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FOREWORD

It is commonly recognized that the physical and geometric design on sections of U. S. 52 between St. Cloud and Sauk Centre are inadequate to serve present day traffic. So that officials of the Minnesota Highway Department, charged with the responsibility for determining the type and location of the improvement of this route, might consider the item of traffic service in the development of construction plans, a special traffic study was conducted on August 19, 1948.

Historic and economic data were collected from a number of sources. Those data together with those compiled from the traffic study are presented in this report for the purpose of familiarizing interested agencies with some of the conditions which must be considered in determining the location and type of improvement required.



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Appendix.

History and Location of U. S. Highway 52

from St. Cloud to Sauk Centre

U. S. 52 traverses Stearns County in a general west-northwest direction from St. Cloud on the east to the north county line near the northwest corner of the county via St. Cloud, Waite Park, St. Joseph, Collegeville, Avon, Albany, Freeport, Melrose and Sauk Centre.

In general the highway follows the Great Northern Railway. It crosses the tracks at grade in St. Cloud and continues on the south side of the tracks to a point near Albany, where an overhead carries the highway to the north of the tracks. The highway then parallels the railway closely until it crosses at an overhead about three miles west of Melrose. At that point it leaves the railroad location and after several turns enters Sauk Centre from the south. In Sauk Centre the highway goes under the railway then crosses both the Great Northern and Northern Pacific at grade and continues northwesterly to the county line. This alignment furnishes direct access to business sections of all of the towns along the route.

The present highway to a large extent follows the old wagon roads that connected the towns in this area before the advent of the automobile and was

designated as a State (aid) road several years before establishment of the State Trunk Highway System. When motor vehicles began to develop another mode of long distance travel it was selected as a part of the National Parks Highway marked trail.

The Trunk Highway Amendment to the Constitution, adopted in 1920, provides that Route No. 3 shall run through St. Cloud, Albany and Sauk Centre. Other towns along the route are not named in the amendment. The temporary highway was designated along the previous State (aid) road. When the road was graded preparatory to paving, changes in alignment were made at some points to remove right angle turns and to shorten the distance, but to a large extent the pavement follows the original wagon roads.

When the U. S. numbering system was first adopted, this portion of Trunk Highway 3 was designated U. S. 10 S, as one of the two alternate routes of No. 10 between St. Cloud and Moorhead. In 1933, when a general renumbering was made, the route was designated U. S. 52. It is also on the Interstate System.

Paving from St. Claud to Sauk Centre was started in 1924 and completed in 1927. All of this pavement was 18 foot in width. The section from Waite Park to St. Cloud was rebuilt as a four lane divided highway in 1942.

FIELD OPERATIONS

Preliminary to determining the method of conducting field operations, the alignment and surface width of U. S. 52 between St. Cloud and Sauk Centre were studied. It was then noted that the section between St. Cloud and Waite Park is a four lane divided highway of modern design and is capable of providing adequate service to volumes of vehicles in excess of those occurring at present. Because this section can furnish adequate traffic service without an improvement in its alignment or surface width it was eliminated from the study section. Waite Park and Sauk Centre then became the termini of the section of route for which traffic service information was desired. The map on page 11 shows the present alignment of the study section.

To determine the amount of traffic service furnished, it was necessary to know the number of trips that were performed on this section and the exact portion of the section that was used in the performance of each trip. In instances where the trip being performed required travel through any or all towns of the study section, it was believed necessary to know whether or not the vehicle operator made a stop in a town along the route. If stops were made, it was necessary to identify the town in which each stop was made.

The procedure that was selected as the means of obtaining the necessary field information is usually referred to as a "license check" procedure. This procedure requires recording the license number of each vehicle that used U. S. 52 when entering or leaving any town within the study section. The license number was recorded in a manner that provided information on the time each vehicle entered or left each town.

To obtain the information at each town of the study section, field operations were simultaneously conducted at fourteen locations between the hours of 7 A.M. and 7 P.M. on August 19, 1948. Station 1 was located at the west limits of Waite Park and each station progressively numbered; Station 14, therefore, was located at the west limits of Sauk Centre. Each station is numbered on the map presented on page 11 of this report.

ANALYSIS_

Actual data obtained from vehicles observed at field stations between the hours of 7 A.M. and 7 P.M. on August 19, 1948, are analyzed and presented in this report. It was believed inadvisable to present the data obtained in terms of twenty-four hour daily volumes because it was not known whether trips performed during the hours of field operations had the same characteristics as trips performed during the other hours of the day.

Tabulating equipment was used in the analysis of the data. An individual tabulating card was made for each motor vehicle observance recorded in the field. The items of information required on each tabulating card pertain to a single observance and are as follows:

- 1. License number of vehicle observed.
- 2. Type of vehicle.
- 3. Location at which vehicle was observed.
- 4. Direction in which vehicle was traveling.
- 5. Time of day vehicle was observed.

The information on the tabulating cards made it possible to determine the direction in which the vehicle was traveling, the towns that the vehicle passed

through, whether or not the vehicle made an intermediate stop in the study section for a period in excess of fifteen minutes and the location in or between the town where the stop was made.

Analyses of the data obtained revealed that 5,670 of the observed vehicles made no stops between the first and last time they were observed on the study section. It also revealed that 730 of the observed vehicles made 923 intermediate stops of fifteen or more minutes at points on the study section.

A study of the "Trips performed by vehicles observed" that is presented on page 9 reveals that only 612 trips traveled the entire length of the study section. This is only 9.6% of all vehicles observed. The remaining vehicles performed trips that had at least one terminus in the study section.

The number of trips that have a terminus in a town is assumed to be a measure of the economic relationship that exists between a town and the vehicles that contact it. It was also assumed that a stop of fifteen or more minutes was executed for a purpose that contributed toward the economy of the town. On these assumptions each intermediate stop of fifteen or more minutes was considered a terminal point at which one trip ended and another began. Each trip with one or more intermediate stops thereby became two or more consecutive trips. This procedure assured the maximum number of stops that might occur in each town.

A table presenting, by field station, the number of trips having or not having a terminus in a town and the percentage that each type of trips is of the total number of vehicles observed is presented on page 10. In this table, trips not stopping in the town immediately adjacent to the station are designated "Through Trips" and trips stopping in the town immediately adjacent to the station are designated "Local Trips". The percentage of trips that are local in nature ranges from 0.43 to 53.76. The local and through volumes in the table are also presented on the map on page 11.

A series of tables containing additional trip data are presented in the appendix of this report.

Table 1 presents by first and last stations contacted the 5,670 vehicles that made no intermediate stops of fifteen or more minutes. Table 2 presents by first and last stations of contact the 730 vehicles that made 923 intermediate stops. Tables 3 to 17 inclusive present data for individual stations. In each instance the trips passing through the station are presented in relation to the towns of the study section. Table 5 is used to present the method of presentation. All trips passing through Station 3 at the west limits of St. Joseph are presented. This table shows there were 315 trips that had origin or destination

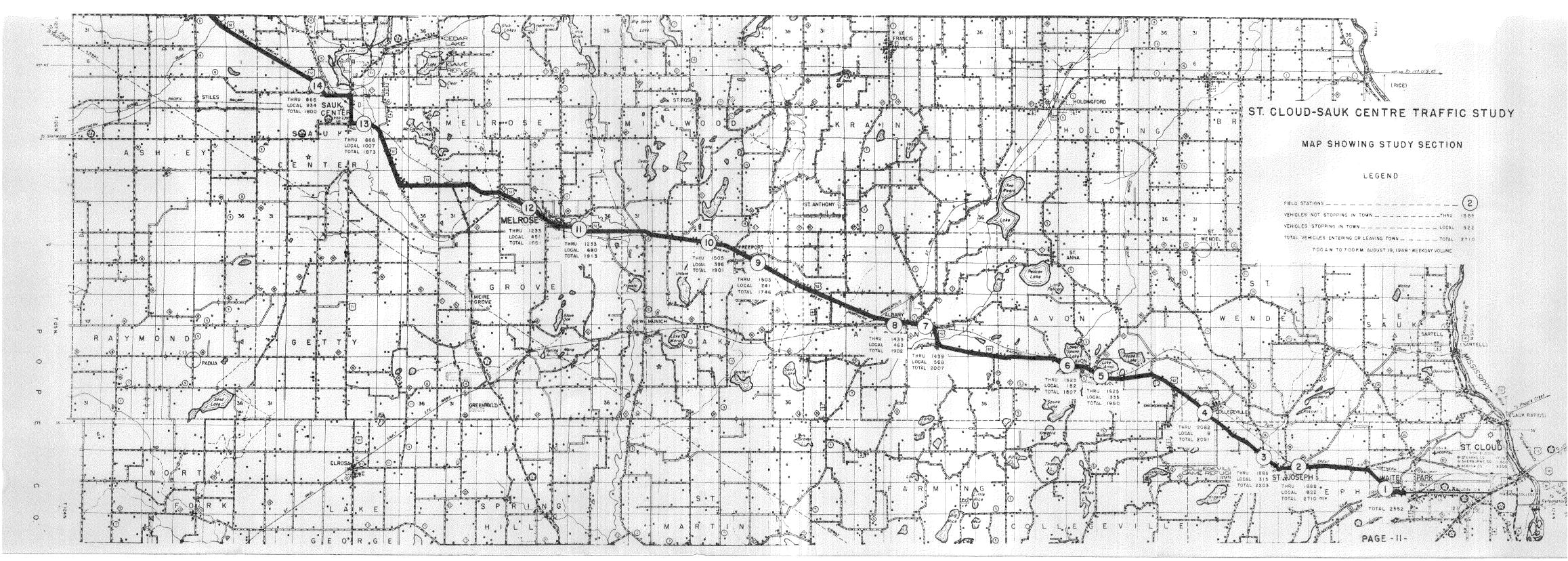
in St. Joseph with the alternate origin or destination at some point west of the Station, 79 trips having one terminus to the east between St. Joseph and Waite Park and the alternate origin or destination to the west of St. Joseph and 1,809 trips that had an origin or destination at or east of Waite Park with the alternate origin or destination west of St. Joseph. To determine the actual trip termini of trips performed, it is necessary to read the stub captions on the left of the table and the column captions at the top of the table. For instance, there are 46 trips having one terminus between Melrose and Freeport with the other terminus at or beyond Waite Park.

TRIPS PERFORMED BY VEHICLES OBSERVED

- VEHICLES PERFORMING TRIPS THAT MADE NO INTERMEDIATE STOPS: 5,670 Vehicles.
 - 612 or 9.6% of the vehicles performed trips that traversed the entire length of the study section without stopping for any reason.
- 2,265 or 35.4% of the vehicles performed trips that had either an origin or a destination in the study section with the alternate origin or destination beyond the study section. 356 vehicles that contacted only Station 1 and 739 vehicles that contacted only Station 14 are included in this volume.
- 2,272 or 35.5% of the vehicles performed trips that contacted but one station within the study section. This volume does not include the 356 and 739 vehicles for Stations 1 and 14 that were included in the preceding item.
 - 521 or 8.1% of the vehicles performed trips that contacted more than one station but had both origin and destination within the study section.
- VEHICLES PERFORMING TRIPS THAT MADE INTERMEDIATE STOPS: 730 Vehicles.
 - 594 or 9.3% of all the vehicles observed made but one intermediate stop while performing a trip.
 - 136 or 2.1% of all the vehicles observed made 329 intermediate stops while performing trips.

THROUGH AND LOCAL TRIPS PASSING THROUGH EACH STATION OF OPERATION

STATION	THROUG	H TRIPS	LOCAL	TRIPS	TOTAL
	VOLUME	PERCENT	VOLUME	PERCENT	TRIPS
1					2552
12	1888	69.67	822	30. 33	2710
3	1888	85.70	315	14.30	2203
4	2082	99.57	9	. 43	2091
5	1625	82. 91	335	17.09	1960
6	1625	89.93	182	10.07	1807
7	1439	71.70	568	28, 30	2007
8	1439	75.66	463	24. 34	1902
9	1505	86. 20	241	13.80	3.746
10	1505	79.17	396	20.83	1901
11	1233	64.45	680	35. 55	1913
1:2	1233	73.122	451	26.78	1684
13	866	46. 24	1007	53. 76	1873
14	866	48.11	934 -	51.89	1800-



CONCLUSIONS

Analysis of the data contained in this report indicates that from a traffic service standpoint a route located generally parallel to the existing route, and either contacting the out-skirts of each town or providing an adequate service connection between the new location and the town, would be desirable.

A study of the charts and tables contained in the report indicates that the traffic movement through all of the towns between the termini of the study section is predominantly "through" in character. A substantial portion of the traffic classified as local at each study point had origin or destination in the immediately adjacent rural area and would derive benefit from a newly constructed section. This would apply particularly to those trips having origin or destination at some point south of the present or proposed routes. The balance of the local traffic having origin or destination north of the present route would be provided adequate service by the old route left in place.

APPENDIX

ST. CLOUD-SAUK CENTRE TRAFFIC STUDY

Page Number

- I Vehicles performing non-stop trips by first and last stations contacted-
- II Vehicles performing trips making stops by first and last stations contacted.
- III Trips passing thru Station 1 by first and last points contacted.
- IV Trips passing thru Station 2 by first and last points contacted.
- V Trips passing thru Station 3 by first and last points contacted.
- VI Trips passing thru Station 4 by first and last points contacted.
- VII Trips passing thru Station 5 by first and last points contacted.
- VIII Trips passing thru Station 6 by first and last points contacted.
 - IX Trips passing thru Station 7 by first and last points contacted.
 - X Trips passing thru Station 8 by first and last points contacted.
 - XI Trips passing thru Station 9 by first and last points contacted.
 - XII Trips passing thru Station 10 by first and last points contacted,
- XIII Trips passing thru Station 11 by first and last points contacted.
- XIV Trips passing thru Station 12 by first and last points contacted.
 - XV Trips passing thru Station 13 by first and last points contacted.
- XVI Trips passing thru Station 14 by first and last points contacted.
- XVII Population, culture, industry, etc., in Stearns County and Towns along U. S. 52 from St. Cloud to Sauk Centre.

Table No. | Vehicles Performing Non-Stop Trips by First and Last Stations Contacted

STATION CONTACTED	1	2	3	4	5	6	7	8	9	10	11	12	13	14	TOTALS
0	356	418	102	42	87	68	280	211	67	: 194	271	169	363	739	3367
1		251	49	132	133	33	84	17	20	39	75	12	221	612	1678
2			15	15	17	4	3	1	2	1	0	1	1	4	64
3				37	9	3	7	0	3	1	2	1	o	8	71
4					4	3	4	0	1	4	2	0	1	2	21
5						7	7	0	1	0	2	1	5	1	24
6							16	0	2	3	4	3	4	2	34
7								9	3	1	6	1	3	2	25
8									28	16	26	3	8	12	93
9										10	10	3	5	1	29
10											79	4	7	2	92
11												5	13	10	28
12													84	26	110
13														34	34
TOTALS	356	669	166	226	250	118	401	238	127	269	477	203	715	1455	5670

Table No. 2

Vehicles Performing Trips Making Stops by First and Last Stations Contacted

STATION CONTACTED	1	2	3	4	5	6	7	8	9	10	11	12	13	14	TOTALS
1		15	11	21	10	10	23	13	10	19	24	15	68	279	518
2			10	7	. 5	2	1	o	1	2	3	o	0	1	32
3				1	0	1	o	0	0	0	1	0	0	1	4
4					0	3	0	0	0	1	1	0	2	5	12
5						4	3	2	0	0	2	0	0	2	13
6							4	0	2	0	0	0	2	2	10
7								12	5	2	7	0	3	4	33
8									0	6	5	2	3	7	23
9										5	4	0	3	1	13
10											4	1	5	4	14
11												8	5	4	17
12													6	14	20
13														21	21
14															
TOTALS		15	21	29	15	20	31	27	18	35	51	26	97	345	730

Table No. 3
Trips Passing Thru Station I - By First And Last Points Contacted

	SAUK CENTRE	SAUK CENTRE- METROSE	MELROSE	MELRO SE- FREEPORT	FREEPORT	FREEDORT- ALBANY	AIBANY	ALBANY- AVON	AVON	AVON- COLLEGEVILLE	COLLEGEVILLE	COILEGEVILLE- ST. JOSEPH	ST. JOSEPH	ST. JOSEPH-WAITE PARK	WAITE PARK	TOTALS
WEST OF SAUK CENTRE															612	612
SAUK CENTRE															333	333
SAUK CENTRE- MELROSE						_									17	17
MELROSE															157	157
MELROSE- FREEPORT															46	46
FREEPORT						_									53	- 53
FREEPORT- ALBANY						_									30	30
ALBANY															156	156
ALBANY- AVON															41	41
AVON															169	169
AVON- COLLEGEVILLE															138	138
COILEGEVILLE															5	5
COLLEGEVILLE- ST. JOSEPH															52	52
ST. JOSEPH															363	363
ST. JOSEPH- WAITE PARK															380	380
TOTALS															2552	2552

Table No. 4
Trips Passing Thru Station 2 - By First And Last Points Contacted

	SAUK CENTRE	SAUK CENTRE- MELROSE	MELRO SE	MELROSE- FREEPORT	FREEPORT	FREEPORT- ALBANY	ALBANY	ALBANY	AVON	AVON- COLLEGEVILLE	COLLEGEVILLE	COLLEGEVILLE-ST. JOSEPH	_	ST. JOSEPH- WAITE PARK	WAITE PARK	TOTALS
WEST OF SAUK CENTRE				·										5	612	617
SAUK CENTRE														2	333	335
SAUK CENTRE- MELROSE														1	17	18
MELROSE									-						157	157
MELROSE- FREEPORT	_													1	46	47
FREEPORT														.4	53	57
FREEPORT- ALBANY														1	30	31
ALBANY														4	156	160
ALBANY- AVON														4	41	45
AVON		,												21	169	190
AVON- COLLEGEVILLE														18	138	156
COLLEGEVILLE														2	5	7
COLLEGEVILLE- ST. JOSEPH														16	52	68
ST. JOSEPH												- 10		459	363	822
ST. JOSEPH- WAITE PARK									-							
TOTALS														538	2172	2710

Table No. 5
Trips Passing Thru Station 3 - By First and Last Points Contacted

	SAUK CENTRE	SAUK CENTRE- MELROSE	MELROSE	MELROSE- FREEPORT	FREEPORT	FREEPORT-ALBANY	ALBANY	ALBANY-AVON	AVON	AVON- COLLEGEVILLE	COILEGEVIILE	COLLEGEVILLE- ST. JOSEPH	ST. JOSEPH	ST. JOSEPH- WAITE PARK	WAITE PARK	TOTALS
WEST OF SAUK CENTRE													29	5	612	646
SAUK CENTRE											·		8	2	333	343
SAUK CENTRE- MELROSE												-	4	1	17	22
MELROSE													12		157	169
MELROSE- FREEPORT													1	1	46	48
FREEPORT													7	4	53	64
FREEPORT- ALBANY													1	1	30	32
ALBANY										•			19	4	156	179
ALBANY- AVON													7	4	41	52
AVON													33	21	169	223
AVON- COLLEGEVILLE					_								64	18	138	220
COLLEGEVIILE							·						2	2	. 5	9
COLLEGEVILLE- ST. JOSEPH													128	16	52	196
ST. JOSEPH		-														
ST. JOSEPH- WAITE PARK																
TOTALS													315	79	1809	2203

Table No. 6
Trips Passing Thru Station 4 - By First And Last Points Contacted

	SAUK CENTRE	SAUK CENTRE- MELROSE	MELROSE	MELRO SE- FREEPORT	FREEPORT	FREEDORT ALBANY	ALBANY	ALBANY- AVON	z	AVON- COLLEGEVILLE	COLLEGEVILLE	COLLEGEVILLE- ST. JOSEPH	ST. JOSEPH	ST. JOSEPH- WAITE PARK	WAITE PARK	TOTALS
	SAI	SAI	KE	FRE	FRE	FRE	ALB	ALBAN AVON	AVON	AVON- COLLE	100	ST.	ST	ST.	WAIT	
WEST OF SAUK CENTRE												4	29	5	612	650
SAUK CENTRE											4	3	8	2	333	350
SAUK CENTRE- MELROSE									-				4	1	17	22
MELRO SE								-			1	3	12		157	173
MELROSE- FREEPORT					-				-			4	1	1	46	52
FREEPORT						-			-			1	7	4	53	65
FREEPORT- ALBANY								_			<u> </u>		1	1	30	32
ALBANY									-		2	8	19	4	156	189
ALBANY- AVON								-				4	7	4	41	56
AVON											1	12	33	21	169	236
AVON- COLLEGEVILLE						_					1	45	64	18	138	266
COLLEGEVILLE					-											
COLLEGEVILLE- ST. JOSEPH												<u> </u>				
ST. JOSEPH																
ST. JOSEPH WAITE PARK																
TOTALS								-			9	84	185	61	1752	2091

Table No. 7

Trips Passing Thru Station 5 - By First and Last Points Contacted

	SAUK CENTRE	SAUK CENTRE- MELROSE	KELROSE	MELROSE- FREEPORT	FREEPORT	FREEPORT- ALBANY	ALBANY	ALBANY- AVON	AVON	AVON- COLLEGEVILLE	COLLEGEVILLE	COLLEGEVILLE- ST. JOSEPH	ST. JOSEPH	ST. JOSEPH- WAITE PARK	WAITE PARK	TOTALS
WEST OF SAUK CENTRE					_					5		4	.29	5	612	655
SAUK CENTRE										6	4	3	8	2	333	356
SAUK CENTRE- MELROSE										1			4	1	17	23
MELROSE										3	1	3	12		157	176
MELROSE- FREEPORT									-			4	1	1	46	52
FREEPORT									ı	1	_	1	7	4	53	66
FREEPORT- ALBANY													1	1	30	32
ALBANY										10	2	8	19	4	156	199
ALBANY- AVON		. :								10		4	7	4	41	66
AVON									•	99	1	12	33	21	169	335
AVON- COLLEGEVILLE																
COLLEGEVIILE																
COLLEGEVILLE- ST. JOSEPH																
ST. JOSEPH																
ST. JOSEPH- WALTE PARK										·					-	
TOTALS										135	8	39	121	43	1614	1960

Table No. 8

Trips Passing Thru Station 6 - By First And Last Points Contacted

	SAUK CENTRE	SAUK CENTRE- METROSE	MELROSE	MELROSE- FREEPORT	FREEPORT	FREEPORT-ALBANY	ALBANY	ALBANY- AVON	AVON	AVON-COLLEGEVILLE	COLLEGEVILLE	COLLEGEVILLE- ST. JOSEPH	ST. JOSEPH	ST. JOSEPH- WAITE PARK	WAITE PARK	TOTALS
WEST OF SAUK CENTRE	_								9	5		4	29	5	612	664
SAUK CENTRE									10	6	4	3	8	2	333	366
SAUK CENTRE- MELROSE									4	1			4	1	17	27
MELROSE									9	3	1	3	12		157	185
MELROSE- FREEPORT		·			_				5		-	4	1	1	46	57
FREEPÖRT		'							7	1		1	7	4	53	73
FREEPORT- ALBANY									1				1	1	30	33
ALBANY									45	10	2	8	19	4	156	244
ALBANY- AVON									92	10		4	7	4	41	158
AVON												,				
AVON- COLLEGEVILLE																
COLLEGEVILLE												_				
COLLEGEVILLE- ST. JOSEPH																
ST. JOSEPH																
ST. JOSEPH- WAITE PARK										,						
TOTALS									182	36	7	27	88	22	1445	1807

Table No. 9
Trips Passing Thru Station 7 - By First And Last Points Contacted

	SAUK CENTRE	SAUK CENTRE- MELROSE	METROSE	MELROSE- FREEPORT	FREEPORT	FREEPORT-ALBANY	ALBANY	ALBANY AVON	AVON	AVON COLLEGEVILLE	COLLEGEVILLE	COLLEGEVILLE- ST. JOSEPH	ST. JOSEPH	ST. JOSEPH-	WAITE PARK	TOTALS
WEST OF SAUK CENTRE								2	9	5		4	29	5	612	666
SAUK CENTRE								5	10	6	4	3	8	2	.333	371
SAUK CENTRE- MELROSE								1	4	1			4	1	17	28
MELRO SE								8	9	3	1	3	12		157	193
MELROSE- FREEPORT								1	5			4	1	1	46	58
FREEPORT								7	7	1		1	7	4	53	80
FREEPORT- ALBANY								10	1				1	1	30	43
ALBANY			İ					324	45	10	2	8	19	4	156	568
ALBANY AVON																
AVON																
AVON- COLLEGEVILLE																
COLLEGEVILLE																
COLLEGEVILLE- ST. JOSEPH	·															
ST. JOSEPH																
ST. JOSEPH- WAITE PARK																
TOTALS								358	90	26	7	23	81	18	1404	2007

Table No. 10
Trips Passing Thru Station 8 - By First And Last Points Contacted

	SAUK CENTRE	SAUK CENTRE- METROSE	MELROSE	MELROSE- FREEDORT	FREEPORT	FREEPORT-ALBANY	ALBANY	ALBANY- AVON	AVON	AVON- COLLEGEVILLE	COLLEGEVILLE	COLLEGEVILLE- ST. JOSEPH	ST. JOSEPH	ST. JOSEPH-WAITE PARK	WAITE PARK	TOTALS
WEST OF SAUK CENTRE							30	2	9	5		4	29	5	612	696
SAUK CENTRE							28	5	10	6	4	. 3	8	2	333	399
SAUK CENTRE- MELROSE							4	1	4	1			4	1	17	32
MELROSE							54	8	9	3	1	3	12		157	247
MELROSE- FREEPORT							30	1	5			4	1	1	46	88
FREEPORT							77	7	7	1		1	7	4	53	157
FREEPORT- ALBANY							240	10	1				1	1	30	283
ALBANY																
ALBANY- AVON																
AVON																
AVON- COLLEGEVILLE																
COLLEGEVILLE																
COLLEGEVILLE ST. JOSEPH							٠.									
ST. JOSEPH			1													
ST. JOSEPH- WAITE PARK											,					
TOTALS					,		463	34	45	16	5	15	62	14	1248	1902

Table No. 11
Trips Passing Thru Station 9 - By First And Last Points Contacted

	SAUK CENTRE	SAUK CENTRE- MELROSE	MELROSE	MELRO SE- FREEPORT	FREEPORT	FREEPORT- ALBANY	ALBANY	ALBANY-AVON	AVON	AVON- COLLEGEVILLE	COLLEGEVILLE	COLLEGEVILLE- ST. JOSEPH	ST. JOSEPH	ST. JOSEPH-WAITE PARK	WALTE PARK	TOTALS
WEST OF SAUK CENTRE						7	30	2	9	5		4	29	5	612	703
SAUK CENTRE						7	28	5	10	6	4	3	8	2	333	406
SAUK CENTRE- MELROSE						3	4	1	4	1			4	1	17	35
MELROSE						15	54	8	9	3	1	3	12		157	262
MELRO SE- FREEPORT						11	30	1	5			4	1	1	46	99
FREEPORT						84	77	7	7	1		1	7	4	53	241
FREEPORT- ALBANY																1
ALBANY																
ALBANY AVON																
AVON																
AVON- COLLEGEVILLE																
COLLEGEVILLE																
COLLEGEVILLE- ST. JOSEPH										·						
ST. JOSEPH																
ST. JOSEPH- WAITE PARK																
TOTALS						127	223	24	44	16	- 5	15	61	13	1218	1746

Table No. 12
Trips Passing Thru Station 10 - By First And Last Points Contacted

	SAUK CENTRE	SAUK CENTRE- MELROSE	MELROSE	METRO SE- FREEPORT	FREEPORT	FREEPORT- ALBANY	ALBANY	ALBANY~ AVON	AVON	AVON-COLLEGEVILLE	COLLEGEVILLE	COLLEGEVILLE- ST. JOSEPH	ST. JOSEPH	ST. JOSEPH-	WAITE PARK	TOTALS
WEST OF SAUK CENTRE					22	7	30	2	9	5		4	29	5	612	725
SAUK CENTRE					21	7	28	5	10	6	4	3	8	2	333	427
SAUK CENTRE- MELRO SE					6	3	4	1	4	1	-		4	1	17	41
MELROSE					116	15	54	8	9	3	1	3	12		157	378
MELROSE- FREEPORT					231	11	30	1	5			4	1	1	46	330
FREEPORT																
FREEPORT-ALBANY																
ALBANY																
ALBANY- AVON																
AVON																
AVON- COLLEGEVILLE					-											
COLLEGEVILLE																
COLLEGEVILLE- ST. JOSEPH																
ST. JOSEPH																
ST. JOSEPH- WAITE PARK																
TOTALS					396	43	146	17	37	15	. 5	14	54	9	1165	1901

Table No. 13 Trips Passing Thru Station II - By First And Last Points Contacted

	SAUK CENTRE	SAUK CENTRE- MELROSE	MELROSE	MELRO SE- FREEPORT	FREEPORT	FREEPORT-ALBANY	ALBANY	ALBANY- AVON	AVON	AVON- COLLEGEVILLE	COLLEGEVILLE	COLLEGEVILLE- ST. JOSEPH	ST. JOSEPH	ST. JOSEPH- WAITE PARK	WALTE PARK	TOTALS
WEST OF SAUK CENTRE				15	22	7	30	2	9	5		4	29	5	612	740
SAUK CENTRE				16	21	7	28	5	10	6	4	3	8	2	333	443
SAUK CENTRE- MELROSE				9	6	3	4	1	4	1			4	1	17	50
MELROSE				302	116	15	54	8	9	3	1	3	12		157	680
MELROSE- FREEPORT																
FREEPORT																
FREEPORT- ALBANY																
ALBANY																
ALBANY- AVON															_	
AVON																
AVON- COLLEGEVILLE																
COLLEGEVILLE																_
COLLEGEVILLE- ST. JOSEPH									-							
ST. JOSEPH																
ST. JOSEPH- WAITE PARK																
TOTALS				342	165	32	116	16	32	15	5	10	53	8	1119	1913

Table No. 14
Trips Passing Thru Station 12 - By First And Last Points Contacted

	SAUK CENTRE	SAUK CENTRE- MELROSE	MET.RO SE	MELRO SE- FREEPORT	FREEPORT	FREEPORT-ALBANX	ALBANY	ALBANY AVON	AVON	AVON- COLLEGEVILLE	COLLEGEVILLE	COLLEGEVILLE- ST. JOSEPH	ST. JOSEPH	ST. JOSEPH- WAITE PARK	WAITE PARK	TOTALS
WEST OF SAUK CENTRE			86	15	22	7	30	2	9	5		4	29	5	612	826
SAUK CENTRE			167	16	21	7	28	5	10	6	4	3	8	2	333	610
SAUK CENTRE- MELROSE			198	9	6	3	4	1	4	1			4	1	17	248
MELROSE						:				!						
MELROSE- FREEPORT					_	_										· · · · · · · · · · · · · · · · · · ·
FREEPORT																
FREEPORT- ALBANY																
ALBANY																
ALBANY- AVON																
AVON																
AVON- COLLEGEVILLE																
COLLEGEVILLE								-								
COLLEGEVILLE- ST. JOSEPH													`			
ST. JOSEPH																
ST. JOSEPH- WAITE PARK																
TOTALS			451	40	49	17	62	8	23	12	4	7	41	8	962	1684

Table No. 15
Trips Passing Thru Station 13 - By First And Last Points Contacted

	SAUK CENTRE	SAUK CENTRE- MELROSE	MELRO SE	METROSE- FREEPORT	FREEPORT	FREEPORT-ALBANY	ALBANY	ALBANY AVON	AVON	AVON- COLLEGEVILLE	COLLEGEVILLE	COLLEGEVILLE- ST. JOSEPH	ST. JOSEPH	ST. JOSEPH-WAITE PARK	WALTE PARK	TOTALS
WEST OF SAUK CENTRE		40	86	15	22	7	30	2	9	5		4	29	5	612	866
SAUK CENTRE		397	167	16	21	7	28	5	10	6	4	3	8	2	333	1007
SAUK CENTRE- MELRO SE									-					_		
MELROSE																
MELRO SE FREEPORT																
FREEPORT																
FREEPORT- ALBANY																
ALBANY					_											
ALBANY- AVON																
AVON																
AVON- COLLEGEVILLE																
COLLEGEVILLE			•						!							
COLLEGEVILLE- ST. JOSEPH																
ST. JOSEPH																
ST. JOSEPH- WAITE PARK																
TOTALS		437	253	31	43	14	58	7	19	11	4	7	37	7	945	1873

Table No. 16
Trips Passing Thru Station 14 - By First And Last Points Contacted

	SAUK CENTRE	SAUK CENTRE- MELROSE	MELROSE	MELROSE- FREEPORT	FREEPORT	FREEPORT-ALBANY	ALBANY	ALBANY-AVON	AVON	AVON- COLLEGEVILLE	COLLEGEVILLE	COLLEGEVILLE ST. JOSEPH	ST. JOSEPH	ST. JOSEPH- WAITE PARK	WAITE PARK	TOTALS
WEST OF SAUK CENTRE	934	40	86	15	22	7	30	2	9	5		4	29	5	612	1800
SAUK CENTRE							-					_				
SAUK CENTRE- MELROSE																
MELRO SE					Ì											
MELROSE- FREEPORT															·	
FREEPORT						}										
FREEPORT- ALBANY																
ALBANY																
ALBANY- AVON												_				
AVON																
AVON- COLLEGEVILLE																
COLLEGEVILLE																
COLLEGEVILLE- ST. JOSEPH																
ST. JOSEPH																
ST. JOSEPH- WAITE PARK																
TOTALS	934	40	86	15	22	7	30	2	9	5		4	29	5	612	1800

Population, Culture, Industry, etc., in Stearns County and towns along U. S. 52 from St. Cloud to Sauk Centre

Stearns County

Stearns County has a population of 67,200 and a land area of 868,840 acres. Of this area 96 percent is in farms, compared to a state average of 64.7 percent. Value of all farms in the county, according to the 1945 U. S. Census of Agriculture, was \$39,814,737. Average value per acre was \$47.78, compared to a state average of \$55.33 per acre.

Farming in Stearns County is devoted very largely to Investock, dairy and poultry raising. Value of all farm products sold or used in 1944 was \$18,553,741. Value of farm products sold was \$15,792,669. Of this total the amount derived from live stock sold was as follows:

Live stock sold alive	\$ 6,11 2,4 09
Dairy products	5,657,136
Poultry and poultry products	3,239,563
	\$15,009,108

The value of farm crops harvested was \$13,476,245 but of this amount only \$734,506 was sold. Corn was the largest single crop. Value of corn harvested was nearly five and one-half millions, oats crop nearly three millions and forage crops nearly two and one-half millions.

There are some lakes and considerable summer resort business in some sections of Stearns County, notably around Paynesville, but practically no lakes or summer resorts in the area served by U. S. 52. The route, however, carries a considerable volume of vacation traffic to lake regions west of Stearns County.

St. Cloud City, total in three counties 24,173

St. Cloud City, portion in Stearns County 19,234

St. Cloud Township. Surrounds City of St. Cloud and Village of Waite Park.

Has a non-farm population of 1,934, mostly families of persons having business or employment in St. Cloud and Waite Park.

Waite Park Village. Population, 1,427. Site of Great Northern Railway shops for repair and construction of freight and passenger cars. Shops employ "over 500".

St. Joseph Village. Population, 1,055. Site of St. Benedicts Convent and College. Teachers, 42; enrollment, 246. Institution also includes hospital, two Indian schools and two homes for the aged.

Industry: One co-operative creamery.

Collegeville Township. Non-farm population, 289. Site of St. Johns University and St. Johns Abbey, 1.5 mile off highway. Teachers, 40; enrollment, 300. Also station on Great Northern Railway, 1/4 mile off highway.

Avon. Listed in census reports as unincorporated, non-farm population of 426. Listed in Legislative Manual as a village, population, 403.

No industries listed.

Albany. Listed in census reports as unincorporated, non-farm population 1,024.

Listed in Legislative Manual as a village, population, 975.

Industries: Flour Mill. Plant producing dried milk and whey. Three co-operative creameries in area.

Freeport Village. Population, 548.

Industries: Flour mill. Three co-operative creameries in area.

Melrose City. Population, 2,015.

Industries: Dries milk, buttermilk, creamery and cheese factory. Produce company creamery. Three co-operative creameries in area.

Other industries: Feeds and hatchery. Monuments. Millwork and furniture. Bottling works.

Sauk Centre City. Population, 3,016.

Industries: Poultry packing plant. Woodenware. Bakery. Bottling plant. Co-operative creamery. Ice cream plant.

Note: Data were obtained from "Guide Book to Minnesota Industry", by Minnesota Resources Commission. Data on college enrollment from 1947 World Almanac.

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