

# Regional Infrastructure Investment Plan FY 2021

Prepared by the Saint Cloud Area Planning Organization  
June 10, 2021



## DISCLAIMER

The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the Minnesota Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Additional funding was provided locally by the member jurisdictions of the Saint Cloud Area Planning Organization: Benton County, Sherburne County, Stearns County, City of Sartell, City of Sauk Rapids, City of Saint Cloud, City of Saint Joseph, City of Waite Park, LeSauk Township, and Saint Cloud Metropolitan Transit Commission. The United States Government and the State of Minnesota assume no liability for the contents or use thereof.

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## TITLE VI ASSURANCE

*The Saint Cloud Area Planning Organization (APO) hereby gives public notice that it is the policy of the APO to fully comply with Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI assures that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any program or activity for which the APO receives Federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice by the APO has a right to file a formal complaint with the APO, MnDOT, or the U.S. DOT. Any such complaint must be **in writing and filed with the APO's Title VI Compliance Manager within one hundred eighty (180) days following the date of the alleged discriminatory occurrence.** For more information, or to obtain a Title VI Discrimination Complaint Form, please see the [Saint Cloud APO website](http://www.stcloudapo.org) ([www.stcloudapo.org](http://www.stcloudapo.org)), or you can view a copy at our office at 1040 County Road 4, Saint Cloud, MN 56303.*

## CIWAANKA VI EE XAQI IJINTA

*Ururka Qorsheynta Deegaanka ee Cloud Cloud (APO) wuxuu halkan ku siinayaa ogeysiis dadweyne in ay tahay sharciga APO in ay si buuxda u hoggaansanto Cinwaanka VI ee Xuquuqda Madaniga ee 1964 iyo Sharciga Soo-celinta Xuquuqda Madaniga ee 1987, Amarka Fulinta 12898 ee ku saabsan Cadaaladda Deegaanka, Iyo qaynuunada iyo qawaaniinta la xiriira barnaamijyada iyo nashaadaadka. Cinwaanka VI wuxuu xaqiijinayaa in qofna, sabab asal, midab, ama asal qaran ah, laga reebi doonin kaqeybgalka, loo diidi doonin faa'iidooyinka, ama haddii kale lagula takoorin barnaamij kasta ama waxqabad ee APO ay ku hesho kaalmada maaliyadeed ee Federaalka . Qof kasta oo aaminsan inuu ka xanaaqay fal sharci darro ah oo takoor ay ku sameysay APO wuxuu xaq u leeyahay inuu dacwad rasmi ah u gudbiyo APO, MnDOT ama US DOT. Cabasho kasta oo kale waa inay ahaataa mid qoraal ah lagana xaraystaa maareeyaha u hoggaansamida cinwaankeeda ee 'APO' VI VI waa boqol iyo siddeetan (180) maalmood gudahood taariikhda dhacday markii la sheegay in ay dhacday midabtakoor. Macluumaad dheeri ah, ama si aad u hesho Foomka Cabashada Kala-Takoorida Cinwaan ee 'VI kalasooc Foom', fadlan ka eeg bogga internetka ee 'Cloud Cloud APO' ([www.stcloudapo.org](http://www.stcloudapo.org)) ama waxaad ka arki kartaa nuqul xafiiskayaga 1040 County Road 4, Saint Cloud, MN 56303.*

## GARANTÍA DEL TÍTULO VI

*La Organización de Planificación del Área de Saint Cloud (APO en inglés) da un aviso público con la presente de que es política de la APO el cumplir plenamente con el Título VI de la Ley de Derechos Civiles de 1964 y de la Ley de Restauración de Derechos Civiles de 1987, de la Orden Ejecutiva 12898 sobre la Justicia Ambiental, y los estatutos y reglamentos relacionados en todos los programas y actividades. El Título VI asegura que ninguna persona, por motivos de raza, color o nacionalidad, podrá quedar excluida de la participación en, se le podrán negar los beneficios de, o de algún modo podrá ser objeto de discriminación en virtud de cualquier programa o actividad por la cual la APO recibe asistencia financiera Federal. Cualquier persona*



que cree que ha sido perjudicada por una práctica discriminatoria ilegal por la APO tiene el derecho de presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe ser presentado ante el Gerente de Cumplimiento del Título VI de la APO dentro de los ciento ochenta (180) días naturales siguientes a la fecha en que la presunta ocurrencia discriminatoria. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación del Título VI, por favor, dirígete al [Sitio web de la APO de Saint Cloud](http://www.stcloudapo.org) ([www.stcloudapo.org](http://www.stcloudapo.org)) o puedes ver una copia en nuestra oficina en 1040 County Road 4, Saint Cloud, MN 56303.

## TITLE II ASSURANCE

The Saint Cloud Area Planning Organization (APO) hereby gives public notice that it is the policy of the APO to fully comply with the Americans with Disabilities Act of 1990 (ADA) and the Rehabilitation Act of 1973 (Rehabilitation Act) and related statutes and regulations in all programs and activities. Title II of the Americans with Disabilities Act (ADA) requires all state and local government agencies to take appropriate steps to ensure that communications with applicants, participants, and members of the public with disabilities are as effective as communications with others. Any person who believes they have been aggrieved by an unlawful discriminatory practice by the APO has a right to file a formal complaint with the APO, MnDOT, or the U.S. DOT. Any such complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant, and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available as a reasonable modification for persons with disabilities upon request. Complaints should be submitted by the complainant and/or his/her/their designee as soon as possible but no later than sixty (60) calendar days after the alleged **discriminatory occurrence and should be filed with the APO's Executive Director. For more information, or to obtain a Discrimination Complaint Form, please see the [Saint Cloud APO website](http://www.stcloudapo.org)** ([www.stcloudapo.org](http://www.stcloudapo.org)) or you can view a copy at our offices at 1040 County Road 4, Saint Cloud, MN 56303.

## CIWAANKA II EE XAQIIJINTA

Hay'adda Qorsheynta ee Saint Cloud Area Organisation (APO) waxay siisaa ogeysiis dadweyne inay tahay siyaasada APO inay si buuxda ugu hoggaansanto Sharciga Naafada Mareykanka ee 1990 (ADA) iyo Sharciga Baxnaaninta 1973 (Sharciga Baxnaaninta) iyo qawaaniinta iyo qawaaniinta la xiriira Dhammaan barnaamijyada iyo nashaadaadka. Qodobka II ee Sharciga Naafada Mareykanka (ADA) wuxuu u baahan yahay dhammaan hay'adaha gobolka iyo kuwa maxalliga ah inay qaadaan tillaabooyinka ku habboon si loo hubiyo in xiriirka lala yeesho codsadayaasha, ka qeybgalayaasha, iyo xubnaha bulshada naafada ah ay u la mid yihiin sida xiriirka lala yeesho kuwa kale. Qof kasta oo aaminsan inuu ka xanaaqay fal sharci darro ah oo takooris ah oo ay sameysay APO wuxuu xaq u leeyahay inuu dacwad rasmi ah u gudbiyo APO, MnDOT, ama US DOT. Cabasho kasta oo noocan oo kale ahi waa inay ahaataa mid qoraal ah oo ay kujirto macluumaad ku saabsan takoorida la soo sheegay sida magaca, cinwaanka, taleefan lambarka cabashada, iyo goobta, taariikhda, iyo faahfaahinta dhibaatada. Hab kale oo lagu xareeyo cabashada, sida wareysiyada shaqsiyeed ama cajalad duuban cabashada, ayaa loo heli doonaa sidii wax

looga badali karo macquul ahaan dadka naafada ah markii la codsado. Ashtakooyinka waa in ay soo gudbiyaan cabashada iyo / ama wakiilkiisa / wakiilkiisa sida ugu dhakhsaha badan ee suurtoogalka ah laakiin aan ka dambayn lixdan (60) maalmood taariikhi ah ka dib dhacdada la xiriirta midab kala sooca waana in lagu fayl gareeyaa Agaasimaha Fulinta APO. Macluumaad dheeri ah, ama si aad u hesho Foomka Cabashada Kala-Takoorida, fadlan eeg bogga internetka ee 'Cloud Cloud APO' ([www.stcloudapo.org](http://www.stcloudapo.org)) ama waxaad ka arki kartaa nuqul xafiiskayaga 1040 County Road 4, Saint Cloud, MN 56303.

## GARANTÍA DEL TÍTULO II

La Organización de Planificación del Área de Saint Cloud (APO en inglés) da un aviso público con la presente de que es política de la APO el cumplir plenamente con la Ley sobre los Estadounidenses con Discapacidad de 1990 (ADA en inglés) y con la Ley de Rehabilitación de 1973 (Ley de Rehabilitación) y con los estatutos y reglamentos en todos los programas y actividades. El Título II de la Ley sobre los Estadounidenses con Discapacidad de 1990 (ADA en inglés) requiere que todas las agencias de gobierno estatales y locales tomen las medidas adecuadas para asegurar que la comunicación con los aplicantes, participantes y miembros del público con discapacidades sea tan efectiva como la comunicación con otros. Cualquier persona que cree que ha sido perjudicada por una práctica discriminatoria ilegal por la APO tiene el derecho de presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe contener información sobre la presunta discriminación tales como el nombre, la dirección, el número de teléfono del denunciante, y la ubicación, la fecha y la descripción del problema. Los medios alternativos de presentar un reclamo, tales como una entrevista personal o una grabación de audio del reclamo, estarán disponibles como una modificación razonable para las personas con discapacidades a petición. Los reclamos deben ser presentados por el denunciante y/o su persona designada tan pronto como sea posible pero no más tarde de sesenta (60) días naturales después de la presunta ocurrencia discriminatoria y deben ser presentados ante el Director Ejecutivo de la APO. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación, por favor, dirígete al [Sitio web de la APO de Saint Cloud](http://www.stcloudapo.org) ([www.stcloudapo.org](http://www.stcloudapo.org)) o puedes ver una copia en nuestra oficina e 1040 County Road 4, Saint Cloud, MN 56303.

## COMMON ACRONYMS

3-C: Comprehensive, Cooperative, and Continuing.

AC: Advanced Construction.

ADA: Americans with Disabilities Act.

ADT: Average Daily Traffic.

APO: Saint Cloud Area Planning Organization.

ATIP: Area Transportation Improvement Program.

BARC: Bridge and Road Construction.

<sup>1</sup>\*BB: Transit.

BF: Bond Fund.

BRRP: Bridge Replacement or Rehabilitation Program.

CAA: Clean Air Act.

CAAA: Clean Air Act Amendment.

CFR: Code of Federal Regulations.

CIP: Capital Improvement Program.

CHIP: Capital Highway Investment Plan.

CMAQ: Congestion Mitigation and Air Quality.

CNG: Compressed Natural Gas.

CR: County Road.

CSAH: County State-Aid Highway.

D3: Minnesota Department of Transportation District 3.

DAR: Dial-a-Ride (Paratransit).

EJ: Environmental Justice.

FAST Act: **Fixing America's Surface** Transportation Act (2015).

FHWA: Federal Highway Administration.

FRA: Federal Railroad Administration.

FTA: Federal Transit Administration.

FY: Fiscal Year.

HB: Highway Bridge.

HPP: High Priority Projects.

HSIP: Highway Safety Improvement Program.

\*I: Interstate.

IM: Interstate Maintenance.

ITS: Intelligent Transportation System.

LF: Local Funds.

\*LOCAL: Local Project Not Associated with a Road.

LOS: Level of Service.

\*MN: Trunk Highway.

MnDOT: Minnesota Department of Transportation.

MPA: Metropolitan Planning Area.

MPO: Metropolitan Planning Organization.

MSAS: Municipal State-Aid Street.

MTC: Saint Cloud Metropolitan Transit Commission (Saint Cloud Metro Bus).

MTP: Metropolitan Transportation Plan.

NEPA: National Environmental Policy Act.

NHPP: National Highway Preservation Program.

NHS: National Highway System.

\*PED/BIKE: Pedestrian or Bike Path/Trail (Not Assigned to a Specific Road).

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<sup>1</sup> \*These acronyms are specifically used in the TIP Project Table.

\*RR: Railroad.

RSS: Highway Rail Grade Crossing and Rail Safety.

SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

SF: State Fund.

SGR: State of Good Repair.

SRTS: Safe Routes to School.

STIP: Statewide Transportation Improvement Program.

STBGP: Surface Transportation Block Grant Program.

TA: Transportation Alternatives (formerly Transportation Alternatives Program).

TERM: Transit Economic Requirements Model.

TH: Trunk Highway.

TAC: **Saint Cloud APO's Technical** Advisory Committee.

TIP: Transportation Improvement Program.

TSM: Transportation System Management.

\*US: Designated Trunk Highway.

USC: United States Code.

US DOT: United States Department of Transportation.

V/C: Volume to Capacity Ratio.

VMT: Vehicle Miles Traveled.

## GLOSSARY

**Active Transportation:** A mode of transportation that is human-powered. Examples include bicycling, walking, skateboarding, using a wheelchair.

**Aggregate:** A substance composed of mineral crystals or mineral rock fragments used in pavement.

**Bitumen:** A mixture of hydrocarbons (for example tar) occurring naturally or man-made from coal or petroleum. This mixture is used for surfacing roads and for waterproofing.

**Bituminous asphalt/blacktop/pavement:** A pavement comprising layers of aggregate mixed with a bituminous binder, such as asphalt, coal tars, and natural tars.

**Bridge Rehabilitation:** Repair, restoration, or replacement of the components of the existing structure, including asphaltic surfacing or concrete overlays, as well as work to correct safety defects.

**Bridge Replacement:** Building of a new bridge at the location of the existing structure or at a new location usually contiguous to the existing structure.

**Capacity Expansion:** The construction of an entirely new street/highway/transportation infrastructure or the construction of additional through travel lanes beyond the work associated with a reconstruction.

**Capital Improvement Plan (CIP):** A capital improvement plan (or capital improvement program) is a short-range plan developed by municipalities and counties which identifies capital projects and equipment purchases. The CIP provides a planning schedule and identifies options for financing projects identified in the plan.

**Chip Seal:** A surface treatment in which the pavement is sprayed with asphalt (generally emulsified) and then immediately covered with aggregate and rolled. Chip seals are used primarily to seal the surface of a pavement with non-load associated cracks and to improve surface friction. This is typically used to extend the life of the pavement surface by sealing out moisture, which can cause major damage to pavement, until major repairs are made.

**Crack:** A fracture of the pavement surface not necessarily extending through the entire thickness of the pavement. Cracks generally develop after initial construction of the pavement and may be caused by temperature changes, excess loadings, or excess deflections, which are movements in or under the pavement.

**Crack Filling:** Placing materials into non-working cracks to reduce the infiltration of water and other matter, while also reinforcing the adjacent pavement.

**Crack Sealing:** Placing specialized materials into working cracks in unique configurations to keep water and other matter out of the crack and the underlying pavement layers.

**Diamond Grinding:** A process that uses a series of diamond-tipped saw blades mounted on a shaft to shave the upper surface of a pavement to remove bumps, restore pavement rideability, and improve surface friction.

**Hot Mix Asphalt Concrete (HMAC or HMA):** A carefully controlled mixture of asphalt binder and well-graded, high quality aggregate thoroughly compacted into a uniform



density. HMAC pavements may also contain additives such as anti-stripping agents and polymers.

**Maintenance:** The preservation of the entire roadway, including surface, shoulders, roadsides, structures, and such traffic control devices as are necessary for its safe and efficient utilization.

**Microsurfacing:** A mixture of polymer-modified asphalt emulsion, mineral aggregate, mineral filler, water, and other additives, properly proportioned, mixed, and spread on a paved surface. Unlike a slurry seal, microsurfacing can be used on high volume roadways to correct wheel path rutting and provide a skid resistant pavement surface.

**Mill and Overlay:** Hot Mix Asphalt (HMA) overlays are placed on existing, intact HMA or Portland Cement Concrete (PCC) pavement that has not been processed (e.g. reclaimed). Typically, HMA overlays are less than 5 inches thick. HMA pavements are often milled prior **to replacement of a HMA overlay to remove surface distresses and to reduce the road's** profile. Typical design life ranges from 13 to 17 years depending on existing pavement condition, traffic, and HMA overlay thickness.

**Milling:** Grinding off the top layer of pavement.

**Patch:** Repair of a localized defect in the pavement surface.

**Potholes:** A hole in the pavement surface commonly caused by moisture.

**Preventive Maintenance:** Planned strategy of cost-effective treatments to an existing roadway system to extend the life of the pavement, retard future deterioration, and maintain or improve the functional condition of the system (without increasing the structural capacity).

**Reclamation:** Reclamation/recycling of Hot Mix Asphalt (HMA) pavement includes processes that grind the existing HMA pavement and reuse it in the new pavement section. This includes full-depth reclamation (FDR), stabilized full-depth reclamation (SFDR), cold in-place recycling (CIR), and cold central plant recycling (CCPR). Typical design life is approximately 20 years.

**Reconditioning:** Work done in addition to resurfacing or pavement replacement. Reconditioning includes improvement of an isolated grade, curve, intersection or sight distance problem to improve safety, or changing the subgrade to widen shoulders or to correct a structural problem.

**Reconstruction:** Complete removal and replacement of the existing pavement structure and may include new and/or recycled materials. This includes the rebuilding of both the pavement and the subgrade of the existing roadway. Typical design life is 20 years for Hot Mix Asphalt and 35 years for Portland Cement Concrete.

**Rehabilitation:** Roadway improvements intended to correct conditions identified as deficient without major changes to the cross section of roadway. These projects should consist of removal and replacement of base and pavement, shouldering and widening, and drainage correction as needed. Typical design life ranges from 13 to 20 years depending on the rehabilitation selection.

**Resurfacing:** Placing a new surface on an existing roadway to extend or renew the pavement life. Generally no improvements in capacity or geometrics is performed. The overlay must be placed directly on top of existing pavement (no intervening base course).

**Rubblize:** A process where concrete is broken up into uniform size pieces, rolled flat, and covered with a new surface (usually asphalt).

**Seal Coating:** Common preventive maintenance activity. Seal coating involves spraying asphalt cement on the surface of an existing pavement followed by the application of a cover aggregate. The asphalt cement is usually emulsified (suspended in water) to allow for it to be applied without the addition of extreme heat. The cover aggregate is normally either naturally occurring gravel or crushed aggregate such as granite, quartzite, or trap rock (basalt). The primary reason to seal coat an asphalt pavement is to protect the pavement from the deteriorating effects of sun and water.

**Sealant:** A material that has adhesive and cohesive properties to seal joints, cracks, or other various openings against the entrance or passage of water or other debris in pavements.

**Sealing:** The process of placing sealant material in prepared joints or cracks to minimize intrusion of water and incompressible materials. This term is also used to describe the application of pavement surface treatments.

**Slurry:** A mixture of liquid and fine solid particle that together are denser than water.

**Slurry Seal:** A mixture of slow setting emulsified asphalt, well-graded fine aggregate, mineral filler, and water. It is used to fill cracks and seal areas of old pavement, to restore a uniform surface texture, to seal the surface to prevent moisture and air intrusion into the pavement, and to improve skid resistance.

**Surface Treatment:** Any material applied to asphalt pavement to restore or protect the surface. Surface treatments are typically less than one inch thick.

**Transportation Improvement Program (TIP):** The TIP is a federally mandated, annually prepared document that contains highway, transit, and other transportation projects that are programmed for Federal funding over the course of a four year period in a metropolitan area. This document is prepared by the Metropolitan Planning Organization. For the Saint Cloud area, this document is prepared by the Saint Cloud APO.

**Working Crack:** A crack in a pavement that changes, becoming narrower or wider under different temperature conditions. A working crack develops through movement in or under the pavement.

## INTRODUCTION

The Regional Infrastructure Investment Plan (RIIP) is a collection of transportation infrastructure capital improvement plans (CIPs) from the member jurisdictions of the Saint Cloud Area Planning Organization (APO) along with the Minnesota Department of Transportation's (MnDOT's) District 3 10-Year Capital Highway Investment Plan (CHIP).

This document serves as a companion **to the APO's Transportation Improvement Program (TIP)**, a federally mandated, annually prepared document that contains highway, transit, and other transportation projects for which Federal funds are programmed. The RIIP, by contrast, identifies proposed non-transit transportation improvement projects throughout the Saint Cloud Metropolitan Planning Area (MPA) *regardless of funding source* and includes projects that have been programmed in the TIP.

This document contains CIPs that have been approved by their respective jurisdictions. Any changes to these documents after the initial approval by the governing body have not been included in the RIIP. Due to the nature of CIPs and the individual **jurisdiction's ability** to reallocate funding for projects that take a sudden precedence, the projects reflected in this document are subject to change. The RIIP is prepared on an annual basis and will not be amended in the case of changes made to scheduled CIP projects. For more up-to-date information about projects notated within this document, please contact the respective jurisdiction.

### Saint Cloud Area Planning Organization

The APO Urbanized Area is designated by the U.S. Census Bureau after every decennial census. Criteria for defining this area include population density and density of development. The APO, in conjunction with the Minnesota Department of Transportation (MnDOT), approves a 20-year planning boundary that includes not only the Census-defined Urbanized Area, but also considers expected urbanized growth within that time period.

Member jurisdictions include Benton, Sherburne, and Stearns counties; the cities of Saint Cloud, Saint Joseph, Sartell, Sauk Rapids, and Waite Park; and LeSauk Township. Saint Cloud Metropolitan Transit Commission (MTC) – more commonly referred to as Saint Cloud Metro Bus – is also a member.

The cities of Rockville, Saint Augusta, and Saint Stephen along with the townships of Brockway, Haven, Minden, Saint Joseph, Saint Wendel, Sauk Rapids, and Watab are located within the designated APO 20-year planning boundary but are not formal dues paying members. Instead, these jurisdictions are represented through their respective counties.

# Metropolitan and Urbanized Area

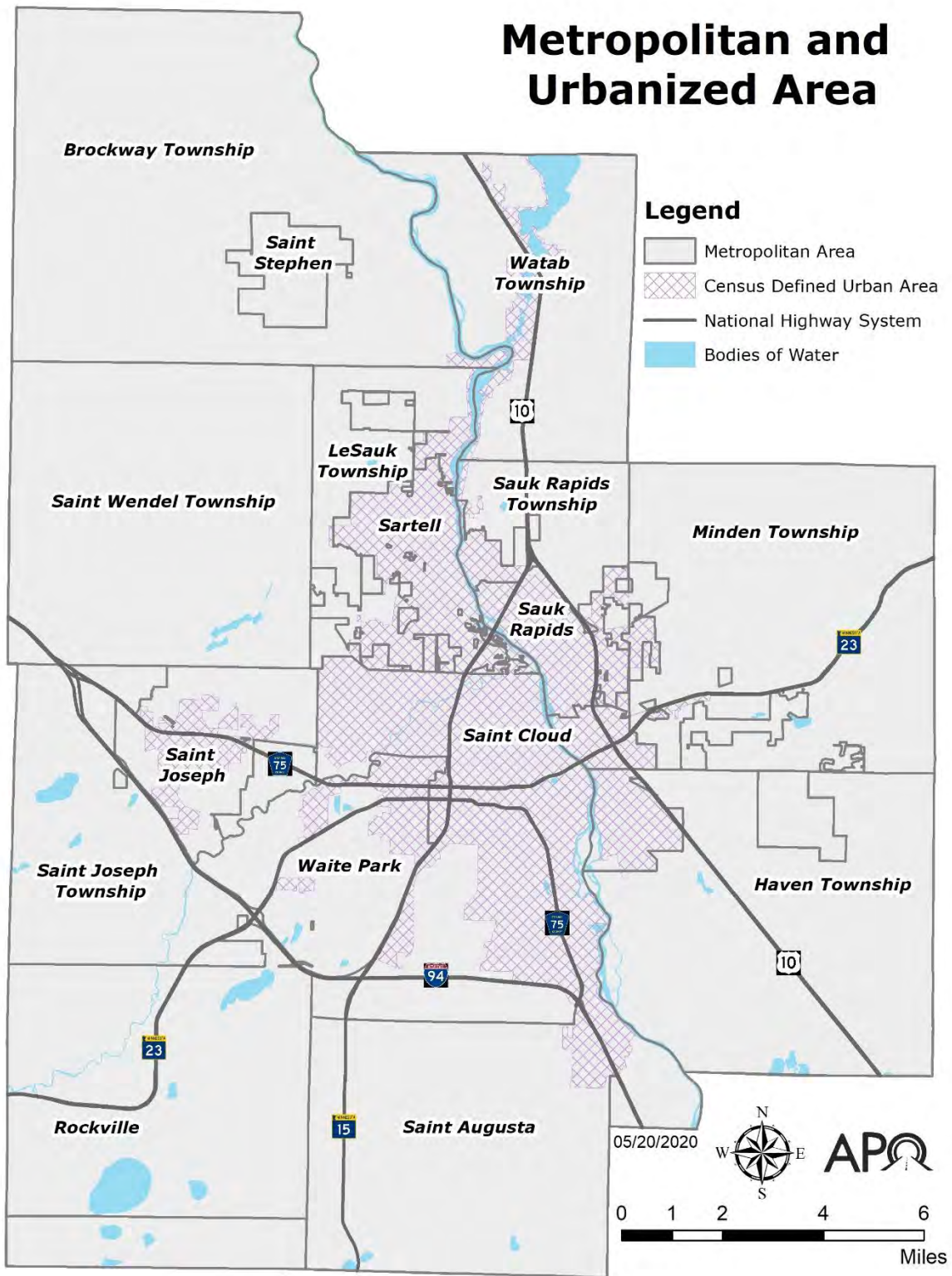


Figure 1: APO Planning Area.

As a comprehensive, intergovernmental transportation planning agency for the Saint Cloud Metropolitan Planning Area (MPA), the APO works with member agencies and jurisdictions to facilitate local, state, and Federal funds for programs and improvement projects.

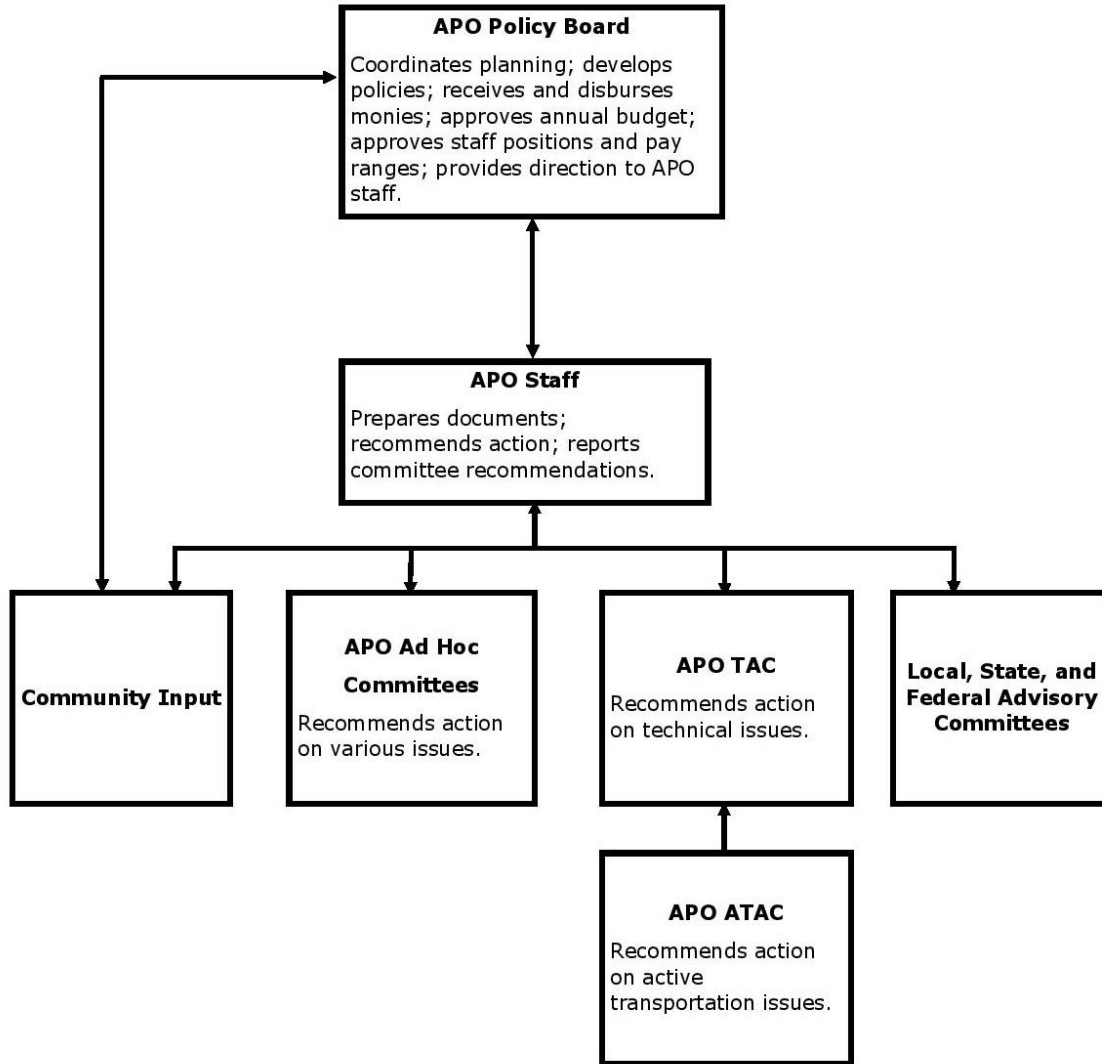


Figure 2: APO Organizational Chart.

The APO Policy Board is made up of elected officials and a senior-level management position from Saint Cloud Metro Bus. The Policy Board is the decision-making body of the APO and provides guidance and direction to staff. The Policy Board is advised by a Technical Advisory Committee (TAC) and a TAC citizen subcommittee for active transportation (i.e., bicycle and pedestrian) concerns known as the Active Transportation Advisory Committee (ATAC).

The APO is committed to coordinated planning – in a fair and mutually beneficial manner – on select issues transcending jurisdictional boundaries for the betterment of the entire Saint Cloud MPA. This mission is accomplished through professional planning initiatives, the

provision of objective information, and building collaborative partnerships that foster consensus.

The APO strives to be:

- Public service-oriented by providing accountability to constituents and exhibiting the highest standards of ethical conduct.
- Creative problem solvers by anticipating potential challenges and developing creative solutions based on professional knowledge, public involvement, and collaboration with our partners.
- Continuous learners who constantly seek new information, knowledge, and skills to better serve the Saint Cloud MPA.

**In the transportation planning process, the APO's role includes:**

- **Maintaining a certified "3-C" transportation process: comprehensive, cooperative, and continuing.**
- Coordinating the planning and implementation activities of local, regional, and state transportation agencies.
- Undertaking an effective stakeholder engagement process which ensures meaningful public input is part of the decision-making process behind plans and programs.
- Providing leadership both in setting transportation policy and in metropolitan system planning.
- Lending technical support in planning and operations to local governments.
- Planning for a multimodal transportation system that is economically efficient, environmentally sound, provides the foundation to compete in the global economy, and will move people and goods in an energy-efficient manner.

## The RIIP and Its Connection to the TIP

As stated earlier, the RIIP is a complementary document to the TIP.

**Projects included in each year's TIP are ultimately derived from the APO's Metropolitan Transportation Plan (MTP) and are aimed at meeting the long-range needs of the transportation system at a regional level.**

The APO TIP document includes projects from MnDOT District 3 and member jurisdictions that fall within the **APO's planning area and projects found within Saint Cloud Metro Bus's CIP**. The projects programmed in the TIP are either partially or fully funded using Federal and/or state dollars. Projects programmed into the TIP must comply with regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

**In addition, Federal regulations dictate the APO must include in their annual TIP "all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53)."**<sup>2</sup>

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<sup>2</sup> Metropolitan Transportation Planning and Programming, 23 C.F.R. §450.326 (2016)

Federal regulations go on to state:

**“For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.”**

**Federal regulations have left the determination of “regionally significant” transportation projects up to individual Metropolitan Planning Organizations (MPOs) like the APO.**

The APO has developed the RIIP in order to 1) meet the transparency intent of Federal regulations surrounding regionally significant transportation projects and 2) to facilitate better interjurisdictional coordination of project development and construction.

As stated earlier, by programming transportation projects into the TIP, they are subject to the regulations issued by FHWA and FTA including the amendment processes outlined in the **APO’s Stakeholder Engagement Plan (SEP)** and APO Policy Board approval. Subjecting projects that are 100% locally funded and supported by their respective governing body to these regulations appears to be unduly arduous and time consuming given the fluidity of many of the jurisdictional CIPs.

However, in echoing the transparency intent of the Federal Government, along with the need to coordinate regional intergovernmental transportation planning, the APO has opted to compile a list of planned transportation projects – regardless of funding source – into one document. This document, not subject to FHWA/FTA regulations, is designed to provide jurisdictions and residents with a more complete picture of transportation improvement projects occurring in the planning area over a five-year time frame.

## FY 2021 RIIP PROJECTS

Projects within the RIIP are denoted by a Project Identification (Project ID) number. These numbers are the expected year of construction followed by a unique identifier. For example, **Project ID "2021-01" signifies the project is expected to be constructed in year 2021. The "-01" simply separates the project from other 2021 projects. The order is not intended to convey priority and/or importance.** Of note, the Project IDs shown herein are only for this document. Individual jurisdictions may use completely different project numbers for their own purposes. In addition, Project ID numbers found within the RIIP are not the same as **those contained within the APO's TIP.**

Projects mapped within the RIIP are classified into six **"simplified work type" categories.** Those categories and the definitions assigned to them are listed below. Definitions of specific roadway improvement terms can be found in the glossary near the beginning of this document.

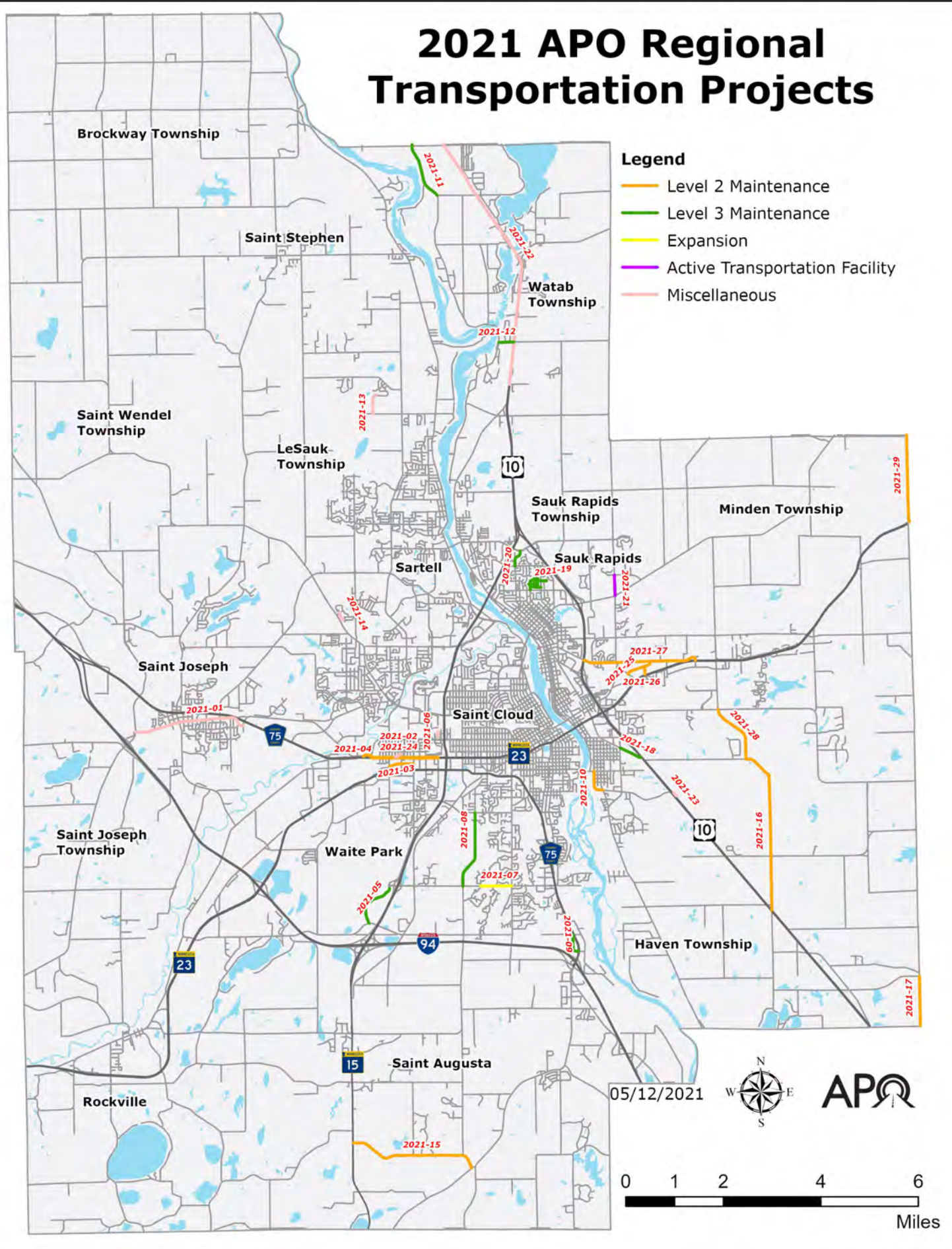
1. **Active Transportation Facility:** Projects with this designation consist of the construction of new facilities for the exclusive use of non-motorized transportation. Bike/Ped projects include construction of new shared use paths and pedestrian crossings.
2. **Expansion:** Projects with this designation are designed to create a new roadway alignment (i.e., build a new roadway) or add capacity (i.e., more lanes) to an existing roadway.
3. **Level 1 Maintenance:** Projects with this designation are the least involved (both in cost and level of roadway) in preserving the existing network. Level 1 Maintenance projects include seal coating and general street preservation work.
4. **Level 2 Maintenance:** Projects with this designation are considered to involve moderate effort (both in cost and level of roadway) in preserving the existing network. Level 2 Maintenance projects include mill and overlay and resurfacing. **An exception to this is the "street preservation" designation for the City of Waite Park. Per Waite Park's engineering staff, street preservation tends to mean edge mill and overlay with some curb and pedestrian ramp repairs and upgrades. However, street preservation can also mean a full-depth mill and overlay or a full-depth reclamation depending on the severity of the road condition. For consistency, APO staff have classified all of Waite Park's "street preservation" projects as Level 2 Maintenance projects.**
5. **Level 3 Maintenance:** Projects with this designation are considered the most involved (both in cost and level of roadwork) in preserving the existing network. Often, these projects include utility works such as water and sewer. Level 3 Maintenance projects include bridge rehabilitation, bridge replacement, reclamation, and reconstruction.
6. **Miscellaneous:** Projects with this designation are remaining projects that do not fit within the previous categories. Miscellaneous projects include safety projects, construction of turn lanes, alley reconstruction, restoring retaining walls, and building a roundabout.

A more detailed work type description along with the proposed project cost for each project are included in the accompanying tables.



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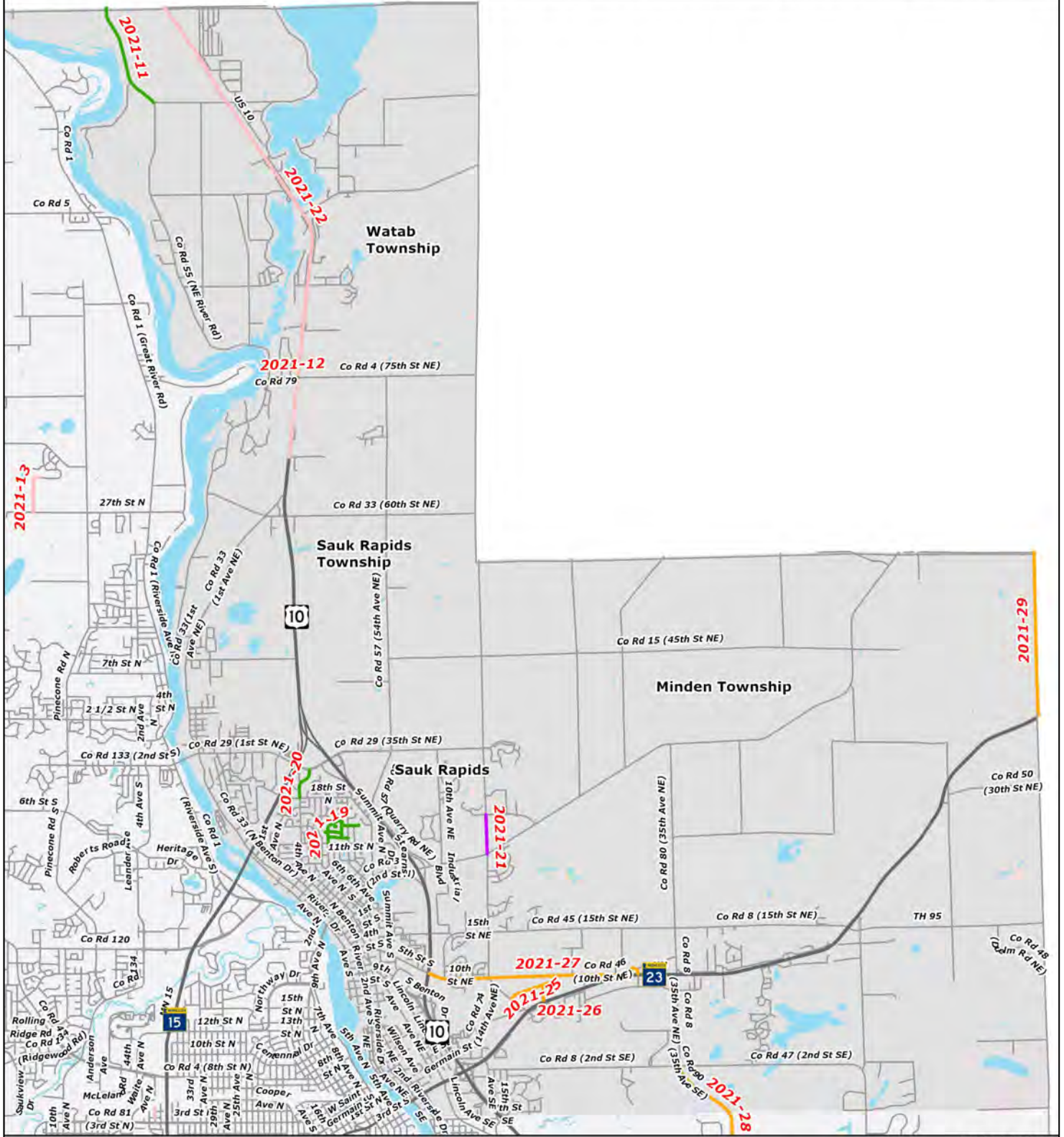
# 2021 APO Regional Transportation Projects



# 2021 APO Regional Transportation Projects

| Project ID | Sponsor          | Route                          | Work Type                      |
|------------|------------------|--------------------------------|--------------------------------|
| 2021-01    | Saint Joseph     | Minnesota Street               | Miscellaneous                  |
| 2021-02    | Waite Park       | Sixth Alley                    | Miscellaneous                  |
| 2021-03    | Waite Park       | First Street S                 | Level 2 Maintenance            |
| 2021-04    | Waite Park       | Frontage Road                  | Level 2 Maintenance            |
| 2021-05    | Waite Park       | Granite View South             | Level 3 Maintenance            |
| 2021-06    | Waite Park       | Third Avenue NE Drainage Ditch | Miscellaneous                  |
| 2021-07    | Saint Cloud      | 33rd Street S                  | Expansion                      |
| 2021-08    | Saint Cloud      | CR 136                         | Level 3 Maintenance            |
| 2021-09    | Saint Cloud      | Hadrian Road                   | Level 3 Maintenance            |
| 2021-10    | Saint Cloud      | Kilian Boulevard               | Level 2 Maintenance            |
| 2021-11    | Benton County    | County Road 55                 | Level 3 Maintenance            |
| 2021-12    | Benton County    | County Road 79                 | Level 3 Maintenance            |
| 2021-13    | Sartell          | Eagle Ridge 4                  | Miscellaneous                  |
| 2021-14    | Sartell          | Arbor Trails Phase 3B          | Miscellaneous                  |
| 2021-15    | Stearns County   | CR 141                         | Level 2 Maintenance            |
| 2021-16    | Sherburne County | CSAH 7                         | Level 2 Maintenance            |
| 2021-17    | Sherburne County | CSAH 20                        | Level 2 Maintenance            |
| 2021-18    | Sherburne County | CR 63                          | Level 3 Maintenance            |
| 2021-19    | Sauk Rapids      | Pleasantwood Addition          | Level 3 Maintenance            |
| 2021-20    | Sauk Rapids      | Fourth Avenue N                | Level 3 Maintenance            |
| 2021-21    | Sauk Rapids      | CSAH 1 Trail                   | Active Transportation Facility |
| 2021-22    | MnDOT            | US 10                          | Miscellaneous                  |
| 2021-23    | MnDOT            | US 10                          | Miscellaneous                  |
| 2021-24    | Stearns County   | CSAH 75                        | Level 2 Maintenance            |
| 2021-25    | Benton County    | County Road 88                 | Level 2 Maintenance            |
| 2021-26    | Benton County    | County Road 89                 | Level 2 Maintenance            |
| 2021-27    | Benton County    | County Road 46                 | Level 2 Maintenance            |
| 2021-28    | Benton County    | County Road 46/40th Avenue SE  | Level 2 Maintenance            |
| 2021-29    | Benton County    | CSAH 25                        | Level 2 Maintenance            |

# 2021 Transportation Projects in Benton County



05/11/2021

**Legend**

- Level 2 Maintenance
- Level 3 Maintenance
- Expansion
- Active Transportation Facility
- Miscellaneous

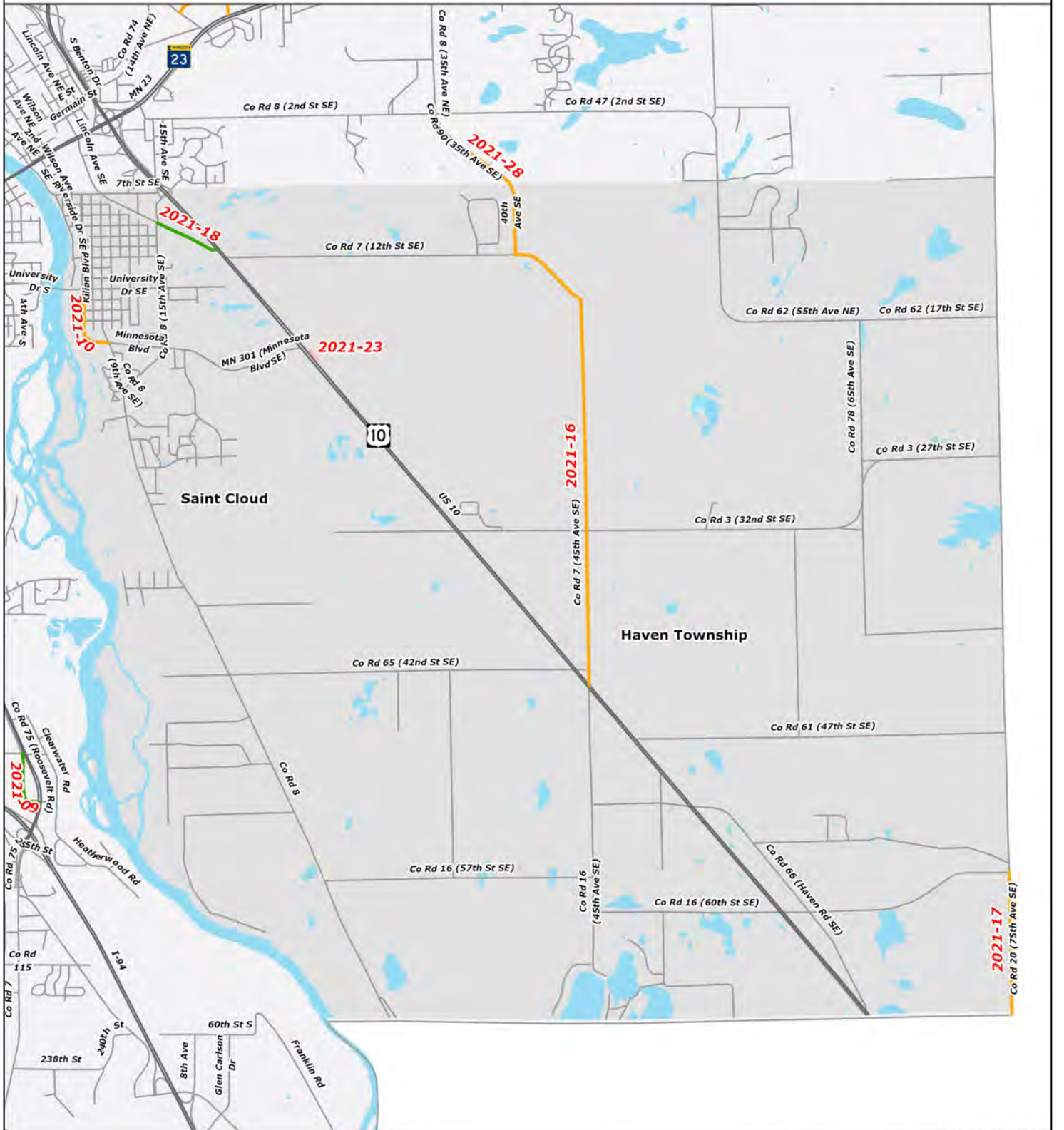


# Benton County 2021 Projects

| Total Number of Projects | Budgeted Estimated Project Cost |
|--------------------------|---------------------------------|
| 7                        | \$2,326,000                     |

| Project ID | Route                         | Description   | Miles | Estimated Project Cost |
|------------|-------------------------------|---|-------|------------------------|
| 2021-11    | County Road 55                | Widening and bituminous reclaim of County Road 55 from 105th Street NW to CSAH 2 (outside of the APO's planning area) | N/A   | \$1,600,000            |
| 2021-12    | County Road 79                | Bituminous reclaim and paving of County Road 79 from County Road 55 to US 10  | 0.25  | \$98,000               |
| 2021-25    | County Road 88                | Bituminous overlay and shouldering on County Road 88 from CSAH 1 to County Road 46                                    | 0.55  | \$92,000               |
| 2021-26    | County Road 89                | Bituminous overlay and shouldering on County Road 89 from County Road 88 to dead end                                  | 0.15  | \$26,000               |
| 2021-27    | County Road 46                | Bituminous mill, overlay and ADA ramp improvements on County Road 46 from US 10 to MN 23                              | 2.3   | \$510,000              |
| 2021-28    | County Road 46/40th Avenue SE | Bituminous mill and overlay on County Road 46/40th Avenue SE from 12th Street SE to CSAH 8                            | 1.26  | N/A                    |
| 2021-29    | CSAH 25                       | Overlay of CSAH 25 from MN 25 to CSAH 4   | 2.75  | N/A                    |

# 2021 Transportation Projects in Sherburne County



05/12/2021

**Legend**

- Level 2 Maintenance
- Level 3 Maintenance
- Expansion
- Active Transportation Facility
- Miscellaneous



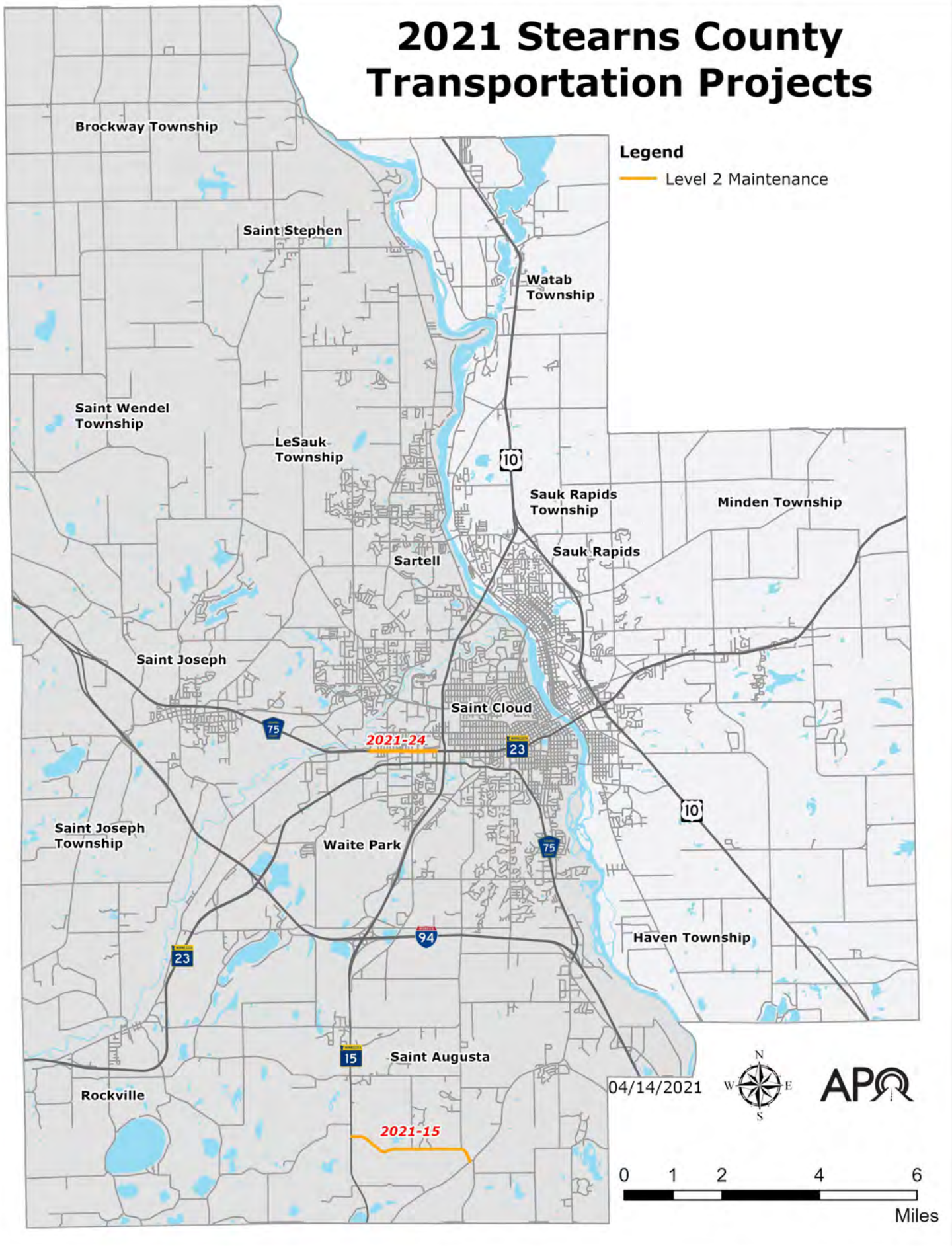
Miles

# Sherburne County 2021 Projects

| Total Number of Projects | Budgeted Estimated Project Cost |
|--------------------------|---------------------------------|
| 3                        | \$2,203,146                     |

| Project ID | Route          | Description   | Miles | Estimated Project Cost |
|------------|----------------|---|-------|------------------------|
| 2021-16    | CSAH 7         | Mill and overlay of CSAH 7 from US 10 to 40th Avenue                                | N/A   | \$1,173,480            |
| 2021-17    | CSAH 20        | Mill, overlay, and widening of CSAH 20 from southern Haven Township Line to CSAH 16 | 2.2   | \$432,666              |
| 2021-18    | County Road 63 | Reconstruction of County Road 63 from CSAH 8 to Park and Ride                       | 0.41  | \$597,000              |

# 2021 Stearns County Transportation Projects





# Stearns County 2021 Projects

| Total Number of Projects | Budgeted Estimated Project Cost |
|--------------------------|---------------------------------|
| 2                        | \$2,390,056                     |

| Project ID | Route           | Description  | Miles | Estimated Project Cost |
|------------|-----------------|--|-------|------------------------|
| 2021-15    | County Road 141 | Resurface County Road 141 from MN 15 to County Road 142  | 2.7   | \$675,000              |
| 2021-24    | CSAH 75         | Rehabilitate concrete pavement on CSAH 75 from 15th Avenue in Waite Park to Park Avenue in Saint Cloud | 1.4   | \$1,715,056            |

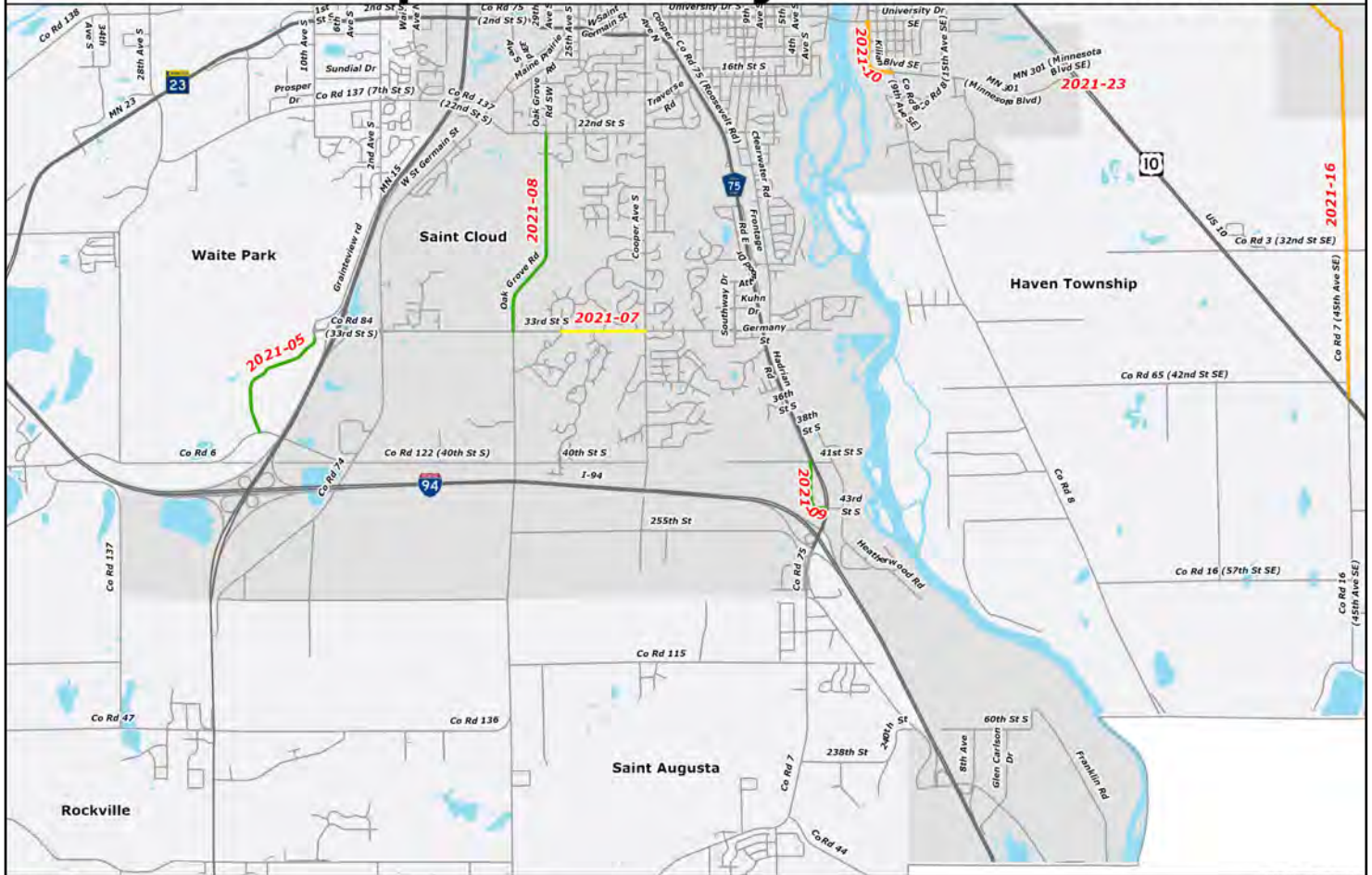
# City of Saint Cloud 2021 Projects

| Total Number of Projects | Budgeted Estimated Project Cost |
|--------------------------|---------------------------------|
| 5                        | \$11,463,343                    |

## Miscellaneous Saint Cloud 2021 Projects

| Project ID | Route | Description   | Miles | Estimated Project Cost |
|------------|-------|---|-------|------------------------|
| N/A        | N/A   | 2021 street bituminous resurfacing improvements at undetermined locations ( <b>PROJECT NOT MAPPED</b> ) | N/A   | \$1,250,000            |

# 2021 Transportation Projects in Saint Cloud



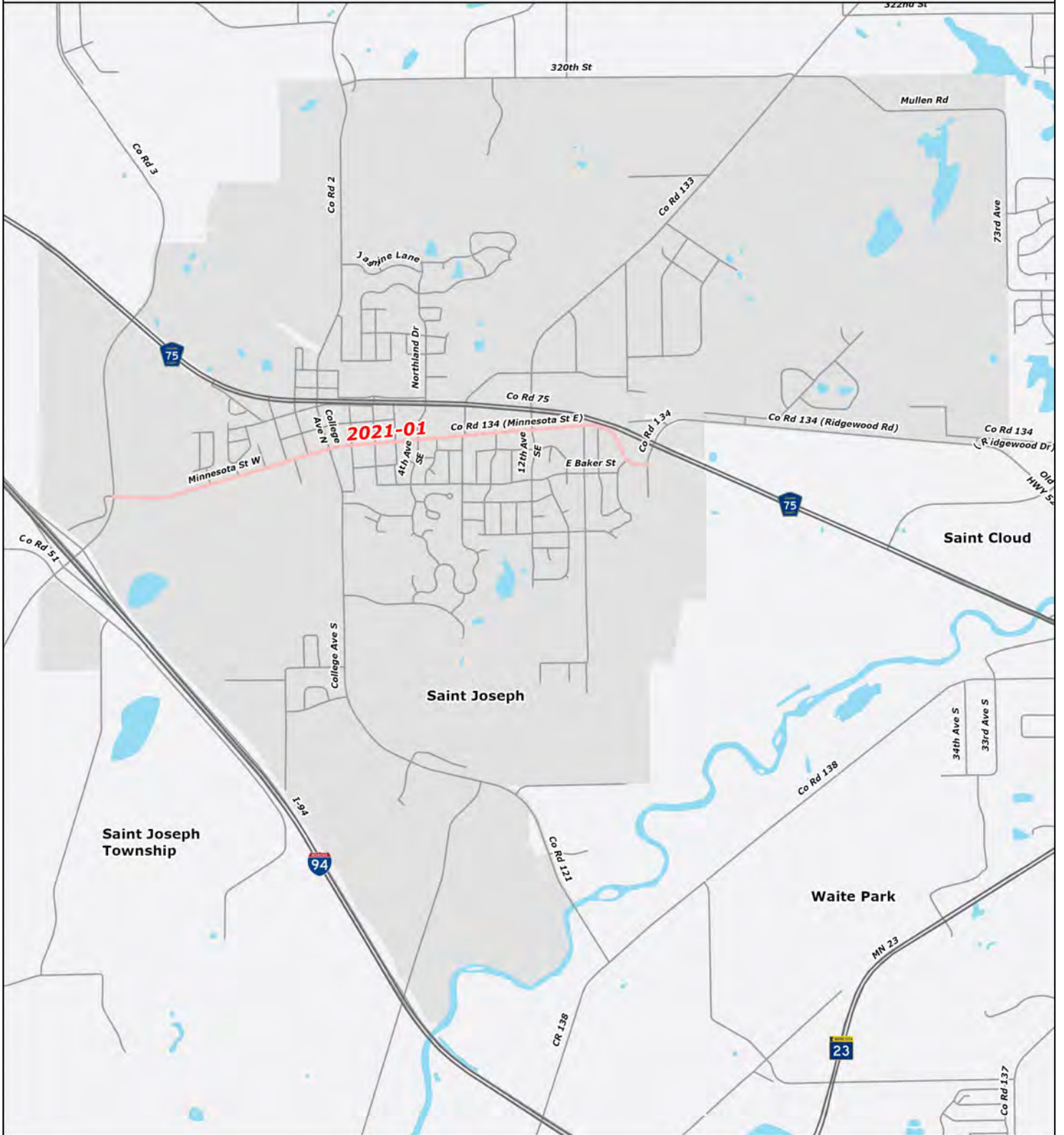
**Legend**

- Level 2 Maintenance
- Active Transportation Facility
- Level 3 Maintenance
- Miscellaneous
- Expansion

04/16/2021

| Project ID | Route            | Description  | Miles | Estimated Project Cost |
|------------|------------------|--|-------|------------------------|
| 2021-07    | 33rd Street S    | Reconstruct 33rd Street from 26th Avenue S to Cooper Avenue S to a four-lane divided roadway with sidewalk on the southside and a bituminous trail on the north side   | N/A   | \$2,900,000            |
| 2021-08    | County Road 136  | Reconstruct County Road 136 from 22nd Street S to south of Oak Hill Elementary School to an urban style roadway. Reconstruct County Road 136 from south of Oak Hill Elementary School to 33rd Street S to rural section with the addition of bike lanes. | 1.6   | \$4,447,543            |
| 2021-09    | Hadrian Road     | Reconstruct Hadrian Road from 40th Street S to CSAH 75   | N/A   | \$2,065,000            |
| 2021-10    | Kilian Boulevard | Mill and bituminous replacement on Kilian Boulevard from University Drive to Ninth Avenue SE   | N/A   | \$800,800              |

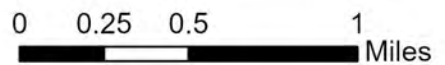
# 2021 Transportation Projects in Saint Joseph



04/14/2021

**Legend**

- Level 2 Maintenance
- Level 3 Maintenance
- Expansion
- Active Transportation Facility
- Miscellaneous

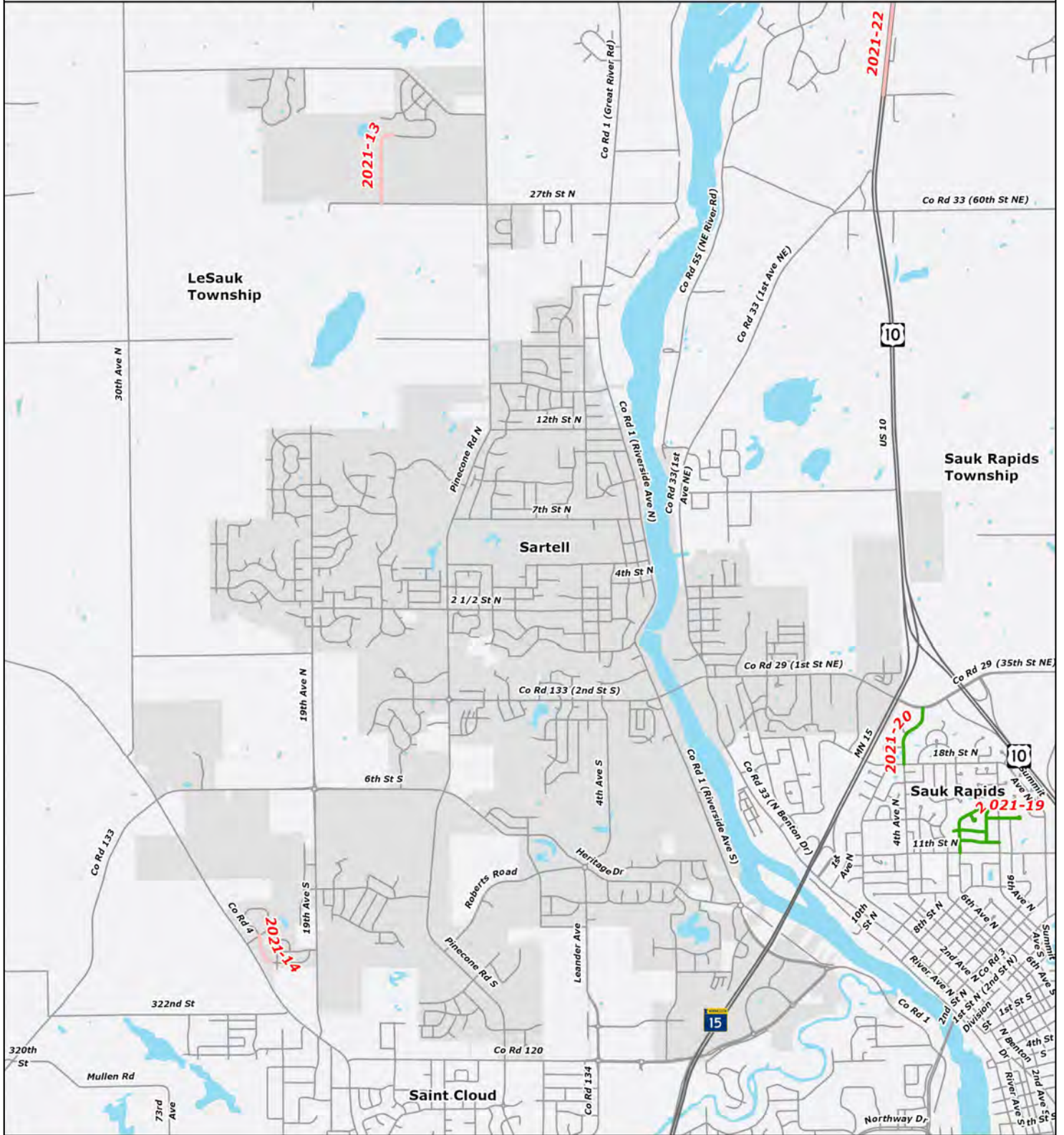


# City of Saint Joseph 2021 Projects

| Total Number of Projects | Budgeted Estimated Project Cost |
|--------------------------|---------------------------------|
| 2                        | \$2,730,000                     |

| Project ID | Route            | Description  | Miles | Estimated Project Cost |
|------------|------------------|--|-------|------------------------|
| 2021-01    | Minnesota Street | Landscaping work along Minnesota Street                                      | N/A   | \$353,000              |
| N/A        | N/A              | 2021 street overlays on undetermined roadways<br><b>(PROJECT NOT MAPPED)</b> | N/A   | \$2,377,000            |

# 2021 Transportation Projects in Sartell



## Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Expansion
- Active Transportation Facility
- Miscellaneous



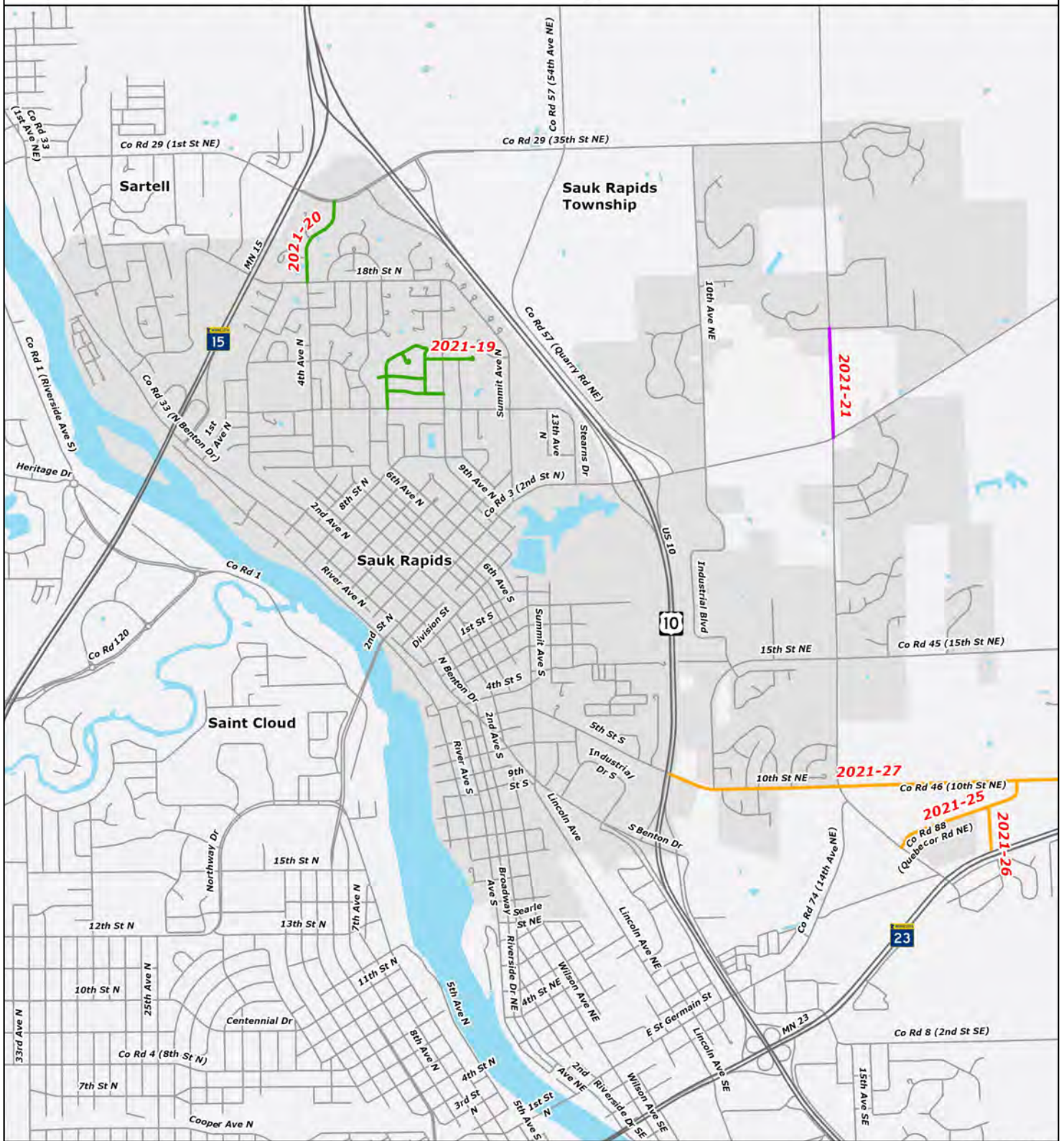
04/19/2021

# City of Sartell 2021 Projects

| Total Number of Projects | Budgeted Estimated Project Cost |
|--------------------------|---------------------------------|
| 2                        | \$1,974,000                     |

| Project ID | Route                 | Description  | Miles | Estimated Project Cost |
|------------|-----------------------|--|-------|------------------------|
| 2021-13    | Eagle Ridge 4         | Private developer project around 12th Avenue N as part of the Eagle Ridge 4 Development            | N/A   | \$1,100,000            |
| 2021-14    | Arbor Trails Phase 3B | Private developer project around Sandstone Loop S as part of the Arbor Trails Phase 3B Development | N/A   | \$874,000              |

# 2021 Transportation Projects in Sauk Rapids



05/12/2021

## Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Expansion
- Active Transportation Facility
- Miscellaneous



Miles

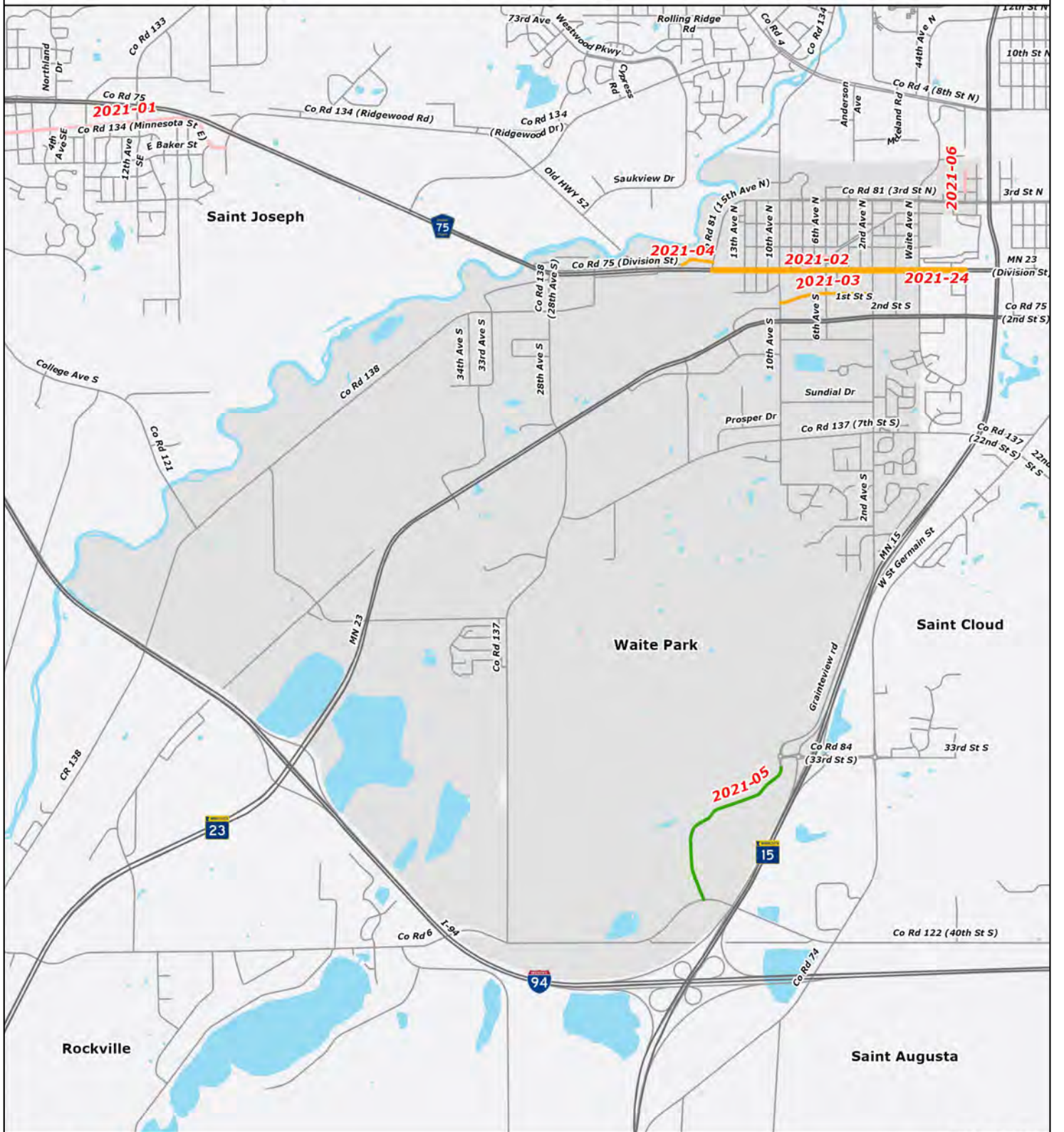


# City of Sauk Rapids 2021 Projects

| Total Number of Projects | Budgeted Estimated Project Cost |
|--------------------------|---------------------------------|
| 3                        | \$3,933,428                     |

| Project ID | Route                 | Description   | Miles | Estimated Project Cost |
|------------|-----------------------|---|-------|------------------------|
| 2021-19    | Pleasantwood Addition | Reconstruction of portions of Seventh Avenue N, Eighth Avenue N, 11-1/2 Street N, 12th Street N, 13th Street N, and Oak Court | N/A   | \$2,966,428            |
| 2021-20    | Fourth Avenue N       | Full depth reclamation and bituminous overlay on Fourth Avenue N from 18th Street N to CSAH 29                                | N/A   | \$367,000              |
| 2021-21    | CSAH 1 Trail          | Construct a new trail along Mayhew Lake Road from Benton CSAH 3 to Osauka Road  | N/A   | \$600,000              |

# 2021 Transportation Projects in Waite Park



## Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Expansion
- Active Transportation Facility
- Miscellaneous



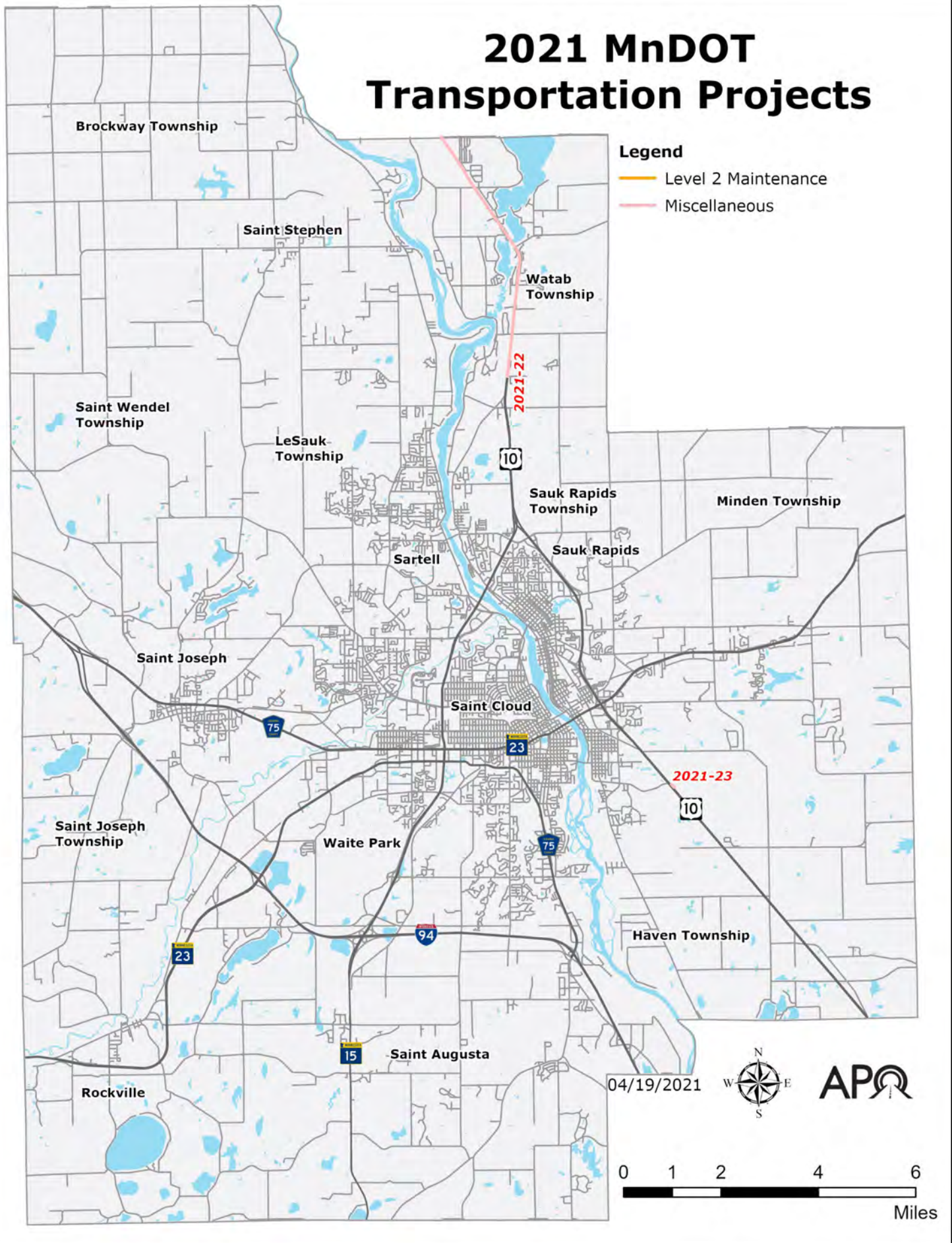
04/14/2021

# City of Waite Park 2021 Projects

| Total Number of Projects | Budgeted Estimated Project Cost |
|--------------------------|---------------------------------|
| 5                        | \$1,230,000                     |

| Project ID | Route                          | Description   | Miles | Estimated Project Cost |
|------------|--------------------------------|---|-------|------------------------|
| 2021-02    | Sixth Alley                    | Vacating alley right of way and abandoning  | N/A   | \$30,000               |
| 2021-03    | First Street S                 | Street preservation on First Street S south of 10th Avenue to Second Street S   | N/A   | \$220,000              |
| 2021-04    | Frontage Road                  | Street preservation on Frontage Road N from 15th Avenue N to 900' west of 15th Avenue N   | N/A   | \$130,000              |
| 2021-05    | Granite View South             | Full depth reclamation and culvert replacement on Granite View South from south of 33rd Street S to County Road 6   | N/A   | \$750,000              |
| 2021-06    | Third Avenue NE Drainage Ditch | Improving drainage along Third Avenue NE from the railroad tracks to 3-1/2 Street N including the placement of three culverts and a proposed drainage ditch | N/A   | \$100,000              |

# 2021 MnDOT Transportation Projects



# MnDOT 2021 Projects

| Total Number of Projects | Budgeted Estimated Project Cost |
|--------------------------|---------------------------------|
| 2                        | \$1,429,584                     |

| Project ID | Route | Description   | Miles | Estimated Project Cost |
|------------|-------|---|-------|------------------------|
| 2021-22    | US 10 | US 10 install median cable barrier guardrail from County Road 40 (north of Rice) to 66th Street (north of Sauk Rapids)  | 8     | \$1,379,584            |
| 2021-23    | US 10 | Saint Cloud historical marker site — reinstall interpretive panels with new concrete footings and pad, minor stone repairs to historical marker to stabilize loose stones and repoint mortar cracks | N/A   | \$50,000               |

## FY 2020 CONSTRUCTION PROJECTS

In addition to providing a comprehensive look at future transportation projects anticipated to be constructed within the Saint Cloud MPA, the RIIP also serves as means to track construction projects that have been completed within the past 12 months.

This one-year look is designed to serve two purposes.

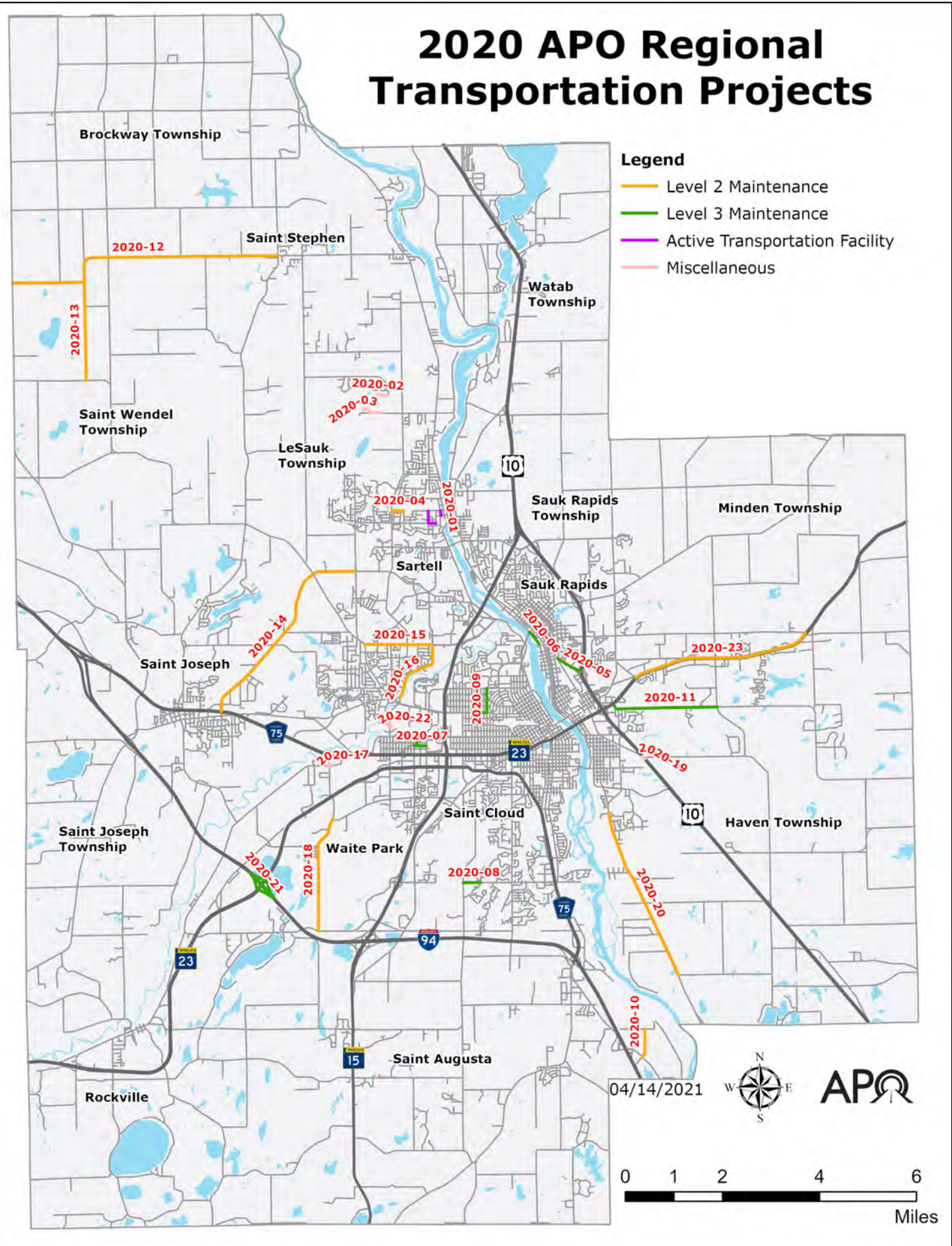
Given the fluid nature of jurisdictional CIPs, first, it is important to understand if projects scheduled for construction in the previous year were completed or delayed and/or if outer year projects were advanced. CIPs serve as infrastructure planning documents for many jurisdictions and are subject to change based upon unexpected occurrences across the system, budgetary surpluses/deficits, and other issues.

Furthermore, understanding the estimated-to-actual costs for projects constructed serves to provide APO and jurisdictional staff with a better understanding of the costs to complete various improvements to the transportation system. This becomes important in future planning and programming endeavors including future CIP development at the local level and the long-range transportation plan (Metropolitan Transportation Plan or MTP) at a regional (APO planning) level.

The following is a list of projects constructed in 2020 within the MPA. Similar to those projects listed for construction in 2021, these projects are again identified with a Project ID **number and are classified into six “simplified work type” categories**. A more detailed work type description along with the estimated final project cost for each project are included in the accompanying tables.

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# 2020 APO Regional Transportation Projects

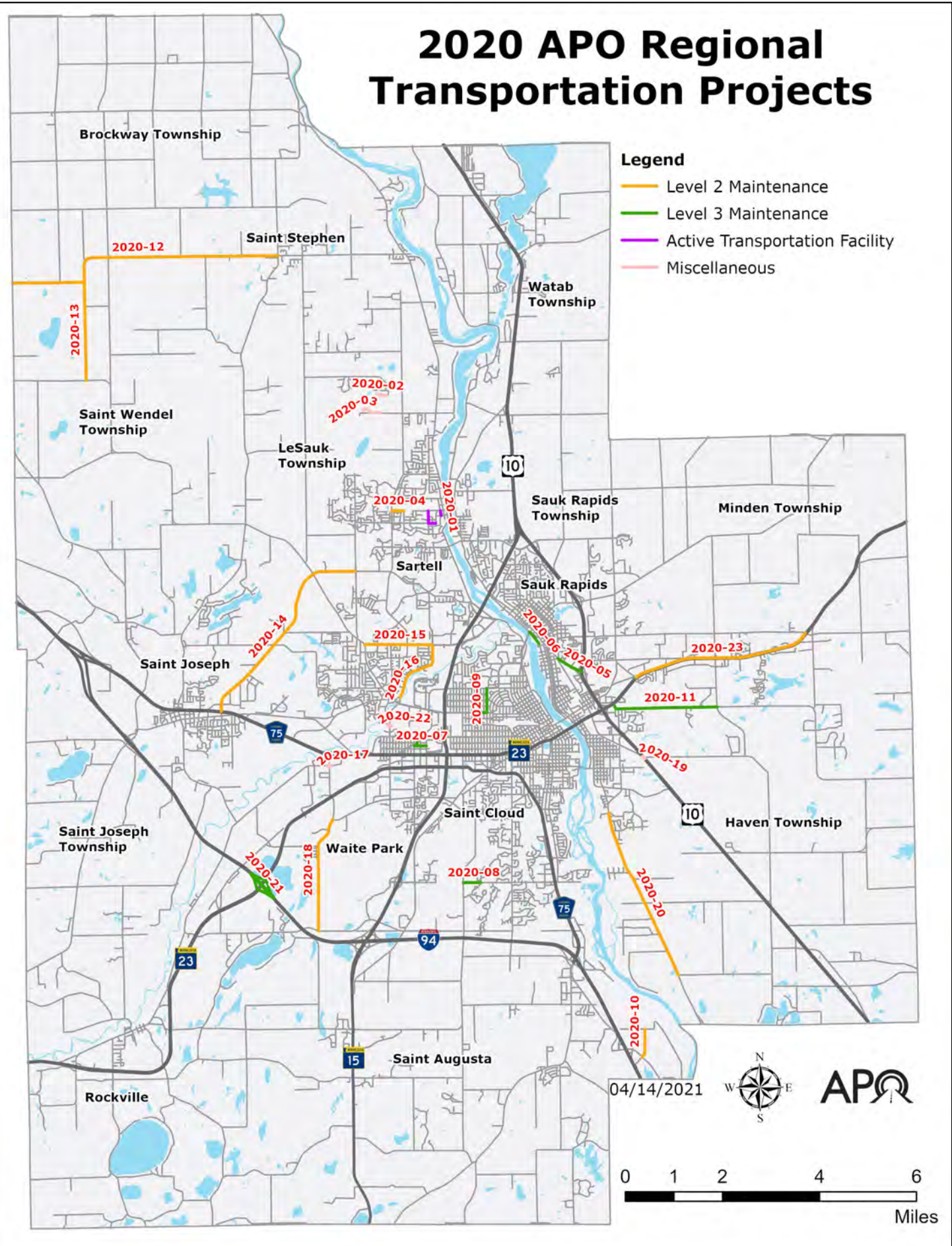




# 2020 APO Regional Transportation Projects

| Project ID | Sponsor        | Project Description   | Budgeted Estimated Project Cost | Final Estimated Project Cost  |
|------------|----------------|---|---------------------------------|---|
| 2020-01    | Sartell        | Construct SRTS infrastructure improvements along Second Avenue N, Fifth Avenue N, and 2-1/2 Street in Sartell   | \$1,928,342                     | \$1,790,000   |
| 2020-02    | Sartell        | Eagle Ridge 3 private developer project   | \$358,800                       | \$315,000   |
| 2020-03    | Sartell        | Gates at Blackberry private developer project with extension of 27th Street N   | \$1,644,500                     | \$1,450,000   |
| 2020-04    | Sartell        | Overlay Fifth Avenue N from Pinecone Road to Ninth Avenue N   | \$245,300                       | \$210,000   |
| 2020-05    | Sauk Rapids    | Reconstruction of Sauk Rapids MSAS 109 (Benton Drive) from Summit Avenue S to US 10   | \$2,528,678                     | \$1,950,000<br>(Construction only, no soft costs)                   |
| 2020-06    | Sauk Rapids    | Reconstruction of River Avenue from approximately 250' north of Fourth Street N to the Second Street N bridge   | N/A                             | No final estimated project costs available — construction into 2021 |
| 2020-07    | Waite Park     | Street and utility reconstruction of Second Street N and West Avenue  | N/A                             | \$1,300,000   |
| 2020-08    | Saint Cloud    | Reconstruct 33rd Street S from CR 136 to 26th Avenue N to a four-lane divided roadway with sidewalk on the south side and a bituminous trail on the north | \$5,100,000                     | \$5,100,000   |
| 2020-09    | Saint Cloud    | Reconstruct streets and utilities on 25th Avenue N from Eighth to 12th Street N and Upper Pan Sanitary Sewer rerouting improvements                       | \$5,904,100                     | \$5,904,100   |
| 2020-10    | Saint Cloud    | Bituminous resurfacing improvements on Glenn Carlson Drive from CSAH 75 to 60th Street S  | N/A                             | \$250,000   |
| 2020-11    | Benton County  | Full depth reclamation on CSAH 8 from 0.6 miles east of MN 23 to Benton CR 47   | \$655,250                       | \$659,265.54  |
| 2020-12    | Stearns County | Resurface CSAH 5 from CSAH 3 to CSAH 2  | \$1,500,000                     | \$1,169,172   |
| 2020-13    | Stearns County | Resurface CR 132 from CSAH 4 to CSAH 5  | \$425,000                       | \$398,195   |
| 2020-14    | Stearns County | Resurface CSAH 133 from CSAH 75 to 19th Avenue in Sartell   | \$1,300,000                     | \$1,756,942   |
| 2020-15    | Stearns County | Resurface CSAH 120 from CSAH 4 to CR 134  | \$1,000,000                     | \$901,803   |
| 2020-16    | Stearns County | Resurface CR 134 from Sauk River to CSAH 120  | \$600,000                       | \$976,361   |
| 2020-17    | Stearns County | Construct a roundabout at the intersection of CSAH 138 and 28th Avenue in Waite Park  | \$1,200,000                     | \$1,146,308   |
| 2020-18    | Stearns County | Resurface CSAH 137 from 28th Avenue to CSAH 6   | \$625,000                       | \$542,180   |

# 2020 APO Regional Transportation Projects



# 2020 APO Regional Transportation Projects (Continued)

| <b>Project ID</b> | <b>Sponsor</b>   | <b>Project Description</b>  | <b>Budgeted Estimated Project Cost</b> | <b>Final Estimated Project Cost</b>                             |
|-------------------|------------------|---|--|---|
| 2020-19           | Sherburne County | Intersection improvements at CSAH 7 and US 10   | N/A                                    | \$336,076.25  |
| 2020-20           | Sherburne County | Mill and overlay on CSAH 8 from CSAH 16 to 24th Street  | N/A                                    | \$1,651,557.68  |
| 2020-21           | MnDOT            | Interchange safety revisions at the MN 23/I-94 interchange south of Waite Park  | \$2,200,000                            | \$2,022,141.35  |
| 2020-22           | MnDOT            | NLR RR, install gates at CSAH 138, 54th Avenue N in Waite Park  | \$240,000                              | No final estimated project costs available — work still ongoing |
| 2020-23           | MnDOT            | Resurface MN 23 from Benton CR 1 to MN 95; construct a reduced conflict intersection at Benton CR 8 east of Saint Cloud | \$3,527,000                            | Final project costs not available.                              |