

# **St. Augusta City-Wide Transportation Planning Study**

St. Augusta, Minnesota

SEH No. A-STAUG0807.00

August, 2008



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# St. Augusta City-Wide Transportation Planning Study

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## 1.0 Introduction

A Transportation Plan is a key part of a City's Comprehensive Plan as it covers all modes of transportation, including highways and roads, bicycles and pedestrians, and transit. The City of St. Augusta has initiated this transportation planning effort to better prepare the community to manage and accommodate ongoing development pressures.

The City's Land Use Plan establishes a vision for how the community is anticipating development over the next 20 plus years and is intended to provide a framework to assist in ensuring that the vision is realized. As part of that vision, the City recognizes the travel needs of its residents, local businesses, commuters, and others traveling through the city or using the transportation facilities within St. Augusta. Furthermore, the City of St. Augusta recognizes its role within the transportation system and that its policies and improvement projects need to encourage and contribute to the orderly development of the City, Stearns County, and the region.

The anticipated land use development, identified on the City's Land Use Plan, requires transportation planning to determine how the network of city, county, and state roadways need to adapt to meet the travel demands of the anticipated growth. It is imperative that transportation improvements and future land use be planned and implemented in conjunction with one another. Therefore, the purpose of this transportation study is to acknowledge the current trends in development, the location and intensity of future development, and to identify transportation improvements that should be linked to these future development plans. This plan expresses the location, limits, function, and capacity of all transportation facilities in the City of St. Augusta.

Transportation facilities both link and, in some cases, separate land uses within the community. This Transportation Plan includes the following:

- Describes the existing transportation system in the City of St. Augusta.
- Identifies existing and future transportation needs.
- Establishes goals, policies and recommended actions to address those transportation needs.
- Provides a conceptual network of transportation facilities to accommodate future land use development.

## 2.0 Existing Transportation System

Three levels of government share jurisdiction over the existing transportation system within the City of St. Augusta. The Minnesota Department of Transportation (Mn/DOT) maintains the state highway system (I-94, TH 15), Stearns County maintains the county state aid highways (CSAH 7, 44, 47, 74, 75, 115, and 136) and the county roads (115, 137, 141, and 142), and the City of St. Augusta maintains the local city streets.

Interstate 94 (I-94), which runs along the northeastern portion of the city limits of St. Augusta provides interstate and statewide connections. Trunk Highway 15, which runs north-south across the western portion of the City provides a statewide and regional connection. Both state highways provide vital links for the City of St. Augusta to several communities to the south (Hutchinson, New Ulm, and the Twin Cities) and to the City of St. Cloud to the north. Through the City of St. Augusta, Highway 15 remains a two-lane highway, but Mn/DOT has long-range capacity improvement plans that would expand the highway to a four-lane facility. The 2006 Annual Average Daily Traffic (AADT) on Highway 15 ranged from 7,800 trips near the southern city limits to 8,600 trips between County Road 141 and the northern city limits. Figure 1 on the following page depicts the Mn/DOT Traffic Volumes Map for the City of St. Augusta.

In addition to the state highway system, there are several Stearns County highways/roads in the City of St. Augusta. These roadways provide north-south and east-west connections throughout Stearns County and convenient access to the state highway system. County State Aid Highway (CSAH) 7 had a 2007 AADT ranging from 3,350 trips south of County Road 44 to nearly 7,000 trips through downtown St. Augusta, which was the highest volume of any of the county roads in the City. Other highly utilized county roads include CSAH 44 (1,550 trips), CSAH 47 (2,350 trips), CSAH 74 (5,400 trips), CSAH 115 (1,450 trips), and CSAH 136 (1,750 trips)

The City of St. Augusta has an extensive local roadway system that has primarily been developed to accommodate traffic circulating within and between residential neighborhoods, commercial and industrial areas throughout the community. Since the City of St. Augusta was at one time a rural township, the community has a series of north-south and east-west roadways that are systematically spaced throughout the community.

### **3.0 Transportation Needs and Issues**

It is important that an analysis of the transportation system needs and issues is based on both an evaluation of the existing transportation system and an understanding of how the traffic will likely grow in the future. This section will identify the existing and the future transportation system issues and needs and will discuss the findings and recommendations of the Highway 15 Corridor Study that included the segment of Highway 15 through the City of St. Augusta.

#### **3.1 Public Involvement**

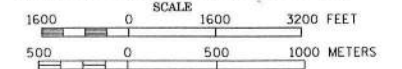
An initial listing of transportation related issues and needs in the St. Augusta area were compiled based on field observations and input from the following:

- Public Input Meetings
- Transportation Stakeholder Group Meetings
- St. Augusta City Council and City staff
- Stakeholder Group Meetings
- Public Open House Meetings

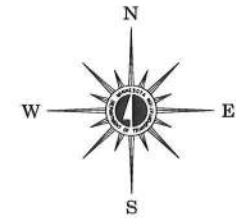
2007 TRAFFIC VOLUMES

MUNICIPALITIES OF  
**STEARNS CO.**

PREPARED BY THE  
MINNESOTA DEPARTMENT OF TRANSPORTATION  
OFFICE OF TRANSPORTATION DATA & ANALYSIS  
IN COOPERATION WITH  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

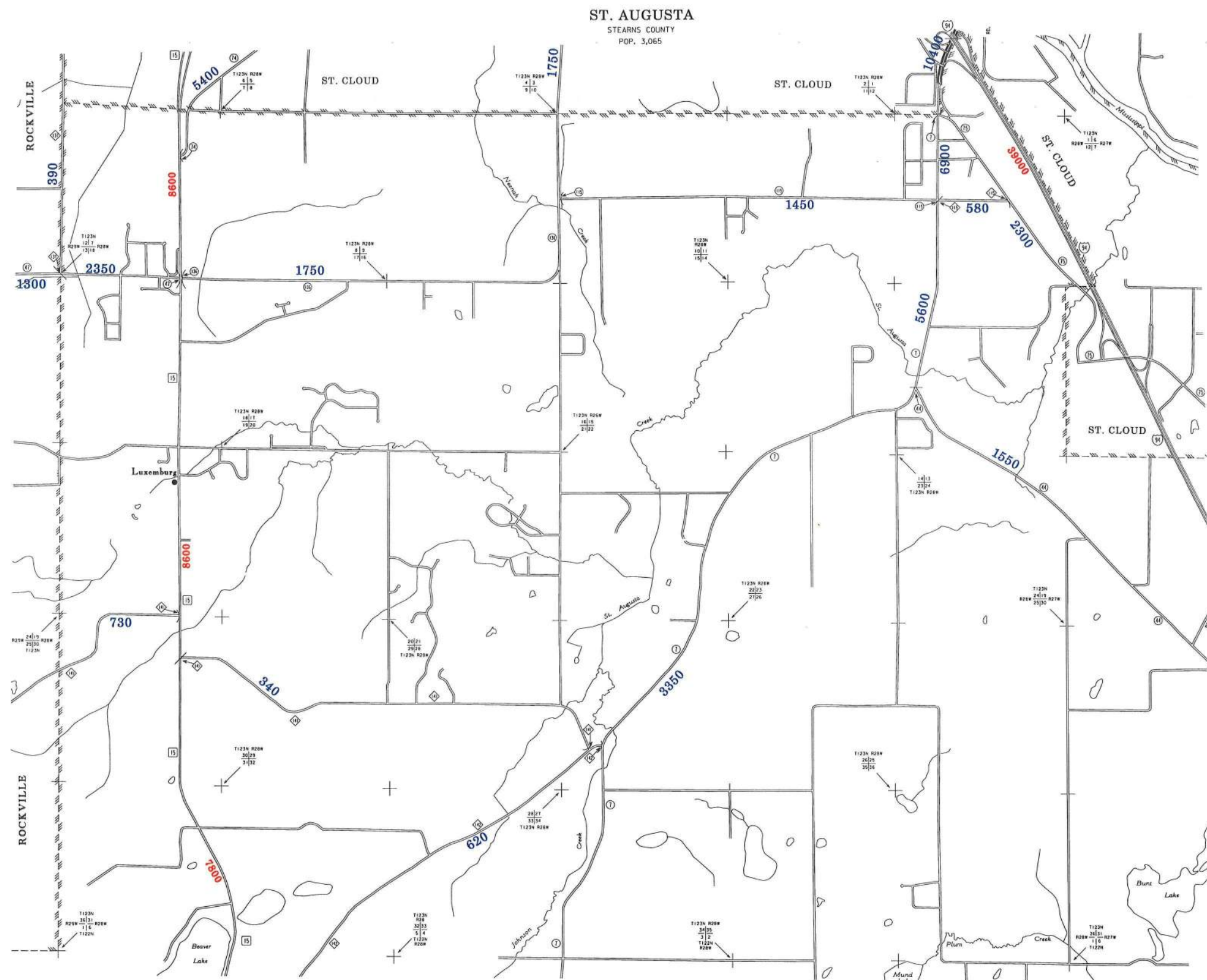


2007  
BASIC DATA - 1991



LEGEND

- INTERSTATE TRUNK HIGHWAY..... (I)
- U.S. TRUNK HIGHWAY..... (U)
- STATE TRUNK HIGHWAY..... (S)
- COUNTY STATE AID HIGHWAY..... (CS)
- COUNTY ROAD..... (C)
- PUBLIC ROAD..... (P)
- PRIVATE ROAD..... (PR)
- CORPORATE LIMITS..... (Hatched line)



VOLUMES PREPARED BY  
THE OFFICE OF  
TRANSPORTATION DATA & ANALYSIS

NUMERALS INDICATE AVERAGE DAILY  
TRAFFIC VOLUMES ON DESIGNATED ROADS.

**TRUNK HIGHWAY ROUTES ARE 2006 A.A.D.T. VOLUMES.**  
**COUNTY SYSTEM ROADS ARE 2007 A.A.D.T. VOLUMES.**

FOR DESIGNATED ROADS:  
/ = SEGMENT ENDPOINT FOR ALL  
ROADS INTERSECTED BY HATCH  
( = SEGMENT ENDPOINT ONLY FOR  
ROAD SEPARATED FROM INTERSECTING  
ROAD BY ARC

TRAFFIC VOLUMES ARE SUBJECT TO VARIABILITY AND CONSTRUCTION EFFECTS  
FOR MORE INFO VISIT: <http://www.dot.state.mn.us/traffic/data/html/aadt.html>

MUNICIPALITIES SHOWN  
ON THIS SHEET  
ST. AUGUSTA

NOTE: 2000 U.S. CENSUS FIGURES SHOWN FOR ALL MUNICIPALITIES UNLESS OTHERWISE STATED.

provides a regional connection between I-94 and Highway 10. As part of this study, Mn/DOT developed an access management plan that identified where and what type of access would be allowed to connect with Highway 15.

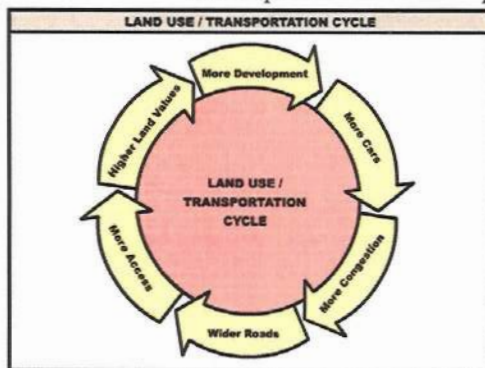
Access management is a set of techniques that is used to control access to highways, major arterials, and other roadways. Well designed access management systems can help to protect the community character and progress economic development. Also, access management can help to reduce the magnitude of public investment in roads and highways. Some key elements of access management include:

- Limit direct access between adjacent land uses and higher speed roads while promoting access between land use and minor, low speed roads;
- Provide appropriate intersection spacing and traffic signal spacing which will provide effective transition between roadways;
- Remove turning traffic from through traffic lanes.

There are many benefits to having an access management plan which include reduced congestion and increase safety. Also, lands adjacent to the affected roadways are often more efficiently utilized and businesses benefit from economic vitality due to easier access to and from their establishment.

#### 4.0 Roadway System Plan and Recommendations

In order to properly plan for future transportation improvements, the first step in the process is to review existing and future land use plans (see Figures 2 and 3, respectively). Utilizing these plans, access management and roadway spacing guidelines, and issues raised during the public input process, a Recommended Concept Plan was developed (see Figure 4). This concept map went through many



iterations responding to input from the public, stakeholder Group members, and the City Council.

The recommended future roadway concept plan shows the future system of roadways by functional classification (discussed further in section 4.1). This plan was based off of the City's future land use plan and roadway spacing guidelines. Therefore, it is important to remember that more detailed corridor planning will need to happen to determine the exact alignment of a particular roadway. Items such as subdivision plats, wetlands, and other environmental and/or design related issues were

considered at a high level in this planning process, but more detailed analysis is required prior to selecting the final alignment for any particular roadway.

The concept plan can be utilized by the City, landowners, developers, or other interested parties as land develops in the future, and exact alignments can be determined through a more detailed review process. The utilization of the concept plan is invaluable to the City as development occurs to make sure that a proper roadway network is built at the time of development. This will save the city money by working with developers to ensure the proper roadway network built. If properly used, this City-Wide Transportation Plan will also minimize the amount of land the City of St. Augusta will need to acquire in the future, because it will be planned for properly when the land develops.

Three Public Input Meetings, three Transportation Stakeholder Group meetings, and three City Council Workshop meetings were conducted throughout the plan development process. The intent of the public input meetings was to introduce the public to the process and solicit input on transportation issues and to review the proposed recommended transportation network plan. The Transportation Stakeholder Group was comprised of volunteer residents, business owners, representatives from Mn/DOT, Stearns County, the City of St. Cloud, the City of Rockville, the City of St. Augusta, and the consultant team. The Stakeholder Group helped identify existing and future transportation issues and was instrumental in developing the recommended transportation concept plan. The three City Council Workshops were held to provide regular updates on the planning process and to receive input on all elements of the transportation study. A complete meeting schedule and brief description of the meeting purpose for the above referenced meetings is included in Appendix A of this report. Written comments received throughout the public involvement process are also included in Appendix B.

The identified transportation issues and needs in this study process have been sorted by type and are listed below.

#### Safety

- Speeding is an issue throughout the city on state, county, and local roadways.
- Need for improved and expanded pedestrian facilities (e.g. sidewalks and trails) throughout the City of St. Augusta.
- Several intersections (e.g. County Road 136/43<sup>rd</sup> Avenue) are unsafe due to reduced sightlines from skewed approaches, overgrown vegetation, and topography (vertical elevations).

#### Traffic Operations & Mobility

- Need to support additional improvements to Highway 15 that will enhance operations along this vital north-south roadway.
- At times of the year truck and farm traffic can create conflicts with auto traffic on several county and local roads.
- County Road 7 may need improvements to accommodate future traffic demand.
- Need to develop a network of arterial and collector roads to provide access to, through, and within the future development areas.
- Potential capacity improvements to state or county roads may be needed as the City and surrounding region grows and as traffic volumes increase.
- Direct access along Highway 15 should be minimized to ensure safe and efficient operations.

### **3.2 Highway 15 Corridor Study**

The Minnesota Department of Transportation (Mn/DOT) recently completed a Trunk Highway 15 Corridor Study. A copy of the study can be viewed on the Mn/DOT web site at: <http://www.dot.state.mn.us/d3/projects/hwy15stc/>. This study states that access onto Highway 15 will be highly restrictive in the future. Highway 15 is a major north-south corridor serving south central Minnesota. It serves the cities of Fairmont, New Ulm, Hutchinson and St. Cloud. As discussed earlier, a portion of Highway 15 is located within the northwest section of the City of St. Augusta and

# Transportation Plan Group A City of St. Augusta Transportation Plan

## Legend

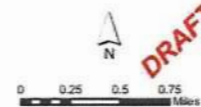
Transportation Plan	Wetland Type
	Type 1
	Type 2
	Type 3
	Type 4
	Type 5
	Type 6
	Type 7
	Type 8
	Riverine

\*Solid lines represent existing roadway corridors and dashed lines represent future roadway corridors.

Sources: Stearns County, FEMA, MNDOT, and SEH

Date: April 9, 2008

Disclaimer: This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. This user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



Map Data: Stearns County, Minnesota, 2007. Data Source: Stearns County GIS, 2007. Data Source: Stearns County GIS, 2007.



# Transportation Plan Group B City of St. Augusta Transportation Plan

## Legend

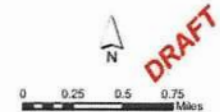
Transportation Plan	Wetland Type
	Type 1
	Type 2
	Type 3
	Type 4
	Type 5
	Type 6
	Type 7
	Type 8
	Riverine

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# Transportation Plan Group C City of St. Augusta Transportation Plan

## Legend

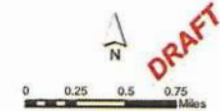
Transportation Plan	Wetland Type
	Type 1
	Type 2
	Type 3
	Type 4
	Type 5
	Type 6
	Type 7
	Type 8
	Riverine

\*Solid lines represent existing roadway corridors and dashed lines represent future roadway corridors.

Sources: Stearns County, FEMA, MN/DOT, and SEH

Date: April 9, 2008

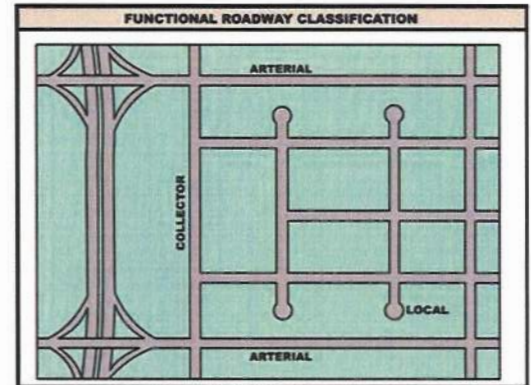
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#### 4.1 Functional Classification

Functional classification is a system by which roadways are grouped according to the function they are intended to serve. Basic to this process is the recognition that individual roadways do not function independently. Most travel involves movement along a network of different types of roads. The functional class of the roadway should be an important consideration in the development of local regulations for land development. The mobility of higher classified roadways should be protected by careful management of site development and access spacing. Transportation problems occur when roadway design and the management of access to the roadway are inconsistent with the functional and operating demands imposed by the surrounding land uses.

Below, the four basic functional classification categories are described. This transportation study primarily focuses on the needs of the minor arterial and collector roadway system. However, principal arterials and local roadways are an important part of the overall roadway network.



##### Principal Arterials

Principal arterials have the highest volume capacity and provide the highest level of service at the greatest speed for the longest uninterrupted distance. This type of roadway is intended to connect larger cities with one another and connect major business concentrations. The emphasis is on mobility rather than land access. The nature of land uses adjacent to major arterials is typically of a higher intensity. Trunk Highway 15 and I-94 are classified as principal arterial roadways.

##### Minor Arterials

Minor arterials connect to the major arterial system, other minor arterials and collector streets. This type of roadway is intended to provide service for trips of moderate length at a somewhat lower level of mobility than principal arterials. Minor arterials are of regional importance because they relieve, expand, or complement the principal arterial system. The nature of land uses adjacent to minor arterials are typically of medium to high intensity.

##### Collectors

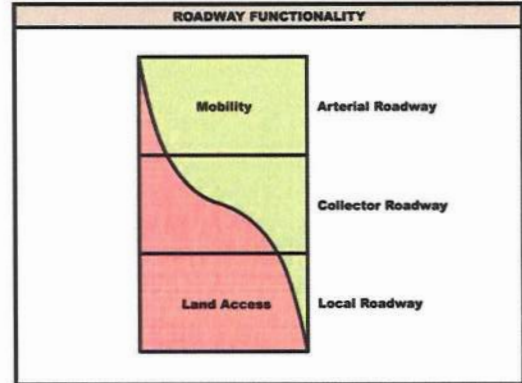
Collector streets typically serve short trips and place moderate emphasis on both access and mobility. Collectors provide access from neighborhoods to the arterial system and larger commercial/industrial nodes.

##### Local/Neighborhood Roadways

Local/neighborhood roadways interconnect residential neighborhoods, secondary commercial and industrial nodes and agricultural lands. Local roads typically serve short trips at low speeds and provide high levels of property access. Local roads are not addressed in this study, but rather are assumed to be considered during land development and the platting process.

When discussing functional classification, it is important to recognize the direct correlation between mobility and access. The higher the functional classification, the more emphasis is on mobility and less access can be permitted. A principal arterial's access is limited to the extent possible to maximize mobility. On minor arterials, more access can be tolerated; however, mobility is still the primary function. Collector roadways are intended to serve both mobility and access depending on the function of the roadway and anticipated traffic volume. Local/neighborhood streets clearly have more emphasis on access.

This illustration shows the direct correlation between increasing mobility and decreasing access and conversely decreasing mobility and increasing access.



## 5.0 LAND USE INVENTORY

The goal of this section is to examine existing and future land use patterns. The type and density of land use highly effects travel demand. Trip making patterns such as distribution or volumes are highly a function of location and use of land. The City's Comprehensive Plan was used to determine existing and future land use within the project area.

### 5.1 Existing Land Use

An Existing Land Use Plan Map is included in the City of St. Augusta's Comprehensive Plan. The City is in the process of updating the map to reflect recent residential and commercial developments that have been built since the map was last updated.

Agriculture, open space, and rural residential developments account for the majority of the land use within the City of St. Augusta. The northeast portion of the City has a higher density of development, which includes the downtown area. Other higher density developments are scattered throughout the City including, but not limited to, along Highway 15, County Road 47/136, 230<sup>th</sup> Street, and County Road 7.

### 5.2 Future Land Use

Residential, commercial, and industrial development is expected to increase within the City of St. Augusta. The Future Land Use Map (see Figure 3) provides a graphical view of the location of these land use changes. The traffic forecasting efforts for this study, which are described in the next section, utilized the future land use in terms of anticipated traffic growth and origins and destinations within and outside the City of St. Augusta.

## 6.0 TRAFFIC FORECASTING

Traffic forecasts for this study were prepared largely based on the St. Cloud Planning Organization (APO) Regional Travel Demand Model. The model encompasses the Cities of St. Cloud, Waite Park, Sauk Rapids, Sartell, St. Joseph, and St. Augusta.

The model uses input data such as number of households and potential building area to generate an estimated number of vehicle trips for each Traffic Analysis Zone

(TAZ). TAZs are geographic areas that divide the planning region and the areas are usually bordered by natural or manmade barriers (i.e. rivers, railroad corridors, arterial roadways, etc.). TAZs typically included similar land uses, land activities, and represent the origin and destinations of travel activity in the model. A total of seven TAZs are included in this study area and the numbers representing the TAZs correspond to the St. Cloud APO TAZ designation number. The TAZs for the St. Augusta Area are presented on Figure 5.

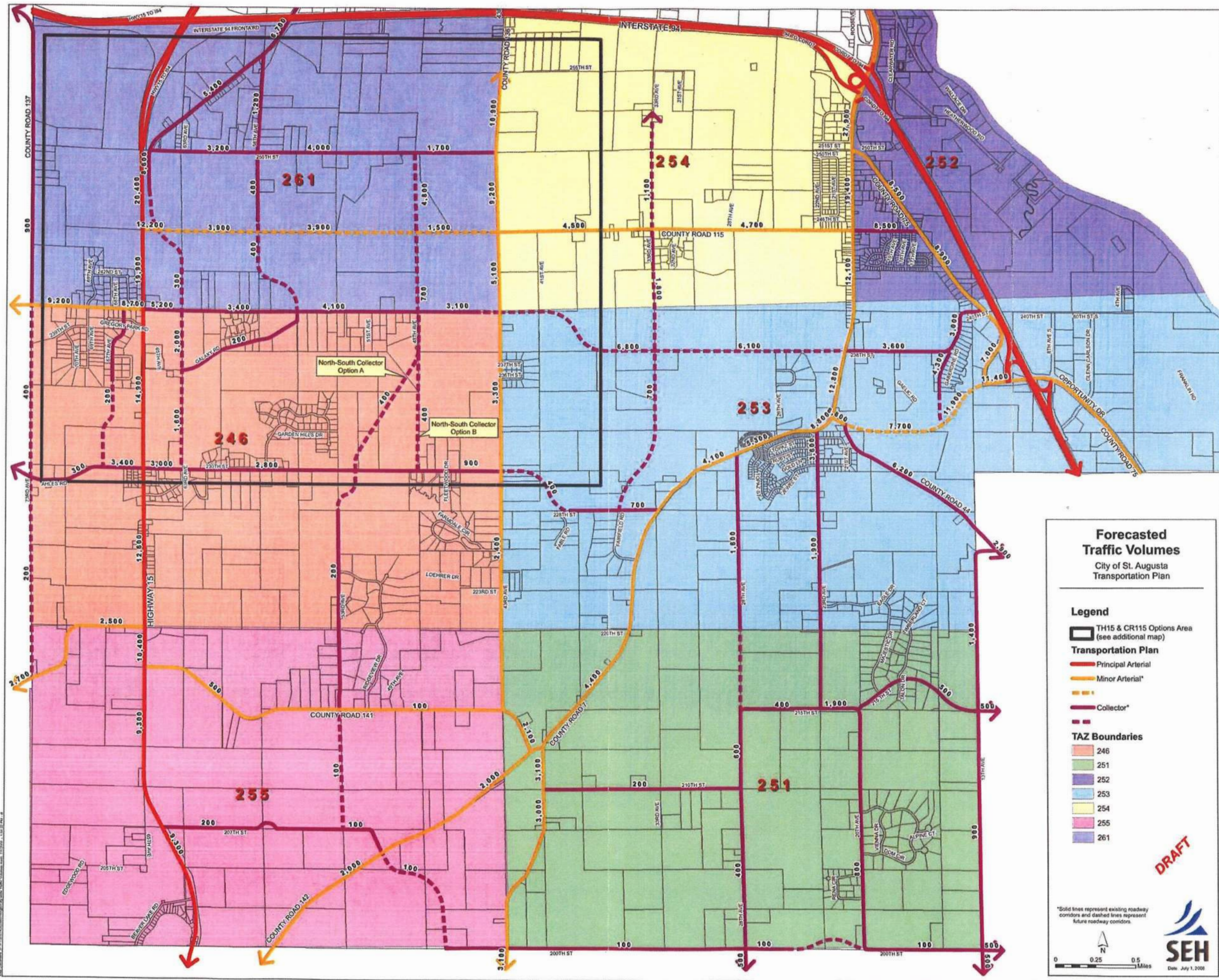
The St. Cloud APO Regional Travel Demand Model utilizes a four step modeling process which includes trip generation, trip distribution, mode choice, and trip assignment.

- Trip Generation – This step is the determination of the amount/number of trips estimated within the study area. It uses static equations to estimate the number of trips based upon the type of socio-economic activity (i.e. number of households, building area, etc.) to generate the number of trips produced by or attracted to each TAZ.
- Trip Distribution – This step assigns the productions and attractions generated during the trip generation step to their proper origin-destination TAZ location. The trips are distributed based on the amount of travel activity and the travel time between origin and destination TAZs.
- Mode Choice – This step distributes the trips between each origin and destination and separates the trips into different forms of travel, either single-occupant vehicles, carpools, and transit. Due to the low area transit use, the mode split step is excluded from the regional model and the trips generated are passenger vehicle trips only.
- Trip Assignment – This step distributes the trips to the network links while trying to minimize travel time and/or trip distance. Trips for daily assignment are routed from each origin zone to a destination zone onto the transportation network using an equilibrium traffic assignment method. The end result will be estimated link average daily traffic (ADT).

## 6.1 Forecast Methodology

As previously described, the most recent version of the St. Cloud APO Regional Travel Demand Model was used to develop the traffic forecasts for the modeled roadways within the study area. Since the model from the APO only includes major arterial roadways (Highway 15, County Road 7, County Road 75, etc.) through the study area, SEH developed a sub-area model that includes refinements to the socio-economic data and roadway network to better reflect trip patterns throughout the City of St. Augusta.

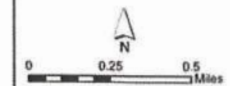
The St. Cloud APO 2030 model TAZ socio-economic data was reviewed and adjusted where necessary based on the City's Future Land Use Plan. Table 1 shows the adjusted socio-economic data aggregated into the original St. Augusta TAZs. Also, the model TAZs were subdivided and the roadway network was modified to include the arterial and collector roadways identified in the Recommended Concept Plan.



**Forecasted  
Traffic Volumes**  
City of St. Augusta  
Transportation Plan

- Legend**
- TH15 & CR115 Options Area (see additional map)
  - Transportation Plan**
  - Principal Arterial
  - Minor Arterial\*
  - Collector\*
  - Collector\*
  - TAZ Boundaries**
  - 246
  - 251
  - 252
  - 253
  - 254
  - 255
  - 261

\*Solid lines represent existing roadway corridors and dashed lines represent future roadway corridors.



**DRAFT**



**Table 1 Socio-Economic Data Summary, St. Augusta**

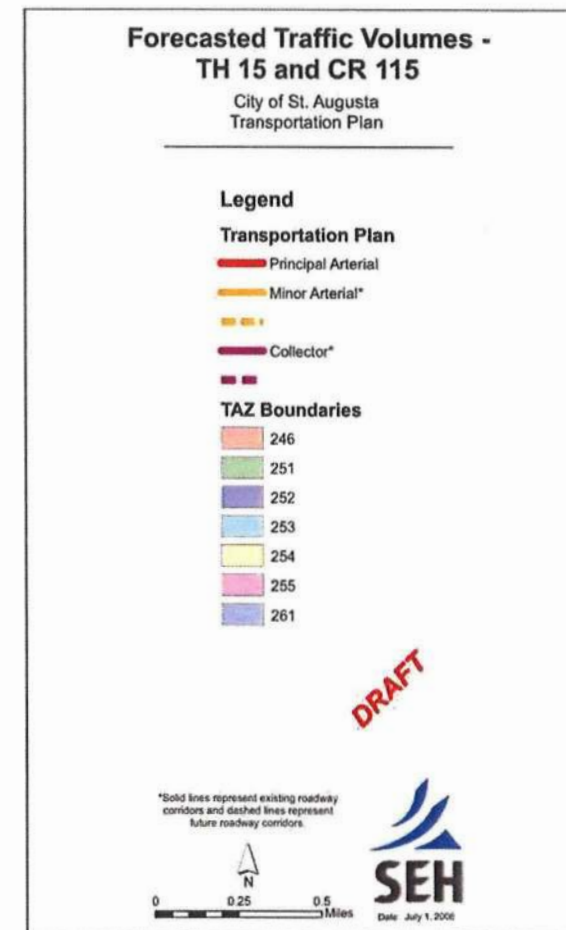
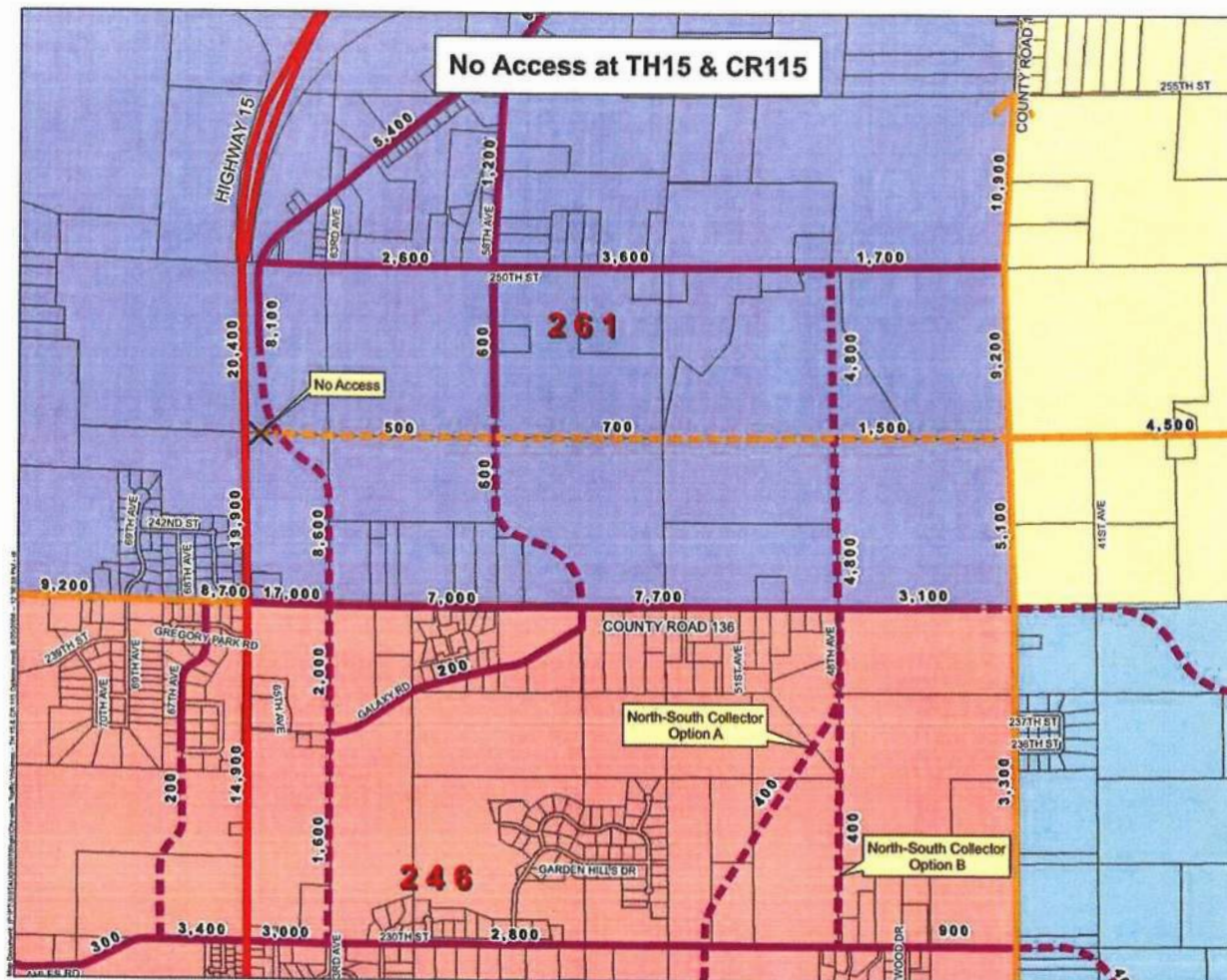
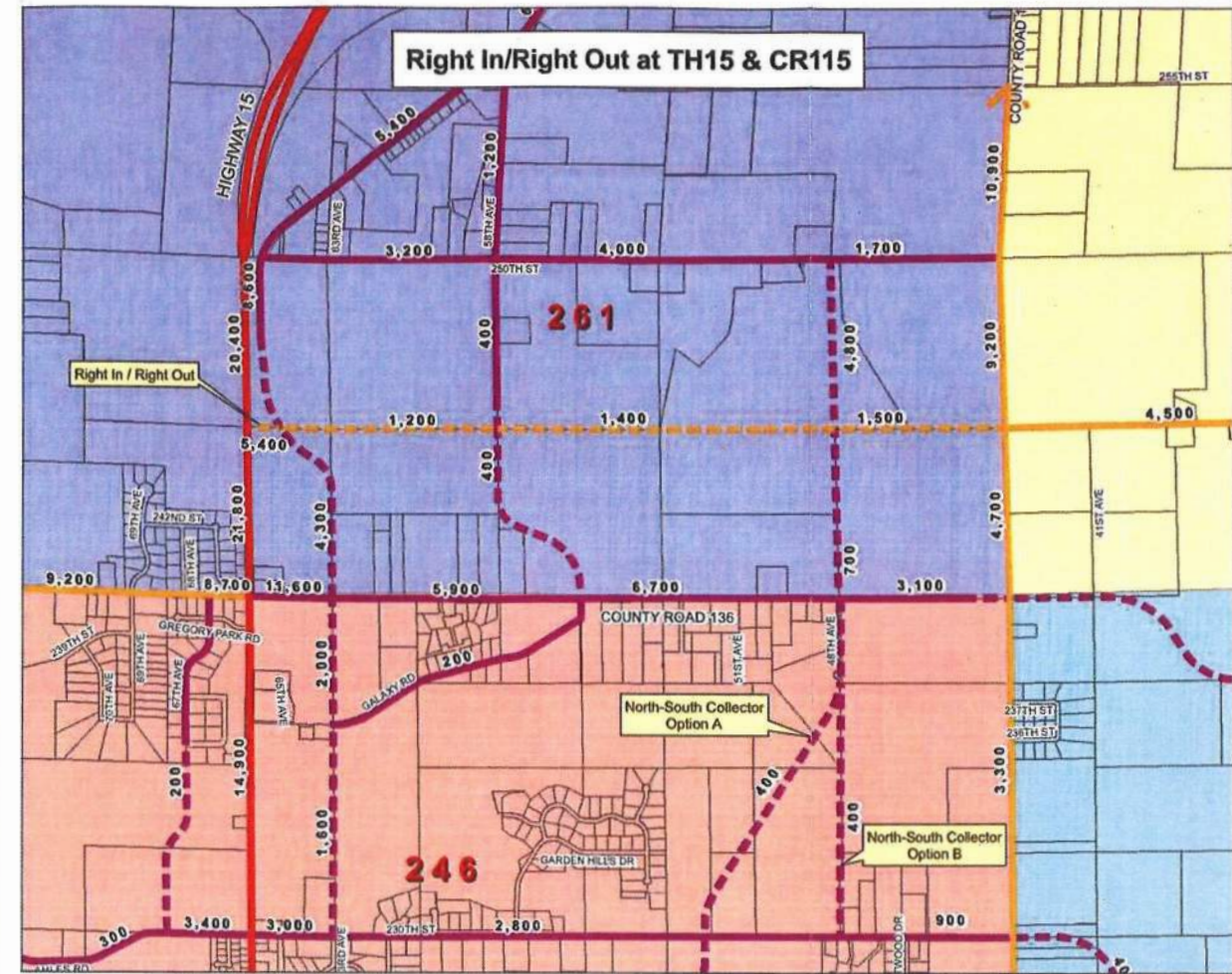
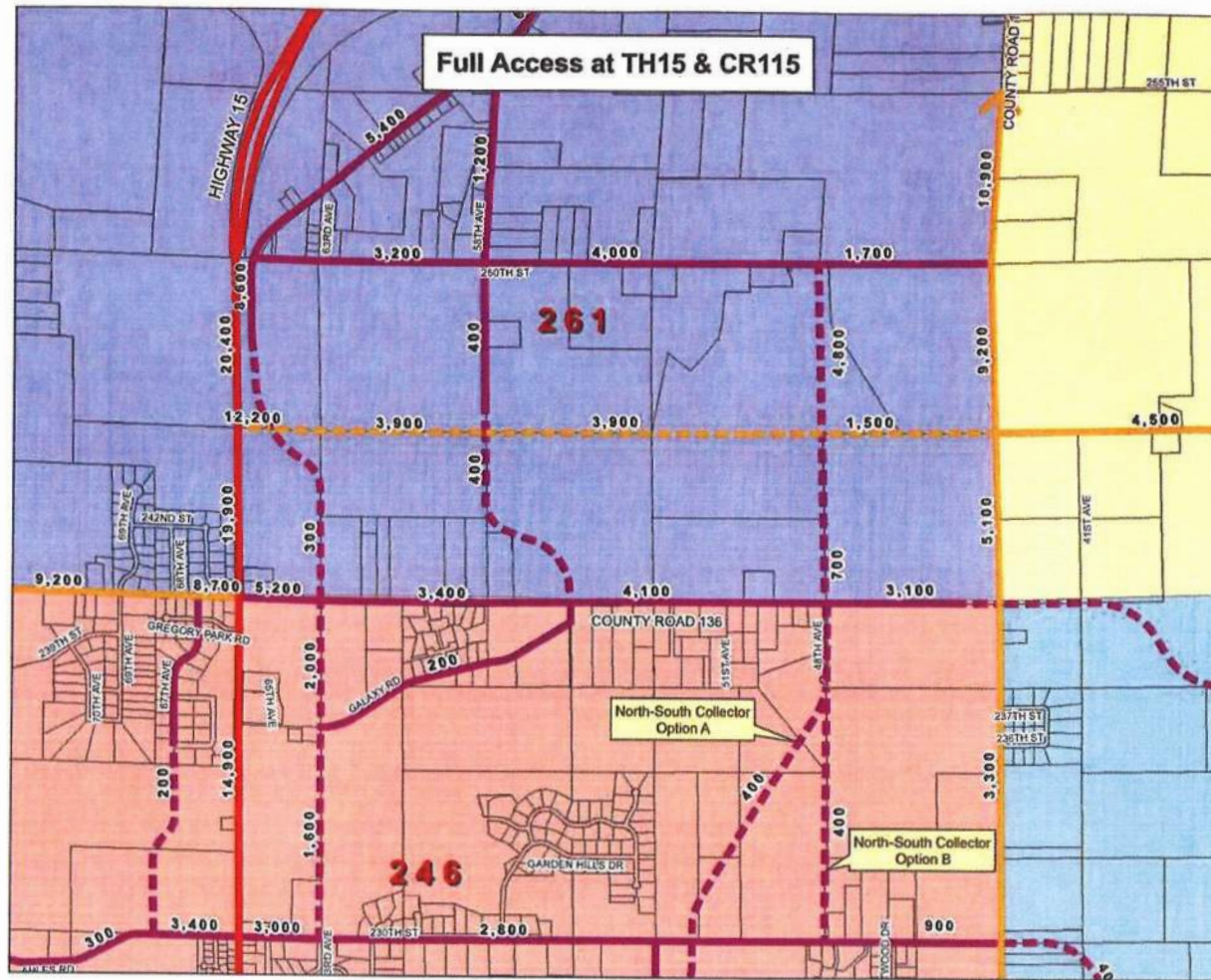
TAZ	Single-Family Res.			Multi-Family Res.			Office (1,000 sq/ft)			Retail (1,000 sq/ft)			Industrial (1,000 sq/ft)		
	2000	2030	Annual Growth	2000	2030	Annual Growth	2000	2030	Annual Growth	2000	2030	Annual Growth	2000	2030	Annual Growth
246	240	575	2.96%	8	8	0.00%	2	215	16.88%	0	143	--	40	40	0.00%
251	131	436	4.09%	2	2	0.00%	0	0	--	0	0	--	0	0	--
252	57	261	5.20%	6	214	12.65%	3	65	10.48%	30	116	4.65%	347	1,665	5.37%
253	157	333	2.54%	22	362	9.78%	0	152	--	0	357	--	77	1,875	11.22%
254	184	307	1.72%	14	454	12.30%	3	3	0.00%	12	325	11.53%	41	42	0.08%
255	95	210	2.68%	6	6	0.00%	0	0	--	0	0	--	0	0	--
261	87	136	1.50%	11	11	0.00%	0	0	--	2	49	12.32%	0	2,500	--
<b>Total</b>	<b>951</b>	<b>2,258</b>	<b>2.92%</b>	<b>69</b>	<b>1,057</b>	<b>9.52%</b>	<b>8</b>	<b>436</b>	<b>14.12%</b>	<b>44</b>	<b>989</b>	<b>10.98%</b>	<b>505</b>	<b>6,123</b>	<b>8.67%</b>

The traffic assignment step was completed using the refined model network and refined study area socio-economic data. Traffic forecasts were compared to the most recent St. Cloud APO transportation plan forecasts. Coordination with staff from the APO occurred to ensure compatibility and reasonableness with their forecasts. Figure 5 illustrates the 2030 forecast traffic volumes for the roadways within the City of St. Augusta. Due to potential access restrictions along Highway 15, a series of model runs were performed for different access conditions near a future County Road 115 alignment and Highway 15. Figure 6 depicts the forecasted traffic volumes for the northwest portion of the City for a full access intersection at Highway 15/County Road 115, a limited access intersection at Highway 15 (right-in/right-out access only), and a condition with no access onto Highway 15. Further coordination with Mn/DOT will be necessary as improvements are made to Highway 15 and as development occurs in this portion of the City.

## 6.2 Typical Roadway Capacities

The results from the traffic forecasting exercise are helpful in determining roadway capacity deficiencies that could exist under the 2030 land use and forecast traffic conditions. This information should be used as a planning tool for future transportation corridors and to manage existing facilities more effectively to maximize existing roadway capacity.

Capacity deficiencies are determined by the future volume to capacity ratio. Generally, two-lane collectors and arterials can accommodate up to 10,000 vehicles per day comfortably. Volumes on local streets within the City of St. Augusta are all expected to fall below this threshold, and thus, all local streets should operate adequately as two-lane roads. However, there may be several locations where segments of arterial roadways and at certain intersections that may require capacity improvements in terms of adding through lanes and/or separate turn lanes to facilitate traffic flow.





Level of service (LOS) is commonly used to measure travel delay and operating conditions on a segment of roadway or at intersections and ranges from A to F. LOS A and B represent conditions when traffic demand is below capacity and travel is unimpeded. At LOS C, the average speed noticeably decreases and slower traffic and turning traffic cause congestion. At LOS D, traffic volumes approach a highway's functional capacity, stoppage and delays occur, the average speed is substantially lower, and passing on a two-lane roadway is unlikely. At LOS E, traffic demand exceeds capacity, drivers are choosing other routes and times to travel, and any disturbance to the traffic flow – such as a turning vehicle – promptly drops this condition to a LOS F. A LOS F means traffic demand far exceeds capacity, heavy congestion is prevalent, long periods of stop and go travel conditions occur, and travel time is severely degraded (increased). Table 2 presents planning level roadway capacities (LOS based on ADT) by roadway type.

**Table 2 – Typical Roadway Capacities**

Roadway Type	Level of Service/Capacity (ADT)					
	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
2-lane roadway	≤8,000	8,000-9,500	9,250-10,750	10,500-12,000	11,750-13,250	>13,250
3-lane roadway	≤9,000	9,000-12,000	11,500-14,500	14,000-17,000	16,500-19,500	>19,500
4-lane undivided roadway	<12,000	12,000-15,000	14,500-17,500	17,000-20,000	19,500-22,500	>22,500
4-lane divided roadway	<19,000	19,000-22,000	21,500-24,500	24,000-27,000	26,500-29,500	>29,500

- \* This chart is intended for use as an approximation for planning level determinations only.
- \* Roadway capacity is usually controlled by the peak hour characteristics of the intersections along the roadway.
- \* The chart provides a means to determine what type of roadway sections would be generally acceptable at various ADT levels.
- \* More detailed intersection peak hour capacity analysis should be performed before any preliminary engineering is initiated.

## 7.0 Future Roadway Network Issues

During the transportation planning process, several issues were raised during project Stakeholder Group Meetings, Public Input Meetings, and City Council Workshops by both agency representatives and area residents/business owners. Due to the nature of higher level planning (concept mapping), there are roadway details that will need to be further reviewed in the future as development/redevelopment occurs. An explanation of the main issues that were not able to be fully resolved during this study and recommendations as to future resolutions include the following:

### County Road 74 and County Road 115 Intersection with Highway 15

Stearns County Road 74 currently enters St. Augusta from St. Cloud just east of Highway 15 and within a short distance curves west and terminates at an intersection with Highway 15 just south of the I-94 southbound access ramp. The curve of this roadway and the intersection with Highway 15 does not create desirable traffic flow or access within the City of St. Augusta.

Because County Road 74 is designated as a County State-Aid Highway (CSAH) it must commence and terminate at another roadway of equal or higher classification. Therefore, it is not possible for the roadway to simply terminate at 250th Street. It was discussed that one possible solution for this roadway would be to extend it south approximately ¾-mile and terminate County Road 74 at County Road 136, which is another State-Aid roadway. This would allow County Road 74 to serve as a

frontage/backage roadway in this area and function as a reliever to Highway 15, while still providing the necessary land access to adjoining properties which do not have direct access onto Highway 15.

In order for this to happen there are some further discussions and decisions that will need to take place with Stearns County. Since the County is only allowed a certain number of roadway miles on their State-Aid system, it must be determined if the extra roadway mileage is possible. Another possibility would be to work with the County and the City of St. Cloud regarding the possibility of turning over the roadway to the respective cities. Past discussions between the County and St. Cloud have considered a possible turnback of the segment of County Road 74 within St. Cloud from County Road 137 to 33rd Street South. This scenario would leave just a small portion of County Road 74 on the County system before entering into St. Augusta.

It is recommended that as this roadway becomes a reality from development that discussions with Stearns County and St. Cloud are held to best determine the fate of County Road 74.

#### **Future Access Conditions Along Highway 15**

Access management along Highway 15 is another issue that was considered and discussed during this transportation study process. Mn/DOT has recently completed a separate corridor study along Highway 15 through the cities of St. Augusta, St. Cloud, Waite Park, Sartell, and Sauk Rapids that focused on future access conditions along the highway. Access management is a tool for providing access to land development, while preserving the safety, capacity, and operation of the transportation system. Access management is achieved through the systematic application of planning and design strategies to manage the number, location, design, and operation of access features, such as driveways and street intersections. Access management strategies can also help preserve community character, promote economic development, and protect the public investment in the roadway system.

As illustrated on the Recommended Concept Plan (Figure 4), a future westerly extension of County Road 115 has been identified in order to accommodate proposed industrial development in the northwest portion of the City. The precise location and limits of this alignment will be determined as development progresses in the area. A possible future intersection with Highway 15, that would replace the existing County Road 74 intersection, was discussed at Project Stakeholder Group Meetings, Public Input Meetings, and City Council Workshops. Based on Mn/DOT's Highway 15 Corridor Study and access management guidelines, a full access intersection at this location is not desirable. The traffic forecasting effort completed for this study considered three separate access conditions at this location (full access, limited access or right-in/right-out only access, and no access). Under the no access scenario, all trips originating/destine to this area of the City would need to utilize other routes to access Highway 15 and/or Interstate 94.

Another area where access was discussed along Highway 15 was at Galaxy Road, which is located approximately 0.4-mile south of Stearns County Road 136. If it is determined that Galaxy Road will continue to intersect with Highway 15 than future access restrictions (right-in/right-out only access) are likely. Ongoing coordination between the City of St. Augusta and Mn/DOT needs to occur to ensure an acceptable

balance between highway mobility and access can be achieved as land use changes occur.

### **53rd Avenue Extension**

53rd Avenue in St. Augusta currently is a north-south roadway providing a connection between Stearns County Road 141 and 230th Street. The Recommended Concept Plan (Figure 4) proposed to provide for a north-south connection to 250<sup>th</sup> Street (the northern city limits) and a southern connection to 207<sup>th</sup> Street. The Recommended Concept Plan illustrates two northerly extension options for a connection between 230<sup>th</sup> Street and Stearns County Road 136. This corridor is important to the roadway network as it provides another north-south collector in an area of the City that is anticipated to experience new development in the future.

During the Stakeholder Group meetings and the public input meetings, area residents and land owners expressed concerns regarding the future location of this roadway. A higher density residential development (Terrace Hills) is located just north of 230<sup>th</sup> Street near the existing intersection of 53<sup>rd</sup> Avenue and 230<sup>th</sup> Street. Based on the concerns of the residents and potential environmental impacts associated with a Minnesota Department of Natural resources designated trout stream, it was determined that two corridor alignment options between 230<sup>th</sup> Street and County Road 136 would remain in this Transportation Plan. The 53<sup>rd</sup> Avenue extension options are shown on Figure 4. It is recommended that when this roadway becomes a reality due to proposed land development that a detailed corridor study be completed to determine the exact alignment that would still provide the desirable north-south connection, while minimizing social and environmental impacts.

### **Other Issues and Study Recommendations**

The Recommended Concept Plan went through several iterations as much input was taken into consideration and responded to from the public, stakeholder group members, and the City Council. It is understood that there may be issues such as wetlands, other environmental concerns, historical properties, and existing developments that will need to be considered in a detailed fashion as the City of St. Augusta and the corresponding city-wide roadway network develops.

This Transportation Plan or portions thereof, should be incorporated into the City's Comprehensive Plan in its entirety or by reference. As part of including the Transportation Plan in the Comprehensive Plan the City will be required to conduct a public hearing to receive input from residents, landowners, and/or other interested parties. It is also recommended that this plan be a living document and updated as situations within the City change over the years. At a minimum, this Plan should be revisited when updates to the City's Comprehensive Plan occur, but should also be updated as major changes in land use or development occur.

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**Appendix A**  
Meeting Schedule

## St. Augusta Transportation Study Project Public Involvement Schedule

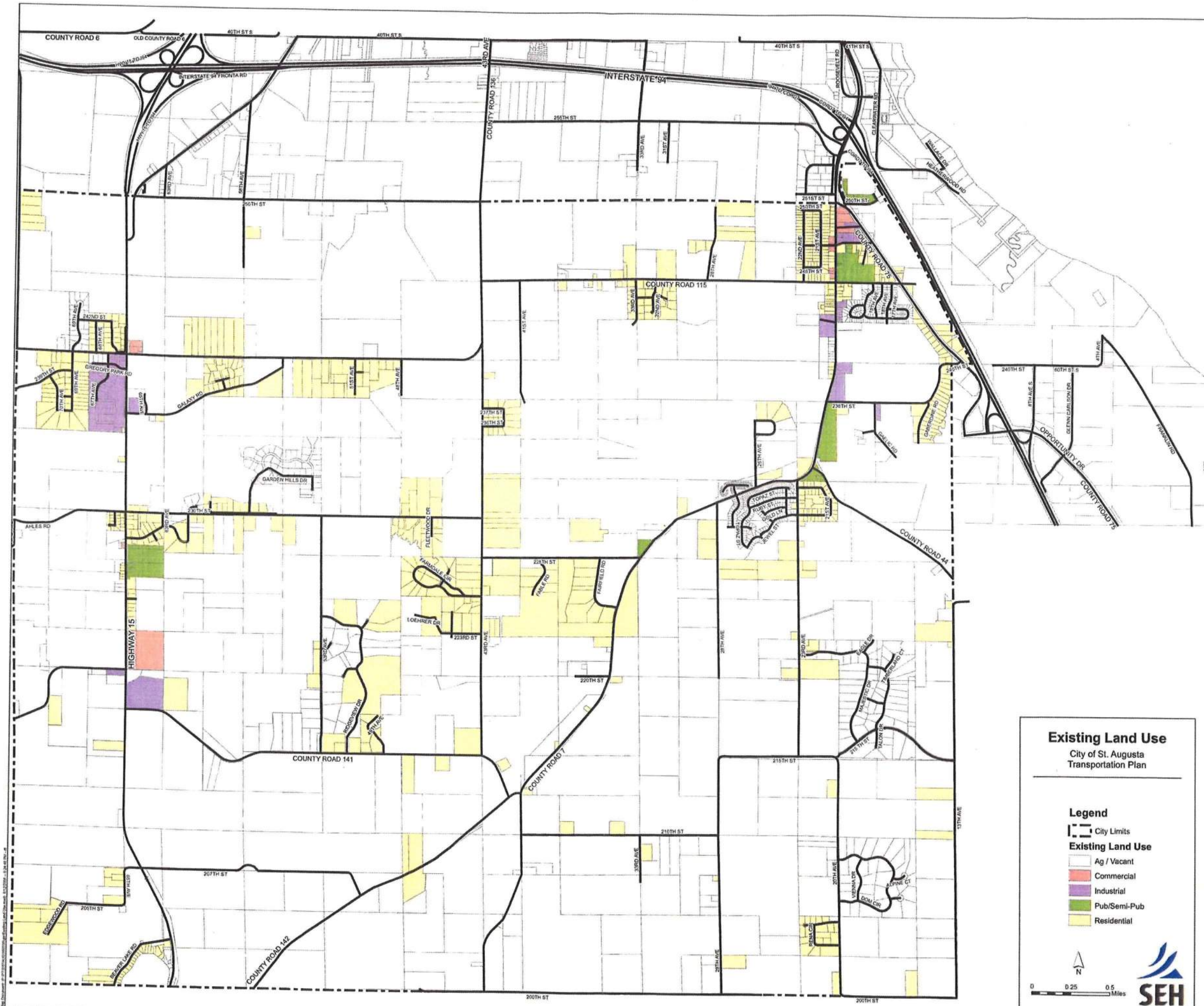
Transportation Study Task*	Proposed Completion Date	Status
I. Transportation Plan City Council Kick-off Meeting	October 9, 2007	✓
II. Public Input Meeting #1 – the general purpose of this meeting was to present the study process and objectives and to seek stakeholder group volunteers.	November 19, 2007	✓
III. Stakeholder Group Meeting #1 – the first stakeholder group meeting provided basic transportation planning principals and initiated the transportation corridor mapping exercise.	January 8, 2008	✓
IV. Stakeholder Group Meeting #1 (continued) – due to meeting room limitations at meeting on 1/8/08 the city-wide transportation corridor mapping exercise was continued to this second meeting and each group shared their concept maps.	March 19, 2008	✓
V. City Council Workshop #1 – the three stakeholder concept maps will be presented as well as a draft recommended conceptual plan. Input from Council members will be received and changes incorporated prior to presenting at Public Input Meeting #2.	April 15, 2008	✓
VI. Public Input Meeting #2 – this meeting will present the three stakeholder city-wide transportation corridor conceptual maps and the draft recommended plan. Issues and constraints from the built environment (developments) and the natural environment (wetlands, other water resources, steep slopes, etc.) will be discussed. Further public input will be sought at this meeting.	May 12, 2008	✓
VII. Stakeholder Group Meeting #2 – the stakeholders will review the draft recommended plan that has incorporated the issues and constraints discussed at the public input meeting. The outcome of this meeting will be a single concept map that will be presented to the City Council and public.	June 18, 2008	✓
VIII. Public Input Meeting #3 – the final public input meeting will present the evaluation of transportation corridors recommended on the concept transportation plan and present the study report findings/recommendations for adoption.	July 29, 2008	✓
IX. City Council Meeting/workshop #3 – presentation of the draft project report and recommend transportation concept plan (map) will be discussed and any comments/concerns will be gathered and incorporated into the final report.	September 16, 2008	

*\*Project tasks shown in red text indicate completion of this task has occurred.*

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**Appendix B**

Public Comments



**Existing Land Use**  
City of St. Augusta  
Transportation Plan

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**Legend**

- City Limits
- Existing Land Use**
- Ag / Vacant
- Commercial
- Industrial
- Pub/Semi-Pub
- Residential

0 0.25 0.5 Miles

N

SEH





# "Recommended" Transportation Plan

## City of St. Augusta Transportation Plan

### Legend

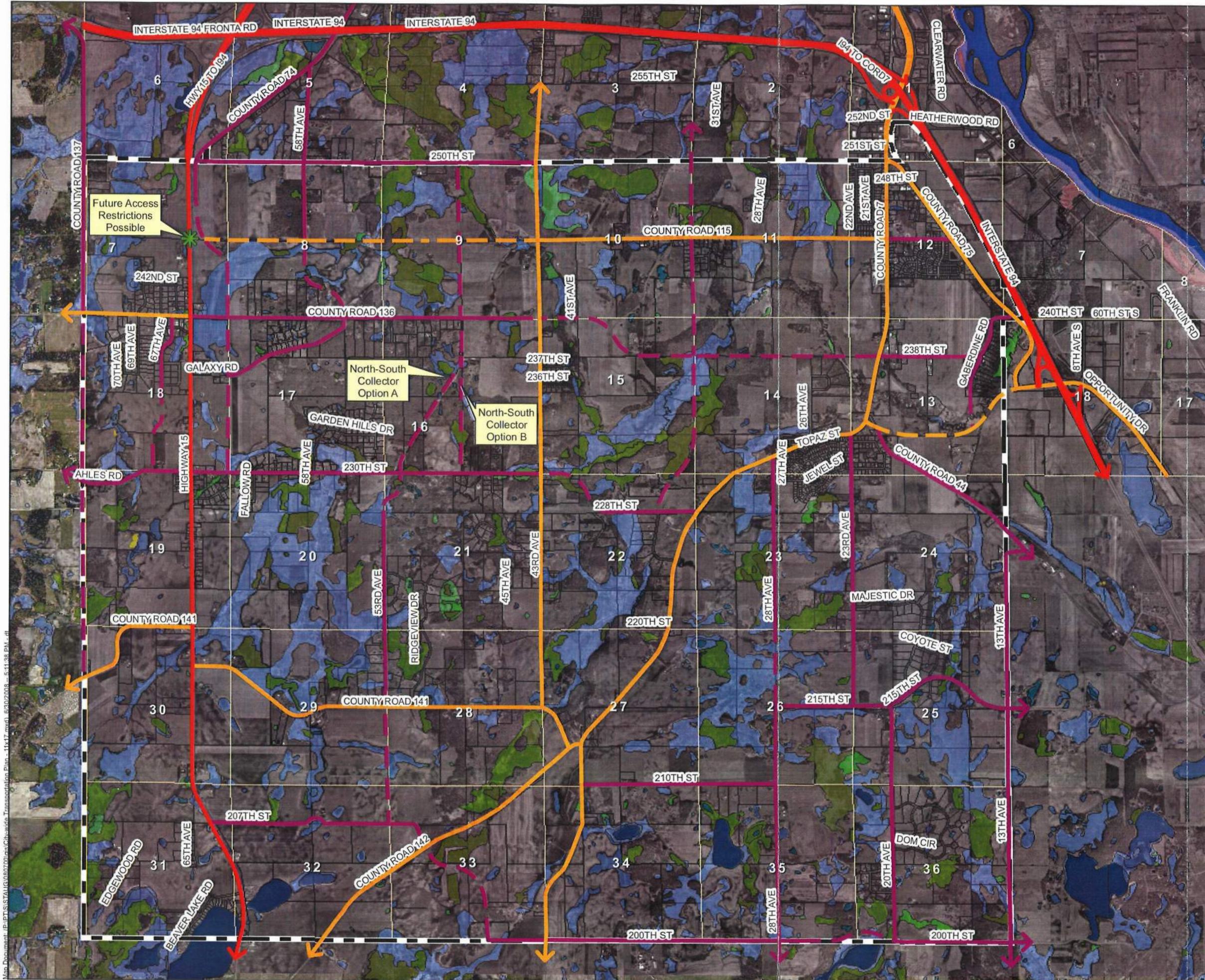
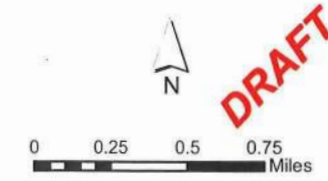
Transportation Plan	Wetland Type
Principal Arterial	Type 1
Minor Arterial*	Type 2
Collector*	Type 3
Collector*	Type 4
City Limits	Type 5
Bedrock Outcrop Polygons	Type 6
FEMA 100 Year Floodplain	Type 7
	Type 8
	Riverine

\*Solid lines represent existing roadway corridors and dashed lines represent future roadway corridors.

Sources: Stearns County, FEMA, MN/DOT, and SEH

Date: June 30, 2008

Disclaimer: This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. This user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



Map Document: I:\P\GIS\ST AUGUSTA\GIS\Map\Transp\Transportation Plan\_11x17.mxd, 6/30/2008 5:11:38 PM - d

**PLEASE RECORD YOUR ATTENDANCE**  
**St. Augusta City Wide Transportation Plan Meeting**  
 November 19, 2007

PLEASE PRINT

NAME & ADDRESS (Include phone # or Email if you would like someone to contact you)

1	Jerry Carlson	253-9356
2	Colette Carlson	253-9356 ccarlson@larsenallen.c
3	Richard Andersen	253-8634
4	MYRON SCHILL	253-5598
5	Al Witte	259-4643
6	Clara Witte	252-2435
7	Roger J. Young	253-7748
8	John Olson	253-8891
9	Harold Landenbach	251-1576
10	Shirley Landenbach	252-9083
11	Robert Landenbach	" "
12	Ryan Jenciro	251-1913
13	Bill Paulsen	255-5177
14	Robert Schmidt	256-9227
15	Jeff Junczewski	251-6100
16	John Kaiser	252-3614
17	Mary Jo Klaverkamp	252-6235
18	Scotty Jeanne Sutepov	251-8751
19	JIM BRANNAN JR	256-5951
20	Vern Hochel	255-7316
21	Keith + Erin Lommel	253-1697
22	Cortney Voigt Chad Ely	253-8363
23	Troy Voigt	
24	Karen Lindgren	253-5271

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St. Augusta City Wide Transportation Plan Meeting  
November 19, 2007

PLEASE PRINT

NAME & ADDRESS (Include phone # or Email if you would like someone to contact you)

- 25 Mike + Stacy Otto 24242 Forestview circle
- 6 JOHN RASHA 21879 23RD AVE
- 27 Dorothy 24047-69th Ave.
- 8 Scott Anderson 23426 Terrace Hills Ct 203-1210 Scottan99@msn.com
- 9 Darin Vaske 6090 Galaxy Rd dtvaske@msn.com 266-2544 654-8792
- 30 Doris Rasha 3750 210 STREET 251-3326
- 1 Bob Klaverkamp 22848 Co Rd 44
- 32 TRAVIS WAUREN 5597 GARDEN Hills Ln 654-8967
- 3 Randy + Nancy VanOverbeke 5252 230<sup>th</sup> St, 251-5997
- 4 r.vanover@amfam.com
- 35 Dave + Joyce Salzer 5295 Co Rd 136 255-1004
- 6 Jim Darlington 3213 Co Rd 115 259-1690
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- 48

16:46:48 -0500 -----

"W Jandik" <wajand@citescape.com>, <dasalzer@cloudnet.com>, <travis.wavrin@primevest.net>, <jimdarlington@mywdo.com>, <keeperyoung@aol.com>, <jerrycarlson@cloudnet.com>, <scottan@atsinc.com>, **To:** <leisuretimetours@clearwire.net>, <johnr@citescape.com>, <dtyarke@msn.com>, <dastatz5278@yahoo.com>, <vhechtel@clearwire.net>, <sjgustafson@cloudnet.com>, <kenmblommel@msn.com>, <wittead@msn.com>, <richardranderson@ao.com>, <jimb@jmail.net>, <Jerry.Kotek@wolterskluwer.com>, <dpape@ndnatural.com> **cc:** <bmccabe@staugusta.govoffice2.com>

**Su**

**bje** RE: St. Augusta City Wide Transportation Plan

**ct:**

Folks

I attended the initial Stakeholders Meeting on Wednesday, Feb 13. I will attempt to update you on what took place at that meeting. The intent of the meeting was for all Stakeholders to sit at several tables in groups, each with a map of St. Augusta. With markers we were supposed mark out where we felt roads should be placed for the new City Wide Transportation Plan. Based on the color of the marker we were to indicate whether this would be a Principal Arterial, Minor Arterial or Collector roadway.

As there were many of the Stakeholders who did not make the meeting there ended up being just 2 tables (maps). Potential roadway locations were placed throughout St. Augusta. It was interesting when it came to trying to establish a north/south roadway extending to the north from 53rd Ave. Much discussion took place on its location. I supported moving this roadway to the east near the Boese property and then going north which would affect very few existing homes. Many of the folks at my table were open to this proposed road location. At my table was Dave Schwarting of MNdot, who also felt having the proposed road location east of the Boese Farm was an acceptable location. Also at my table was Mike Zenzen of the City Council. He was adamant that it should go straight north from 53rd Ave and be located on the east side of the Terrace Hills Addition. He also focused on the fact that Terrace Hills does not have a through street and he feels it should. If you recall at our last open City Council meeting, it was Mr. Zenzen that felt strongly that the proposed road needed to follow the Terrace Hills east side and that an exit from that addition was needed.

After much discussion, my table did mark down that the north/south road in this area would go straight north from 53rd Ave. I was not in agreement with this location.

Another Stakeholders meeting will take place on 2/25/08 at 6:00 to allow input from those Stakeholders who did not attend the first meeting. I have attached a copy of the Stakeholders list.

sincerely,

Randy VanOverbeke  
Cell: (320)-761-5746  
Phone: (320)-253-6605 x62740  
Fax: 866-494-6731  
Email: [rvanover@amfam.com](mailto:rvanover@amfam.com)

-----Original Message-----

**From:** W Jandik [mailto:wajand@citescape.com]  
**Sent:** Sunday, February 03, 2008 10:19 PM  
**To:** dasalzer@cloudnet.com; travis.wavrin@primevest.net; Vanoverbeke, Randy L; jimdarlington@mywdo.com; keeperyoung@aol.com; jerrycarlson@cloudnet.com; scottan@atsinc.com; leisuretimetours@clearwire.net; troy@voigtbus.com; johnr@citescape.com; dtyarke@msn.com; dastatz5278@yahoo.com; vhechtel@clearwire.net; sjgustafson@cloudnet.com; butch@voigtbus.com; kenmblommel@msn.com; wittead@msn.com; richardranderson@ao.com; jimb@jmail.net; Jerry.Kotek@wolterskluwer.com; dpape@ndnatural.com; Kate Miner  
**Cc:** bmccabe@staugusta.govoffice2.com  
**Subject:** Re: St. Augusta City Wide Transportation Plan



Rajkowski  
Hansmeier Ltd.  
ATTORNEYS AT LAW

11 Seventh Avenue North

P.O. Box 1433

St. Cloud, MN 56302-1433

April 23, 2008

320-251-1055

Toll Free 800-445-9617

Fax 320-251-5896

rajhan@rajhan.com

www.rajhan.com

Mr. Bill McCabe  
City Administrator  
City of St. Augusta  
1914 250<sup>th</sup> Street  
St. Augusta, MN 56301

RE: Randy and Nancy VanOverbeke Property, 5252 230th Street, legal description, W2, W2 SW4 in Section 16, Township 123 Range 28, Stearns County

Dear Mr. McCabe:

I represent Randy and Nancy VanOverbeke. I believe the City had previously been aware of my representation and I know that Kate Minor, formally of SEH, had been advised of my representation of the VanOverbeke's. As you are aware Randy VanOverbeke has been an active participant in the "stakeholder" meetings surrounding road planning in the City of St. Augusta and in particular the possible location of a road that would potentially cross the VanOverbeke's property. The VanOverbeke property is situated immediately adjacent to the eastern boundary of the Terrace Hills addition.

I know Randy has spoken about this and the purpose of this letter is simply to include in one place what the VanOverbeke's understand to be the current status as it relates to any road over or through their property.

Specifically, it has been stated that there will be no road built/developed across the VanOverbeke property without the VanOverbeke's express consent and that this would include through any potential condemnation action by the City. Mr. VanOverbeke was advised that this is the position of the City by City Council members and employees of SEH who have been involved in this project. The VanOverbeke's are relying on this statement as it relates to their property.

If this correspondence inaccurately states the position of the City regarding the potential development of any road across or through the VanOverbeke property, please contact Randy VanOverbeke or me as soon as possible.

Frank J. Rajkowski <sup>SM</sup>

Gordon H. Hansmeier

Thomas G. Jovanovich <sup>SM</sup>

Paul A. Rajkowski <sup>SM</sup>

Kevin F. Gray

William J. Cashman

Richard W. Sobalvarro

LeAnne D. Miller

Susan M. Dege

Troy A. Poetz

Gregory J. Hauptert

Matthew W. Moehrl

Melissa R. Mogen

Kristi D. Stanislawski

Lori L. Athmann

Eric S. Oelrich

Jessie L. Becker



Mr. Bill McCabe  
April 23, 2008  
Page 2 of 2

Sincerely,

RAJKOWSKI HANSMEIER LTD.

By   
Richard W. Sobalvarro

RWS:kjs

cc: Bob Rogers, AICP Senior Planner SEH  
3535 Vadnais Center Drive  
St. Paul, MN 55110

**PLEASE RECORD YOUR ATTENDANCE**  
**St. Augusta City Wide Transportation Plan Meeting**  
 May 12, 2008

**PLEASE PRINT**

**NAME & ADDRESS**

1	Paul Reinert	5943 230 <sup>th</sup> St.	St. Augusta, Md.	56301
2	Doug McNally	917 E. Baker St.	St. Joe	56374
3	Richard Anderson	24108 Co Rd 137	St Augusta	
4	Jim Diehl	24693 Co Rd 15	ST AUGUSTA	
5	Brad & Lea McStott	5237 Co Rd 136	St. Augusta	
6	Gary & Janet Haag	5235 Co Rd 136	St. Augusta	
7	Sylvia McStott	23210 Co Rd 7	St. Augusta	
8	Roger G. Young	6256 County Rd 136	St Augusta	
9	Shirley Handenback	24231 33rd Ave	St. Augusta	
10	<del>XXXXXXXXXXXXXXXXXXXX</del>			
11	JIM BRANNAN	2247 232 St	ST AUGUSTA	
12	Clara Witte	24500 St Hwy 15	St Augusta	
13	Jeann Ahlgren	6006 Crestwood Ct	St Augusta	
14	Kathleen McStott	23210 Co. Rd. 7	St Augusta	
15	MIKE ZEIZEN	2162 Co Rd 115	St AUGUSTA	
16	DIETER PAPE	23430 TERRACE HILLS	ST. AUGUSTA	
17	JERRY KOTEK	23340 TERRACE HILLS CT	ST. AUGUSTA	
18	Beatrice Ackley	24683 Co Rd 7	ST Augusta	
19	Dorothy Stutz	24047 69 <sup>th</sup> Ave	St. Augusta	
20	Karen Lindgren	1950 49 <sup>th</sup> St. SE	St. Cloud 56304	
21	Quenne Bustafson	6271 250 St	St Augusta	
22	Randy & Nancy VanOverbeke	5252 230 <sup>th</sup> St.	St. Cloud	
23	Jerry Carlson	5009 Oaklin Ct.	St-Cloud	
24	Keith Lommed	23825 70th Ave	St. Cloud	
25				

PLEASE RECORD YOUR ATTENDANCE  
St. Augusta City Wide Transportation Plan Meeting  
May 12, 2008

PLEASE PRINT

NAME & ADDRESS

26	Jeff + Debbie Bechtel	24752	58 <sup>ave</sup>	St. Cloud
27	Dick + Becky Smith	6359	Galaxy Rd.	St. C. 56301
28	Dave Salzer	5295	Co. Rd. 136	
29	Millie + Lenny Brum	5373	250th St	
30	Ben + Joan Bechtel	24694	5 <sup>th</sup> Ave	
31	Russell Bohm	23151	Garden Hills Ln.	
32	Wayne Tandik	5976	City Rd 141	
33	Vern Hechtel	3522	228 <sup>th</sup> St	
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City Wide Transportation Plan Meeting

City of St. Augusta

May 12, 2008

5-20-08

Name:

Roger G. + Carolyn S. Young

Address:

6256 County Road 136

City/State/Zip:

St. Augusta, MN 56301

Phone/Email:

320-253-7748 KEEPERyoung@aol.com

Comments:

FOR THE RECORD I HAVE TWO ITEMS OF CONCERN REGARDING COUNTY ROAD 74. ON THE "RECOMMENDED" TRANSPORTATION PLAN DRAFT MAP, COUNTY ROAD 74 EXTENDS SOUTH ADJACENT TO MY PROPERTY. (SECTION 08 TWP 123 RANGE 028). IF NO CHANGES WERE MADE TO THIS MAP TWO THINGS WOULD OCCUR ON MY PROPERTY.

1. I WOULD LOSE MY WELL
2. I WOULD LOSE MY GREEN ACRES STATUS THUS INCREASING MY PROPERTY TAXES.

TWO SUGGESTIONS:

1. MOVE PROPOSED COUNTY ROAD 74 FURTHER WEST OF MY PROPERTY.
2. THE TRANSPORTATION PLANNERS TAKE A FIELD TRIP AND VISIT THOSE SITES THAT ARE IN CONTENTION. THIS MAY ALLOW FOR A

Your Comments

Please.....

Please place in comment box or mail to Bob Rogers at the address on the back of this sheet. If sending via regular mail, please fold comment sheet in thirds and staple or tape.

You may also e-mail your questions or comments to brogers@sehinc.com

Roger G. Young

MORE REALISTIC VIEWS BEFORE A FINAL MAP IS PRESENTED TO THE CITY COUNCIL FOR APPROVAL.

Thanks for your attention to the above matter.

# City Wide Transportation Plan Meeting

City of St. Augusta

May 12, 2008

Name:

*Sylvia J. McStall*

Address:

*23210 Co-Rd. 7*

City/State/Zip:

*St. Cloud, MN 56301*

Phone/Email:

*320-252-3202*

Comments:

*I recommend that if there ever  
is a road between 136 & 230<sup>th</sup> St. it should be  
built on 48<sup>th</sup> St. South to ~~230<sup>th</sup> St.~~ following  
the power line easements.*

*I sure don't want to see any houses  
brought down & ruin a wildlife area*

Your Comments

Please.....

Please place in comment box or mail to Bob Rogers at the address on the back of this sheet. If sending via regular mail, please fold comment sheet in thirds and staple or tape.

You may also e-mail your questions or comments to [brogers@sehinc.com](mailto:brogers@sehinc.com)

City Wide Transportation Plan Meeting

City of St. Augusta

May 12, 2008

Name: Eugene Kunkel  
 Address: 4585 Co. Rd. 141  
 City/State/Zip: St Cloud  
 Phone/Email: \_\_\_\_\_  
 Comments: \_\_\_\_\_

I recommend that if a new road is built going south off of 136 - it should go south on 48<sup>th</sup> street following power line easement to ~~230<sup>th</sup>~~ 230<sup>th</sup> Street. It is not very good to take homes & destroy them, or ruin wooded areas which are being used as a refuge for wildlife.

Your Comments  
 Please

Please place in comment box or mail to Bob Rogers at the address on the back of this sheet. If sending via regular mail, please fold comment sheet in thirds and staple or tape.

You may also e-mail your questions or comments to [brogers@sehinc.com](mailto:brogers@sehinc.com)

# City Wide Transportation Plan Meeting

City of St. Augusta

May 12, 2008

Name:

Kathleen Mastoll

Address:

23210 Co. Rd. 7

City/State/Zip:

St. Cloud MN

Phone/Email:

Comments:

I highly recommend that when a road is built between Co. Rd 136 and 230<sup>th</sup> St. it would be best to build it on 48<sup>th</sup> Street South to 230<sup>th</sup> and follow the power line easement. It makes no sense to uproot families and take homes when there is a perfect alternative route.

Your Comments

Please.....

Please place in comment box or mail to Bob Rogers at the address on the back of this sheet. If sending via regular mail, please fold comment sheet in thirds and staple or tape.

You may also e-mail your questions or comments to [brogers@sehinc.com](mailto:brogers@sehinc.com)

# City Wide Transportation Plan Meeting

City of St. Augusta

May 12, 2008

Name:

Doug McNally

Address:

917 E. Baker St.

City/State/Zip:

St. Joe mn 56374

Phone/Email:

363-8841

Comments:

If there is ever going to be a new road going south from 136, use 48th & then follow the power line. No one will be affected adversely. The Mc Stott 40 & the McNally 40 are full-on woods & we want them both to remain intact!

Isn't it about time that we start planning for people comforts rather than automobile access?

Bear in mind, we might not be driving cars in 20 years! I can envision using ATV's & snow machines to arrive at a pickup point for mass transportation.

We have enough roads. Lets save \$!

Your Comments

Please

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# City Wide Transportation Plan Meeting

City of St. Augusta

May 12, 2008

Name:

Brad MeStott

Address:

5237 Co. Rd. 136

City/State/Zip:

St. Augusta

Phone/Email:

259-0122

Comments:

I Feel we do not need a road connecting Co. Rd. 136 to 230<sup>th</sup>. IF there ever is a road built I think it would be a shame to go through 120 wooded acres that nobody is interested in developing. If a road is to be built, I recommend going south on 48<sup>th</sup> ave to the power line then follow power line SW to 230<sup>th</sup>. Or 48<sup>th</sup> Ave straight south

Your Comments

Please.....

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City Wide Transportation Plan Meeting

City of St. Augusta

May 12, 2008

Name: Janet Haag / Gary Haag  
 Address: 5235 Cty Rd 136  
 City/State/Zip: St. Cloud, MN 56301  
 Phone/Email: 320-252-4890 Gary12hog@aol.com  
 Comments:

I recommend that if a road is built connected Cty Rd 136 to 230<sup>th</sup> Street that it is built going straight on 48<sup>th</sup> South or following to the power line. I am young raising a family on my "dream property" that was in our family for a number of years and don't want to see my house or other houses being destroyed not to mention wildlife going through wooded acreage for a road that could be run on property with no houses currently there.

Janet Haag

Your Comments

Please.....

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"Jerry Carlson"  
<jerrycarlson@cloudnet.com>  
05/30/2008 08:02 AM

To <brogers@sehinc.com>  
cc  
bcc  
Subject Transportation Council

Date: May 29, 2008

Dear Transportation Council,

I have been pondering the last meeting of the council with much anxiety. The proposed road that would go down or close to 51<sup>st</sup> Avenue off of County Road 136 is very upsetting to me. I was told this move east of the original route came after the development people south of 136 didn't want it. We don't want it either. However, our small area doesn't have the financial reserves of the residents in this new addition and cannot afford a lawyer to make our wishes more audible.

As I expressed at the meeting, a major collector down 51<sup>st</sup> Ave. would come right next to our house and several other houses along our road. It would be so close that our house would be impossible to sell. Who wants to move to the country to live right next to a blacktop road? Will we be compensated for an extreme drop in property value and the loss of our retirement investment? We feel we must have our house and property appraised at this time and will ask the city to sign an agreement to reimburse us fully for any loss in value should the proposed route be approved. If the city is unwilling to sign such an agreement, we may be forced to seek legal remedies.

The facilitator of the meeting stated the group was looking for input. Our input is simple; withdraw the plans for putting a road down 51<sup>st</sup>. Instead, we are proposing something be looked at that would follow the power line. This would not affect any housing areas and may have possibilities. The other option is to funnel the traffic to existing roads to the east and west and not put in a north-south collector at all.

Providing "connectors" is not necessarily progress. The proposed route would result in destruction of centuries-old forests and available farmland. Instead of developing a plan to provide for future sprawl, why not develop a plan to contain it?

Sincerely,

Jerry and Colette Carlson





"Vanoverbeke, Randy L"  
<RVANOVER@amfam.com>

06/23/2008 10:45 AM

To "Bob Rogers" <brogers@sehinc.com>  
cc <bmccabe@staugusta.govoffice2.com>

bcc

Subject RE: St. Augusta Transportation Plan Stakeholder Group  
Meeting reminder

History:

 This message has been replied to.

Bob

I just wanted to drop you a quick note re: our stakeholder meeting the other evening. I appreciate that the road extending for 53rd Ave to the north was moved to the east. As you stated having a right turn from 53rd and then an immediate left turn by the highline would be problematic. The plan as left included this second route as an option with the primary path going further to the east before the left hand turn to the north. As there are minimal other option roads included in the plan I would appreciate if this one could be removed. Moving the road to the more east location prior to going north seems to meet the transportation needs.

With this adjustment (only the eastern road) I will drop all of my oppositions to this Transportation Plans. If you would like to discuss it please feel free to contact me. Let me know what the final decision is.

sincerely,

Randy VanOverbeke  
Property Field Manager  
American Family Mutual Insurance  
Cell: (320)-761-5746  
Phone: (320)-253-6605 x62740  
Fax: 866-494-6731  
Email: [rvanover@amfam.com](mailto:rvanover@amfam.com)

**PLEASE RECORD YOUR ATTENDANCE**  
**St. Augusta City Wide Transportation Plan Meeting**  
 July 29, 2008

**PLEASE PRINT**

**NAME & ADDRESS**

1	MIKE ZENZEN	2162 CO RD 115	ST AUGUSTA
2	Richard Parkasm	24608 City Rd 136	
3	Janet Haag	5235 City Rd 136	
4	Kathy Mastell	23210 Co. Rd. 7	St. Augusta
5	Nylan McStoll	23210 Co. Rd 7	St. Cloud, mn
6	Ken McStoll	5237 Co. Rd. 136	St. Augusta
7	Brad McStoll	" "	" "
8	Tony & Bea Lahr	22633 State Hwy 15	St. Cloud
9	Jill Abbott	6812 242nd St.	
10	Jerry Carlson	5009 Corlin Ct.	St. Cloud
11	Collette Carlson	5009 Corlin Ct.	St. Cloud
12	Tom Daniel	23704 51 <sup>st</sup> Ave	St. Augusta
13	Roger Joachim	23822 68 <sup>th</sup> Ave	St. Cloud
14	Millie Brunm	5373 250th Str	St. Cloud
15	Jim Diehl	24693 OSAN 75	ST AUGUSTA
16	Don Meyer	21779 CR7	St. Augusta
17	Don Hene	22731 43 <sup>rd</sup> Av	St. Augusta
18	Grant & Rita Cheney	6014 Crestwood Ct.	St. Cloud MN.
19	Wayne Tandik	5976 County Rd	St. Augusta
20	Dave Salzer	5295 Co. Rd. 136	
21	Karen Bechtold	21820 State Hwy 15	St. Cloud
22	Keith Kottes	23789 70 <sup>th</sup> Ave	S.E.
23	Jonna Schulzfenberg	23184 Garden Hills Cr	
24	Paul Keim	5943 230 <sup>th</sup> St.	St. Augusta
25	MARVIN KOSHIOL	22037 Hwy 15	St. Augusta
	ROSE G. YOUNG	60256 County Road 136	St. Augusta

City Wide Transportation Plan Meeting

City of St. Augusta

July 29, 2008

Name: Jerry & Colette Carlson  
Address: 5209 Opalin Ct.  
City/State/Zip: St. Cloud, MN 56301  
Phone/Email: 320-253-9356 jerrycarlson@cloudnet.com  
Comments:

*Thank you for listening to the home owners!  
The proposed road down 51<sup>st</sup> Ave has  
been moved to follow the power line  
to the east. This is a concept we  
can live with.*

*Sincerely,  
Jerry Carlson  
Colette Carlson*

Your Comments  
Please

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