rd	South St	5.76	****	0	0	0	0	0	0	0	0	0	\$110,130
37	19	2.001	CSAH	2	140th St	3rd Ave S	8.97	****	0	0	0	0	0	1	1	1	1	No Project - Criteria Not Met
45	20	21.001	CSAH	21	Co Rd 9	Co Rd 2	6.27	****	0	0	0	0	0	0	0	0	0	\$102,679
63	21	34.001	CSAH	34	Co Rd 66	Hwy 22	9.70	****	0	0	0	0	0	0	0	0	0	\$12,532
69	22	4.001	CSAH	4	Co Rd 3	Co Rd 120	11.38	****	0	0	0	0	1	1	1	1	1	\$19,404
73	23	43.001	CSAH	43	Hwy 22	Hwy 23	6.00	****	0	0	0	0	0	0	0	0	0	\$130,311
77	24	46.001	CSAH	46	Co Rd 44	Stearns County Line	0.91	****	0	0	0	0	0	0	0	0	0	\$12,010
79	25	48.001	CSAH	48	Hwy 55	Co Rd 8	7.05	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
85	26	51.001	CSAH	51	Co Rd 50	Co Rd 2	5.45	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
89	27	54.002	CSAH	54	0.21 miles S of Golfview Dr	Marsh Ln	4.47	****	0	0	0	0	1	1	1	1	1	\$10,908
96	28	6.001	CSAH	6	Hwy 23	Co Rd 74	4.45	****	0	0	0	0	0	0	0	0	0	\$61,199
102	29	65.001	CSAH	65	I-94	355th Ave	2.66	****	0	0	0	0	0	0	0	0	0	\$8,897
105	30	65.004	CSAH	65	S 12th Ave E	I-94	2.39	****	0	0	0	0	0	1	1	1	1	\$5,312
113	31	72.001	CSAH	72	Hwy 71	Stearns County Line	5.85	****	0	0	0	0	0	0	0	0	0	\$27,393
123	32	9.002	CSAH	9	0.49 miles E of Hwy 22	Hwy 22	4.71	****	0	0	0	0	0	0	0	0	0	\$11,705
125	33	9.004	CSAH	9	Main St E	Co Rd 50	12.78	****	0	0	0	0	0	0	0	0	0	\$9,426
130	34	111.001	CR	111	Co Rd 12	Co Rd 23 NW	1.61	****	0	0	0	0	0	0	0	0	0	\$25,555
133	35	114.001	CR	114	0.52 miles W of Hwy 23	Hwy 23	0.52	****	0	0	0	0	0	0	0	0	0	\$3,224
152	36	142.001	CR	142	Hwy 15	Co Rd 7	3.01	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
155	37	145.001	CR	145	Co Rd 45	Co Rd 44	2.94	****	0	0	0	0	0	0	0	0	0	\$6,019
163	38	150.002	CR	150	Hwy 24	Stearns County Line	1.82	****	0	0	0	0	0	0	0	0	0	\$5,875
168	39	155.001	CR	155	Co Rd 9	Co Rd 3	5.64	****	0	0	0	County Completed	0	0	0	0	0	No Project - Previously Completed Project
173	40	157.004	CR	157	0.31 miles SE of 7th Ave NE	0.07 miles NE of Lake Wobegon Trail	4.75	****	0	0	0	0	0	0	0	0	0	\$11,272
176	41	160.001	CR	160	Co Rd 50	Co Rd 2	5.45	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
184	42	166.001	CR	166	Co Rd 11	Co Rd 17	4.13	****	0	0	0	0	0	0	0	0	0	\$10,891
7	43	11.003	CSAH	11	Co Rd 39	Co Rd 17	4.42	****	0	0	0	0	0	0	0	0	0	\$8,259
52	44	27.001	CSAH	27	Co Rd 18	433rd Ave	5.99	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
53	45	28.001	CSAH	28	Co Rd 18	Hwy 71	4.77	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
57	46	30.001	CSAH	30	Co Rd 13	Western St	3.97	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
59	47	30.003	CSAH	30	290th Ave	Co Rd 10	8.23	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
132	48	113.001	CR	113	Co Rd 12	Co Rd 177	0.46	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
138	49	123.002	CR	123	253rd Ave	Hwy 23	3.99	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
140	50	126.001	CR	126	Co Rd 185	Co Rd 170	0.70	****	0	0	0	County Completed	0	0	0	0	0	No Project - Previously Completed Project
161	51	149.001	CR	149	Stearns County Line	Co Rd 48	3.08	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
166	52	153.001	CR	153	Co Rd 39	Co Rd 17	5.24	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
178	53	162.001	CR	162	Co Rd 34	Co Rd 162	1.56	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
190	54	173.001	CR	173	Co Rd 30	Co Rd 13	3.64	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
195	55	177.002	CR	177	Co Rd 12	Co Rd 10	2.60	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
202	56	185.001	CR	185	Co Rd 17	Co Rd 65	6.78	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
206	57	187.001	CR	187	Co Rd 28	Hwy 71	3.56	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
216	58	198.001	CR	198	Co Rd 200	Co Rd 67	0.76	****	0	0	0	0	0	0	0	0	0	No Project - Criteria Not Met
1	59	1.003	CSAH	1	12th St N	450th St	10.81	***	0	0	0	0	0	1	1	1	1	\$123,758
4	60	10.003	CSAH	10	1st St	Co Rd 17	7.45	***	0	0	0	0	0	0	0	0	0	\$14,895
5	61	11.001	CSAH	11	Co Rd 12	10th St SE	9.05	***	0	0	0	0	0	0	0	0	0	\$18,092
6	62	11.002	CSAH	11	10th St SE	Co Rd 39	1.31	***	0	0	0	0	0	1	1	1	1	\$15,035
11	63	13.003	CSAH	13	State St	0.25 miles E of Co Rd 175	5.92	***	0	0	0	0	0	0	0	0	0	\$11,841
16	64	133.001	CSAH	133	Co Rd 75	19th Ave N	4.42	***	1	0	0	0	0	0	0	0	0	\$662,577
18	65	136.002	CSAH	136	40th St S	33rd St S	1.00	***	0	0	0	0	0	1	1	1	1	\$11,420
19	66	138.001	CSAH	138	Hwy 23	Division St	5.50	***	0	0	0	0	0	0	0	0	0	\$11,004
25	67	17.001	CSAH	17	Stearns County Line	Hickman Dr	1.82	***	0	0	0	0	0	0	0	0	0	\$3,633
29	68	17.005	CSAH	17	0.25 miles E of Co Rd 167	0.29 miles W of Co Rd 9	10.79	***	0	0	0	0	0	0	0	0	0	\$21,578
39	69	2.003	CSAH	2	7th St N	Co Rd 75	9.11	***	1	0	0	0	0	0	0	0	0	\$1,366,060
41	70	2.005	CSAH	2	1st Ave NE	11th St SW	8.71	***	0	0	0	0	0	1	1	1	1	\$99,785
42	71	2.006	CSAH	2	11th St SW	410th St	2.02	***	0	0	0	0	0	0	0	0	0	\$4,034
43	72	2.007	CSAH	2	410th St	Co Rd 1	2.23	***	0	0	0	0	0	0	0	0	0	\$4,451
49	73	24.001	CSAH	24	Hwy 28	Stearns County Line	0.84	***										

Rural Segment Project on CSAH 9 from Co Rd 155 to Ridgeway Dr

Roadway Information

Segment Start: Co Rd 155
 Segment End: Ridgeway Dr
 Area Type: Rural
 County: Stearns
 Context Zone: Agricultural
 Segment Route System: CSAH
 Segment Route No: 9
 Facility Type: 2-Lane
 Segment Length (mile): 8.07
 Traffic Volume (vpd): 2,285
 Lane Width (ft): 12.5
 Shoulder Type: Paved
 Shoulder Width (ft): 3.0



Crash Data

5-year Crash History (2011 - 2015)

	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	39	0	26	0
Density (per mile per yr):	1.0	0.0	0.6	0.0
Rate (per MVM):	1.2	0.0	0.8	0.0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	$55 \leq xx \leq 99$	★
ADT-RS (Rural Single-veh) (vpd):	2,285	$500 \leq xx \leq 2,500$	★
ADT-RM (Rural Multi-veh) (vpd):	2,285	$xx \geq 1,500$	★
Curve Density (cur per mile):	1.49	$xx \geq 1$	★
Access Density (access per mile):	16.85	$7 \leq xx \leq 18$	★
Outside Edge Risk:	1	2S or 3	
Total Stars			★★★★★

Priority Location

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes:	Proactive	\$150,000	per mile	0.00	\$0
Clear Zone Maintenance:	Proactive	\$50,000	per mile	0.00	\$0
6" Wet Reflective in Groove:	Proactive	\$5,000	per mile	0.00	\$0
Shoulder Paving, Safety Edge:	Proactive	\$11,250	per mile	0.00	\$0
Centerline Rumble Strip:	Proactive	\$5,850	per mile	0.00	\$0
Edgeline Rumble Strip:	Proactive	\$5,850	per mile	8.07	\$47,223
Shoulder Rumble Strip:	Proactive	\$3,600	per mile	8.07	\$29,061
Enhanced Edgeline:	Proactive	\$2,000	per mile	8.07	\$16,145
Total Estimated Project Cost:					\$92,429

Systemic Project

Notes -

Project Page #: 11
 Segment ID: 9.006
 Date: 4/29/2020

Rural Segment Project on CSAH 9 from River St to Hwy 238

Roadway Information

Segment Start: River St
 Segment End: Hwy 238
 Area Type: Rural
 County: Stearns
 Context Zone: Agricultural
 Segment Route System: CSAH
 Segment Route No: 9
 Facility Type: 2-Lane
 Segment Length (mile): 7.38
 Traffic Volume (vpd): 640
 Lane Width (ft): 12.5
 Shoulder Type: Paved
 Shoulder Width (ft): 3.5



Crash Data

5-year Crash History (2011 - 2015)

	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	9	0	5	0
Density (per mile per yr):	0.2	0.0	0.1	0.0
Rate (per MVM):	1.0	0.0	0.6	0.0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	$55 \leq xx \leq 99$	★
ADT-RS (Rural Single-veh) (vpd):	640	$500 \leq xx \leq 2,500$	★
ADT-RM (Rural Multi-veh) (vpd):	640	$xx \geq 1,500$	
Curve Density (cur per mile):	0.41	$xx \geq 1$	
Access Density (access per mile):	14.64	$7 \leq xx \leq 18$	★
Outside Edge Risk:	1	2S or 3	
Total Stars			★★★

Priority Location

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes:	Proactive	\$150,000	per mile	0.00	\$0
Clear Zone Maintenance:	Proactive	\$50,000	per mile	0.00	\$0
6" Wet Reflective in Groove:	Proactive	\$5,000	per mile	0.00	\$0
Shoulder Paving, Safety Edge:	Proactive	\$11,250	per mile	0.00	\$0
Centerline Rumble Strip:	Proactive	\$5,850	per mile	0.00	\$0
Edgeline Rumble Strip:	Proactive	\$5,850	per mile	0.00	\$0
Shoulder Rumble Strip:	Proactive	\$3,600	per mile	0.00	\$0
Enhanced Edgeline:	Proactive	\$2,000	per mile	7.38	\$14,756
Total Estimated Project Cost:					\$14,756

Systemic Project

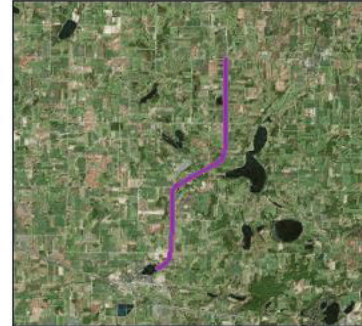
Notes -

Project Page #: 88
 Segment ID: 9.008
 Date: 4/29/2020

Rural Segment Project on CSAH 10 from 1st St to Co Rd 17

Roadway Information

Segment Start: 1st St
 Segment End: Co Rd 17
 Area Type: Rural
 County: Stearns
 Context Zone: Agricultural
 Segment Route System: CSAH
 Segment Route No: 10
 Facility Type: 2-Lane
 Segment Length (mile): 7.45
 Traffic Volume (vpd): 1,100
 Lane Width (ft): 12.0
 Shoulder Type: Gravel
 Shoulder Width (ft): 4.0



Crash Data

5-year Crash History (2011 - 2015)

	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	16	0	9	0
Density (per mile per yr):	0.4	0.0	0.2	0.0
Rate (per MVM):	1.1	0.0	0.6	0.0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	$55 \leq xx \leq 99$	★
ADT-RS (Rural Single-veh) (vpd):	1,100	$500 \leq xx \leq 2,500$	★
ADT-RM (Rural Multi-veh) (vpd):	1,100	$xx \geq 1,500$	
Curve Density (cur per mile):	0.67	$xx \geq 1$	
Access Density (access per mile):	16.25	$7 \leq xx \leq 18$	★
Outside Edge Risk:	1	2S or 3	
Total Stars			★★★

Priority Location

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes:	Proactive	\$150,000	per mile	0.00	\$0
Clear Zone Maintenance:	Proactive	\$50,000	per mile	0.00	\$0
6" Wet Reflective in Groove:	Proactive	\$5,000	per mile	0.00	\$0
Shoulder Paving, Safety Edge:	Proactive	\$11,250	per mile	0.00	\$0
Centerline Rumble Strip:	Proactive	\$5,850	per mile	0.00	\$0
Edgeline Rumble Strip:	Proactive	\$5,850	per mile	0.00	\$0
Shoulder Rumble Strip:	Proactive	\$3,600	per mile	0.00	\$0
Enhanced Edgeline:	Proactive	\$2,000	per mile	7.45	\$14,895
Total Estimated Project Cost:					\$14,895

Systemic Project

Notes -

Project Page #: 60
 Segment ID: 10.003
 Date: 4/29/2020

Rural Segment Project on CSAH 47 from Broadway St to Hwy 15

Roadway Information

Segment Start: Broadway St
 Segment End: Hwy 15
 Area Type: Rural
 County: Stearns
 Context Zone: Agricultural
 Segment Route System: CSAH
 Segment Route No: 47
 Facility Type: 2-Lane
 Segment Length (mile): 4.27
 Traffic Volume (vpd): 1,455
 Lane Width (ft): 12.0
 Shoulder Type: Gravel
 Shoulder Width (ft): 3.5



Crash Data

5-year Crash History (2011 - 2015)

	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	16	0	10	0
Density (per mile per yr):	0.7	0.0	0.5	0.0
Rate (per MVM):	1.4	0.0	0.9	0.0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	$55 \leq xx \leq 99$	★
ADT-RS (Rural Single-veh) (vpd):	1,455	$500 \leq xx \leq 2,500$	★
ADT-RM (Rural Multi-veh) (vpd):	1,455	$xx \geq 1,500$	★
Curve Density (cur per mile):	1.64	$xx \geq 1$	★
Access Density (access per mile):	19.19	$7 \leq xx \leq 18$	
Outside Edge Risk:	1	2S or 3	
Total Stars			★★★

Priority Location

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes:	Proactive	\$150,000	per mile	0.00	\$0
Clear Zone Maintenance:	Proactive	\$50,000	per mile	0.00	\$0
6" Wet Reflective in Groove:	Proactive	\$5,000	per mile	0.00	\$0
Shoulder Paving, Safety Edge:	Proactive	\$11,250	per mile	0.00	\$0
Centerline Rumble Strip:	Proactive	\$5,850	per mile	0.00	\$0
Edgeline Rumble Strip:	Proactive	\$5,850	per mile	0.00	\$0
Shoulder Rumble Strip:	Proactive	\$3,600	per mile	0.00	\$0
Enhanced Edgeline:	Proactive	\$2,000	per mile	4.27	\$8,545
Total Estimated Project Cost:					\$8,545

Systemic Project

Notes -

Project Page #: 79
 Segment ID: 47.001
 Date: 4/29/2020

Rural Segment Project on CR 157 from Co Rd 65 to 0.23 miles NW of 2nd Ave NW

Roadway Information

Segment Start: Co Rd 65
 Segment End: 0.23 miles NW of 2nd Ave NW
 Area Type: Rural
 County: Stearns
 Context Zone: Agricultural
 Segment Route System: CR
 Segment Route No: 157
 Facility Type: 2-Lane
 Segment Length (mile): 2.92
 Traffic Volume (vpd): 1,750
 Lane Width (ft): 12.0
 Shoulder Type: Gravel
 Shoulder Width (ft): 3.5



Crash Data

5-year Crash History (2011 - 2015)

	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	6	0	3	0
Density (per mile per yr):	0.4	0.0	0.2	0.0
Rate (per MVM):	0.6	0.0	0.3	0.0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	$55 \leq xx \leq 99$	★
ADT-RS (Rural Single-veh) (vpd):	1,750	$500 \leq xx \leq 2,500$	★
ADT-RM (Rural Multi-veh) (vpd):	1,750	$xx \geq 1,500$	★
Curve Density (cur per mile):	1.03	$xx \geq 1$	★
Access Density (access per mile):	9.60	$7 \leq xx \leq 18$	★
Outside Edge Risk:	1	2S or 3	
Total Stars			★★★★★

Priority Location

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes:	Proactive	\$150,000	per mile	0.00	\$0
Clear Zone Maintenance:	Proactive	\$50,000	per mile	0.00	\$0
6" Wet Reflective in Groove:	Proactive	\$5,000	per mile	0.00	\$0
Shoulder Paving, Safety Edge:	Proactive	\$11,250	per mile	0.00	\$0
Centerline Rumble Strip:	Proactive	\$5,850	per mile	0.00	\$0
Edgeline Rumble Strip:	Proactive	\$5,850	per mile	0.00	\$0
Shoulder Rumble Strip:	Proactive	\$3,600	per mile	0.00	\$0
Enhanced Edgeline:	Proactive	\$2,000	per mile	2.92	\$5,835
Total Estimated Project Cost:					\$5,835

Systemic Project

Notes -

Project Page #: 12
 Segment ID: 157.001
 Date: 4/29/2020

Rural Segment Project on CSAH 3 from Norway Rd to W Co Rd 3

Roadway Information

Segment Start: Norway Rd
 Segment End: W Co Rd 3
 Area Type: Rural
 County: Stearns
 Context Zone: Agricultural
 Segment Route System: CSAH
 Segment Route No: 3
 Facility Type: 2-Lane
 Segment Length (mile): 15.18
 Traffic Volume (vpd): 1,235
 Lane Width (ft): 12.5
 Shoulder Type: Gravel
 Shoulder Width (ft): 3.0



Crash Data

5-year Crash History (2011 - 2015)

	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	42	1	23	0
Density (per mile per yr):	0.6	0.0	0.3	0.0
Rate (per MVM):	1.2	0.0	0.7	0.0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	$55 \leq xx \leq 99$	★
ADT-RS (Rural Single-veh) (vpd):	1,235	$500 \leq xx \leq 2,500$	★
ADT-RM (Rural Multi-veh) (vpd):	1,235	$xx \geq 1,500$	
Curve Density (cur per mile):	0.79	$xx \geq 1$	
Access Density (access per mile):	12.58	$7 \leq xx \leq 18$	★
Outside Edge Risk:	1	2S or 3	
Total Stars			★★★

Priority Location

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes:	Proactive	\$150,000	per mile	0.00	\$0
Clear Zone Maintenance:	Proactive	\$50,000	per mile	0.00	\$0
6" Wet Reflective in Groove:	Proactive	\$5,000	per mile	0.00	\$0
Shoulder Paving, Safety Edge:	Proactive	\$11,250	per mile	0.00	\$0
Centerline Rumble Strip:	Proactive	\$5,850	per mile	0.00	\$0
Edgeline Rumble Strip:	Proactive	\$5,850	per mile	0.00	\$0
Shoulder Rumble Strip:	Proactive	\$3,600	per mile	0.00	\$0
Enhanced Edgeline:	Proactive	\$2,000	per mile	15.18	\$30,355
Total Estimated Project Cost:					\$30,355

Systemic Project

Notes -

Project Page #: 74
 Segment ID: 3.001
 Date: 4/29/2020

Rural Segment Project on CSAH 3 from Co Rd 17 to 450th St

Roadway Information

Segment Start: Co Rd 17
 Segment End: 450th St
 Area Type: Rural
 County: Stearns
 Context Zone: Agricultural
 Segment Route System: CSAH
 Segment Route No: 3
 Facility Type: 2-Lane
 Segment Length (mile): 2.40
 Traffic Volume (vpd): 915
 Lane Width (ft): 11.0
 Shoulder Type: Gravel
 Shoulder Width (ft): 4.0



Crash Data

5-year Crash History (2011 - 2015)

	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	2	0	1	0
Density (per mile per yr):	0.2	0.0	0.1	0.0
Rate (per MVM):	0.5	0.0	0.2	0.0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	$55 \leq xx \leq 99$	★
ADT-RS (Rural Single-veh) (vpd):	915	$500 \leq xx \leq 2,500$	★
ADT-RM (Rural Multi-veh) (vpd):	915	$xx \geq 1,500$	
Curve Density (cur per mile):	0.42	$xx \geq 1$	
Access Density (access per mile):	14.99	$7 \leq xx \leq 18$	★
Outside Edge Risk:	1	2S or 3	
Total Stars			★★★

Priority Location

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes:	Proactive	\$150,000	per mile	0.00	\$0
Clear Zone Maintenance:	Proactive	\$50,000	per mile	0.00	\$0
6" Wet Reflective in Groove:	Proactive	\$5,000	per mile	0.00	\$0
Shoulder Paving, Safety Edge:	Proactive	\$11,250	per mile	0.00	\$0
Centerline Rumble Strip:	Proactive	\$5,850	per mile	0.00	\$0
Edgeline Rumble Strip:	Proactive	\$5,850	per mile	0.00	\$0
Shoulder Rumble Strip:	Proactive	\$3,600	per mile	0.00	\$0
Enhanced Edgeline:	Proactive	\$2,000	per mile	2.40	\$4,802
Total Estimated Project Cost:					\$4,802

Systemic Project

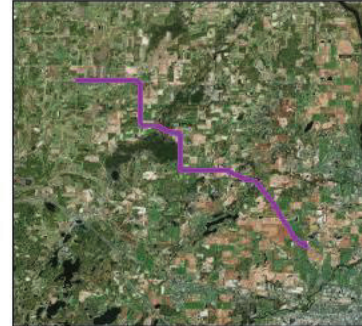
Notes -

Project Page #: 75
 Segment ID: 3.002
 Date: 4/29/2020

Rural Segment Project on CSAH 4 from Co Rd 3 to Co Rd 120

Roadway Information

Segment Start: Co Rd 3
 Segment End: Co Rd 120
 Area Type: Rural
 County: Stearns
 Context Zone: Agricultural
 Segment Route System: CSAH
 Segment Route No: 4
 Facility Type: 2-Lane
 Segment Length (mile): 11.38
 Traffic Volume (vpd): 2,130
 Lane Width (ft): 12.0
 Shoulder Type: Paved
 Shoulder Width (ft): 8.0



Crash Data

5-year Crash History (2011 - 2015)

	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	45	0	25	0
Density (per mile per yr):	0.8	0.0	0.4	0.0
Rate (per MVM):	1.0	0.0	0.6	0.0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	$55 \leq xx \leq 99$	★
ADT-RS (Rural Single-veh) (vpd):	2,130	$500 \leq xx \leq 2,500$	★
ADT-RM (Rural Multi-veh) (vpd):	2,130	$xx \geq 1,500$	★
Curve Density (cur per mile):	0.97	$xx \geq 1$	
Access Density (access per mile):	15.20	$7 \leq xx \leq 18$	★
Outside Edge Risk:	1	2S or 3	
Total Stars			★★★★

Priority Location

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes:	Proactive	\$150,000	per mile	0.00	\$0
Clear Zone Maintenance:	Proactive	\$50,000	per mile	0.00	\$0
6" Wet Reflective in Groove:	Proactive	\$5,000	per mile	0.00	\$0
Shoulder Paving, Safety Edge:	Proactive	\$11,250	per mile	0.00	\$0
Centerline Rumble Strip:	Proactive	\$5,850	per mile	0.00	\$0
Edgeline Rumble Strip:	Proactive	\$5,850	per mile	11.38	\$66,578
Shoulder Rumble Strip:	Proactive	\$3,600	per mile	11.38	\$40,971
Enhanced Edgeline:	Proactive	\$2,000	per mile	11.38	\$22,762
Total Estimated Project Cost:					<u>\$130,311</u>

Systemic Project

Notes -

Project Page #: 22
 Segment ID: 4.001
 Date: 4/29/2020

Rural Segment Project on CSAH 8 from Hwy 23 to Hwy 15

Roadway Information

Segment Start: Hwy 23
 Segment End: Hwy 15
 Area Type: Rural
 County: Stearns
 Context Zone: Agricultural
 Segment Route System: CSAH
 Segment Route No: 8
 Facility Type: 2-Lane
 Segment Length (mile): 8.46
 Traffic Volume (vpd): 850
 Lane Width (ft): 11.0
 Shoulder Type: Gravel
 Shoulder Width (ft): 4.0



Crash Data

5-year Crash History (2011 - 2015)

	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	9	2	5	1
Density (per mile per yr):	0.2	0.0	0.1	0.0
Rate (per MVM):	0.7	0.2	0.4	7.6

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	$55 \leq xx \leq 99$	★
ADT-RS (Rural Single-veh) (vpd):	850	$500 \leq xx \leq 2,500$	★
ADT-RM (Rural Multi-veh) (vpd):	850	$xx \geq 1,500$	★
Curve Density (cur per mile):	2.13	$xx \geq 1$	★
Access Density (access per mile):	19.62	$7 \leq xx \leq 18$	
Outside Edge Risk:	1	2S or 3	
Total Stars			★★★

Priority Location

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes:	Proactive	\$150,000	per mile	0.00	\$0
Clear Zone Maintenance:	Proactive	\$50,000	per mile	0.00	\$0
6" Wet Reflective in Groove:	Proactive	\$5,000	per mile	0.00	\$0
Shoulder Paving, Safety Edge:	Proactive	\$11,250	per mile	0.00	\$0
Centerline Rumble Strip:	Proactive	\$5,850	per mile	0.00	\$0
Edgeline Rumble Strip:	Proactive	\$5,850	per mile	0.00	\$0
Shoulder Rumble Strip:	Proactive	\$3,600	per mile	0.00	\$0
Enhanced Edgeline:	Proactive	\$2,000	per mile	8.46	\$16,921
Total Estimated Project Cost:					\$16,921

Systemic Project

Notes -

Project Page #: 86
 Segment ID: 8.003
 Date: 4/29/2020



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud APO Policy Board
FROM: Brian Gibson, Executive Director
RE: Cost Sharing for Future Beltline Projects
DATE: Sept. 3, 2024

Earlier this year, the APO Board set a goal to establish a regionwide cost-sharing agreement for future beltline roadway projects. The key questions were:

1. Which part(s) of the project development process would be cost-shared regionally, and
2. How would the cost sharing be distributed among the APO members?

The Board asked APO staff to solicit a recommendation from the Technical Advisory Committee.

At its August 28th meeting, the TAC approved the following recommendations:

1. The cost of the planning phase of any beltline project should be cost-shared among the jurisdictions according to the normal APO cost distribution formula, as usual.
2. When Federal or State funds are being used for a Tier 1 Environmental Impact Statement (EIS), the local-match costs should be shared among the jurisdictions, with the implementing jurisdiction paying 50% of the local match, and the other 50% being distributed among the jurisdictions according to the normal APO cost distribution formula.
3. Tier 2 EISs and all other aspects of project development should be the sole responsibility of the implementing jurisdiction.

Suggested Action: Approve a cost-sharing agreement for future beltline projects.