

Mississippi River Bridge Planning Study



Final Report
November 2023

Prepared for the St. Cloud Area Planning Organization
By Stantec Consulting Services Inc.





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St. Cloud APO Mississippi River Bridge Planning Study – Final Report

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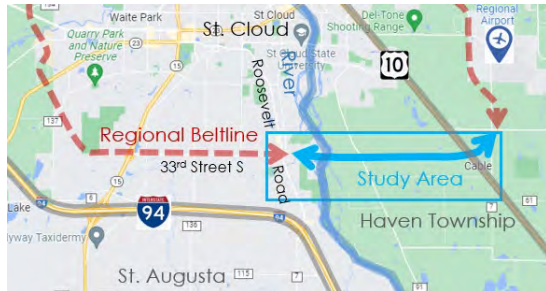
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INTRODUCTION

This report presents the recommendations of the Mississippi River Bridge Planning Study. The analysis and conclusions are based on the previously adopted vision and goals; design criteria; input received on the preliminary alternatives from the study Steering Committee, stakeholders, and the community; and refinement by Stantec, consultants for the study.

The objectives of the study are to:

- Develop a recommended corridor, bridge location, and interchange concept for a new roadway in St. Cloud and Haven Township in Sherburne County;
- Provide guidance for incorporating the recommended corridor into comprehensive plans for the affected jurisdictions;
- Provide guidance for reviewing development applications prior to actual construction; and
- Outline the environmental review process and applicable permits required to move the project forward.

The Steering Committee for the St. Cloud APO Mississippi River Bridge Planning Study includes representatives from the City of St. Cloud, Stearns County, Sherburne County, Haven Township, MnDNR, MnDOT, and St. Cloud business community.

The Background Report for this study was prepared in March 2021 with information and analysis on the corridor. A Preliminary Alternatives report was prepared in November 2022 and a draft Recommended Approach report prepared in July 2023. These reports were presented to the project Steering Committee, major landowners, and to community meetings in January and September 2023, respectively. Similar materials on both reports were posted on the St. Cloud APO website, City of St. Cloud website, and Haven Township website, with online surveys to solicit comments. There were four alignments considered and discussed below, plus sub-options within these alternatives.

The alignments considered are near 33rd Street South in St. Cloud and between 37th Street SE and County Road 65 (42nd Street SE) in Haven Township, connecting Roosevelt Road in St. Cloud to U.S. Highway 10 (US 10). For simplicity, the new roadway will be referred to as 33rd Street in this report.

Comments on the study from the in-person meetings, online input, and Minnesota DNR are summarized below and included in full at the end of this report.



EXECUTIVE SUMMARY

The purpose and need for the 33rd Street bridge and roadway project are to address the demands of the growing St. Cloud region and its roadway system by providing a new bridge crossing of the Mississippi River in the southeast part of the region, as well as a link in the Regional Beltline. The needs for this link include the social and economic demands of the region; mobility, system linkage, and local access for individuals, transit, and freight within the regional transportation system; fire and emergency access to the southeast part of the region; and relieving congestion on existing bridges. These needs can only be met with a new Mississippi River crossing and roadway, recommended to be located in the vicinity of 33rd Street South connecting Roosevelt Road in St. Cloud to U.S. Highway 10 in Haven Township in Sherburne County.

Goals for the project include minimizing impacts to the Mississippi River corridor, providing essential connectivity in the southeast part of the St. Cloud region, potentially completing the southern leg of the Regional Beltline, providing continuity and relieving congestion in the regional transportation system, improving freight transport, improving access to jobs, relieving congestion on existing bridges, improving fire and emergency response times, improving access to the St. Cloud airport, and providing pedestrian and bicycle access across the river.

A set of twelve design criteria was adopted by the study Steering Committee and weighted as to their relative importance. These criteria were used to evaluate the alternative corridor alignments and arrive at a recommended alignment.

Various alignments within the Study Area were considered and condensed into four corridor alignment alternatives – A, B, C, and D – shown in Figure 1 below. The alternatives are described, analyzed, and ranked against the adopted design criteria in this report. The analysis concluded that parts of Alternatives A and B were the most positive overall and are recommended as the generalized alignment for the new roadway and bridge crossing. Maps of the alternatives and recommended alignment, crossing location, and interchange location are included in this report.

Guidance is provided for including the recommendations of this study in local comprehensive plans for the City of St. Cloud, Haven Township, and Sherburne County, as well as guidance for these jurisdictions in reviewing development applications for properties that may be affected, prior to actual construction of the roadway. Also included is an outline of the future environmental review study through the NEPA process and applicable permits.





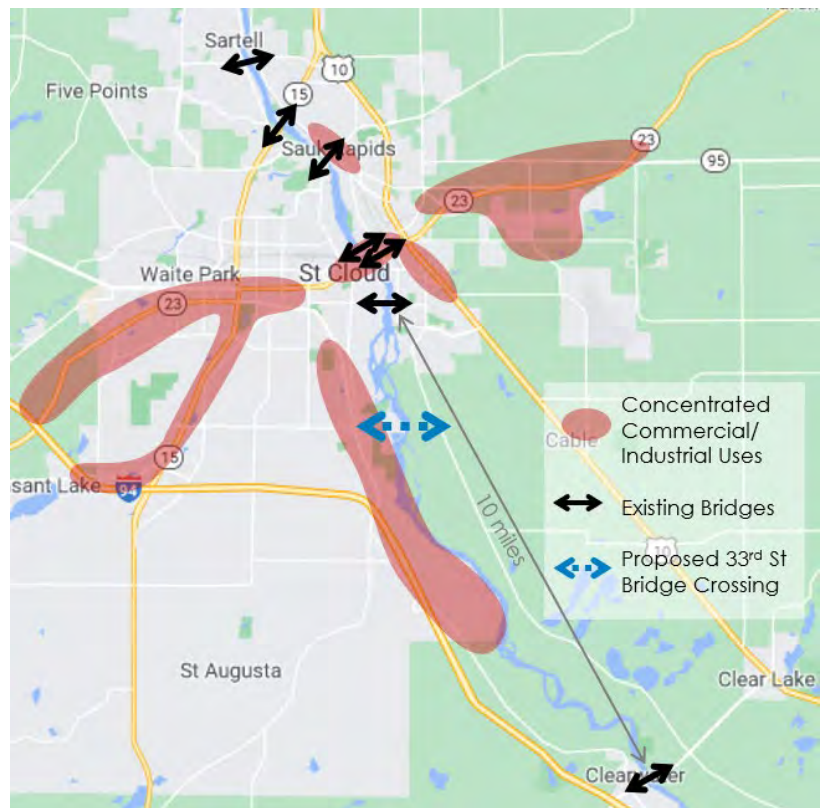
DRAFT PURPOSE & NEED

This is a planning study and not an environmental analysis under the National Environmental Protection Act (NEPA) process. The statement of Purpose and Need will be refined within the NEPA process, to be undertaken at a later date.

The Purpose and Need for the proposed roadway and bridge as drafted in this report are documented in previous work on this study and are summarized in the statements below.

- 1) Social demands and economic development needs require this link in the transportation system. The St. Cloud metropolitan area has had significant growth in population and employment on the west side of the Mississippi River. Haven Township, on the east side of the Mississippi River, is anticipated to grow significantly in the future. This growth trend, south of St. Cloud's metropolitan core, is expected to continue.

The comprehensive plans for St. Cloud, Waite Park, and other communities envision meeting the demands of metropolitan area growth by accommodating new residential, commercial and industrial land uses in the south parts of the region. This growth needs an integrated regional roadway system with a new bridge crossing to function safely and effectively.

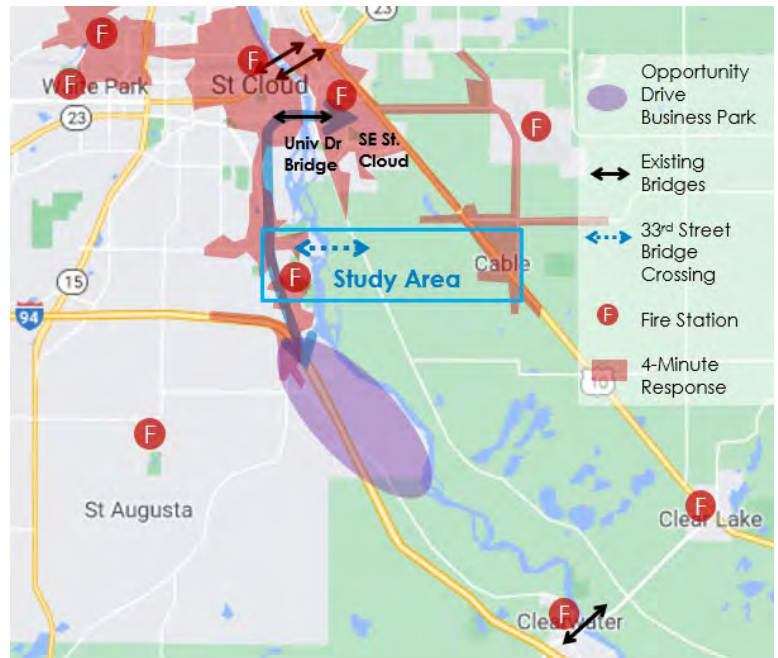


- 2) Mobility, system linkage and local access require this link in the transportation system. South of University Drive the current transportation system in St. Cloud lacks east-west arterial connectivity. Access for individuals, transit, and freight transport on the southeast side of St. Cloud must utilize University Drive to cross the Mississippi River and travel south on Roosevelt Road to access I-94 and surrounding neighborhoods and businesses.

There are currently six bridges crossing the Mississippi River in the St. Cloud metropolitan area – two in downtown, three in the northern suburbs of Sauk Rapids and Sartell, and one south of downtown at University Drive, all within a space of just over 5 miles. The next bridge crossing south of University Drive is Minnesota Highway 24, 10 miles downriver in Clearwater. The proposed 33rd Street bridge crossing would close that gap considerably and provide a vital link in the southern part of the region.



3) Recognized standards for fire and emergency operations (NFPA 1710) support providing this link in the transportation system. These regulations set guidelines and industry best standards regarding response time. A significant benchmark is a four-minute response time for the initial arriving apparatus. Currently, areas east of the Mississippi River and south of 36th Street SE are outside of the 4-minute initial response time.



4) Capacity and transportation demand in the St. Cloud metropolitan area support providing this link in the transportation system. Due to growth in the southern St. Cloud metropolitan area, traffic volumes are increasing and are projected to continue increasing, especially on the existing bridges. Currently, the University Drive bridge is the primary river crossing in southern St. Cloud. The University Drive Bridge now operates at an LOS (level of service) F and serves primarily residential neighborhoods on either side. It cannot be widened without significant modifications, adding even more traffic to these residential areas while not serving the real transportation needs of destinations further south in St. Cloud.

5) Traffic modeling by the St. Cloud APO shows that five of the six most congested segments of roadway in the region are Mississippi River bridges. The modeling also shows that providing a new bridge crossing at 33rd Street would significantly reduce that congestion and improve traffic in other parts of the system as well.

6) A new bridge crossing would improve the modal Interrelationships in the larger transportation system, including trucks, transit, and bicycle and pedestrian facilities. The St. Cloud airport is an important economic and transportation hub for the area. The current roadway network lacks east-west mobility across the Mississippi River for transit, businesses, and individuals in the southwest portion of the St. Cloud region who rely on air transportation. There are currently no bicycle and pedestrian facilities to cross the Mississippi River south of University Drive in the St. Cloud area.

7) The Mississippi River is designated “Scenic” under Minnesota’s Wild and Scenic Rivers Program in this stretch from St. Cloud to Clearwater. Any crossing would have impacts on the river environment. Physical constraints, including existing development and environmental areas, exist at all potential Mississippi River crossing locations. The recommended crossing at 33rd Street has benefits in terms of system connectivity and fewer environmental impacts than other potential crossing locations.



GOALS

The proposed Mississippi River crossing and roadway seeks to meet the following Goals, adopted by the Mississippi River Bridge Planning Study Steering Committee:

- Goal 1. Identify an alignment for the bridge and roadway to minimize environmental and visual impacts to the Mississippi River corridor, balancing those impacts with the identified benefits of the project.
- Goal 2. Provide essential connectivity for the south and east sides of the St. Cloud region to serve the economic and social needs of the Greater St. Cloud Area.
- Goal 3. Complete the southern leg of the circumferential Beltline that has been planned to complete an efficient and integrated roadway system throughout the St. Cloud region.
- Goals 4. Provide connectivity and continuity with the regional arterial and collector roadway system, relieving congestion and improving the efficiency of movement of people and materials to support the prosperity of the broader St. Cloud community.
- Goal 5. Improve the efficiency of freight transport throughout the region in order to support the economic health of the region.
- Goals 6. Improve the efficient movement of people to jobs in the southern part of the region in order to support the economic health of the region.
- Goal 7. Relieve traffic congestion on bridges in the region, especially the University Drive bridge, which connects mostly residential areas, by creating a bridge and roadway across the southern St. Cloud region.
- Goal 8. Save lives and improve emergency vehicle response times for the areas east of the Mississippi River with the goal of achieving a 4-minute response time for emergency services.
- Goal 9. Greatly improve access to the St. Cloud Regional Airport for businesses and individuals in the southwest part of the region.
- Goal 10. Provide integrated pedestrian and bicycle mobility across the Mississippi River for the area south of University Drive.



VALUES

Values guiding the project were adopted by the Steering Committee, addressing the triple bottom line of environmental, social, and economic issues:

ENVIRONMENTAL

- Improved air quality due to reduced congestion and more efficient traffic movement
- Improved access to the river and regional park, increasing awareness and appreciation of the river corridor



SOCIAL

- Improved life and health due to reduced emergency response time
- Serving population growth in the south and southeast parts of the region
- Access for underserved populations
- Integrated, connected community identity



ECONOMIC

- Jobs – easier access for employees, reduced commute time
- Development opportunity for properties along the corridor
- Improved transport of goods and services, including commercial freight
- Improved access to the St. Cloud airport
- Regional system improvements – reduced travel time, reduced congestion





DESIGN CRITERIA

Design criteria were developed and adopted by the Steering Committee for analyzing alignments and features of the bridge and corridor. They involve elements that can be identified on the ground in these locations, as opposed to the regional criteria noted in the Draft Purpose and Need and the Goals.

ENVIRONMENTAL

- **Life** – vegetation, wildlife
- **Water** – river, streams, wetlands, floodplain, stormwater
- **Land** – geology, soils, landform, aggregate resources, archaeology, culture, 4(f)/6(f) land
- **Air** – noise, air quality

SOCIAL

- **Aesthetics** – visual impact, character
- **Recreation** – park access, future programming, access to river/stream
- **Connection** – multimodal access for cars, trucks, transit, bike, pedestrians
- **Property** – impacts to home, neighborhood, community

ECONOMIC

- **Engineering** – design standards, geometrics, intersection spacing, impact to existing roadways, signalization, safety, level of service
- **Utilities** – impacts, ease of connection and construction
- **Cost** – roadway and related improvements
- **Development** – direct property impact, access, economic potential

Ranking

The Study Steering Committee ranked the Design Criteria in the following order of importance. All criteria are important and necessary in designing the roadway and bridge, but some are more sensitive, will influence the route more than others, or have more impact and therefore are weighted more heavily in ranking the alternatives.

- 1) Water
- 2) Connection
- 3) Life
- 4) Cost
- 5) Engineering
- 6) Property
- 7) Aesthetics
- 8) Development
- 9) Recreation
- 10) Air
- 11) Land
- 12) Utilities

These criteria in the above order were used in the analysis of the corridor alignment alternatives and are described more fully below.



Water

Water was ranked highest in the criteria, mainly involving the crossing of the Mississippi River, but also wetlands, Plum Creek, smaller back channels of the Mississippi River, and the manmade quarry pond on the West Side in St. Cloud. Alignments crossing the river at the narrow point were considered much more favorably than other longer crossing points. Alternates that go north onto the isthmus on the West Side would have less impact to the quarry pond than those going across the pond, which is a floodplain and designated wetland. That impact would need to be balanced with potential property impacts to the Country Club, Hess property, and City lift station compared to alignments further south.

Connection

All alignments would provide similar connection for all modes of travel and generally provide the ability to connect to existing and future roadways and trails. Alternatives further north in Haven Township provide a somewhat shorter and more direct connection across the corridor than alignments further south. A roadway between Roosevelt Road in St. Cloud to US 10 in Haven Township is a key connection, with or without the development of the regional Beltline.

Life

Impacts to vegetation and wildlife would likely be most noticeable in the extent to which the alignments have a longer bridge crossing of the bridge channel or longer crossing through the Haven Forest on the west side of Haven Township near the river. Alignments further north avoid this impact to a much greater extent than a river crossing further south.

Cost

Cost estimates have not been prepared for the roadway and bridge crossing other than the rough cost comparison of crossing the quarry pond in the West Side analysis. A relatively small cost savings of half a million dollars could be achieved by routing the roadway on piers on the isthmus on the north edge of the quarry pond rather than across the pond, which needs to be weighed against potential impacts to the Country Club. This cost is likely small in the context of the overall project. In Haven Township the northern alignments would likely be less costly since they are shorter and more direct than the southern alignments. Alignments A, B, and C avoid the widest part of the Haven Forest, involving less tree clearing and therefore less cost than Alternative D.

Engineering

In this general analysis all alignments may have similar engineering considerations, except for crossing over, near or around the quarry pond on the West Side, and the length or complexity of the river bridge. Future studies for all alignments on or near the quarry pond would need to verify the depth of water and depth to bedrock in order to design the roadway, piers and bridges, which has not been done for this study. Alignments that come near existing property access, such as along 37th Street SE and County Road 65 in Haven Township may need to provide frontage roads in addition to the new 33rd Street roadway itself, which would involve more engineering.

Property

Impacts to property on West Side would directly affect the Landwehr parcel which would either have the roadway encroach on its northern edge or be divided in two by the new roadway. This is discussed below under the Development criterion. Alignments A and B come close to the St. Cloud Country Club with visual and potential noise impacts. The Hess property and the City lift station may also be impacted more or less by the alternatives, but the intent is to avoid significant impacts to either of these properties. On the Haven Township side, Alternatives A, B, and C come closer to the existing residential neighborhood on 12th and 13th Avenues SE than Alternative D.



Alternative D would stay much farther away from this residential area, which would need to be weighed against its greater impacts to the Haven Forest. Also in Haven Township, the Asquith property could be impacted by Alternatives A, B or C.

Aesthetics

The design and appearance of the bridge and roadway have not been developed for this study. Detailed aesthetic consideration in comparing the alignments is premature but a longer river bridge would have greater aesthetic impact on the river corridor than a shorter bridge. A new four-lane roadway near existing residential development and other existing land uses, such as the St. Cloud Country Club, would have greater aesthetic impact than if it were located farther away.

Development

On the West Side all alignment options maintain access to the Landwehr property and the Fisher/Fed Ex property. The Landwehr parcel would be the most affected but would be left with either one or two developable parcels. Both Landwehr and Fisher would have access to the new roadway via a new cul-de-sac connecting road.

In Haven Township the properties affected would likely be developed some day. The options for development are fairly wide open, since they are generally larger parcels. The alignments and alternatives that leave larger parcels intact would be generally better for future development than alignments that leave smaller or shallower remnant parcels. The school district parcel is the one parcel we know of with specific development plans - all alignments avoid bisecting that parcel.

Recreation

The new roadway would have bike and pedestrian trails on one or both sides. The Beaver Island Trail on the West Side would be connected to the new roadway at Roosevelt Road and may be only minimally impacted. Future access to the regional park and to the river itself would be more or less the same for all alignments, details of which would be worked out in future design studies. There may be impacts to the Mississippi Water Trail and MnDNR campsites in this part of the river.

Air

Air quality and noise issues would likely be similar for all alignment alternatives. The various Haven Township alignments would impact existing properties differently in terms of traffic noise, but no detailed studies or modeling have been done at this point.

Land

Impacts to the land would be similar for all alignments – all would need to traverse Plum Creek and the slope on the West Side and go around or through the quarry pond. In Haven Township all alignments would need to negotiate the bluff and slope near the river. Aggregate Industries and Cemstone have property that is or will be used for gravel extraction and have indicated they could work around a future roadway.

Utilities

The impact on utilities would likely be similar for all alignments. No detailed study of utilities has been done or is expected within this current study, but most utilities would come from the north in St. Cloud serving future development, so the northern alignments generally make utility connections easier and shorter than the alignments further south.



COMMENTS

Summaries of comments on the study and preliminary recommendations are attached to this report. They include the following:

- Online survey responses April-May 2021
- Facebook comments January 2023
- Community meetings map comments January 2023
- Community meetings survey January 2023
- Letter from Minnesota DNR July 2023
- Online Survey Summary & In-Person Meetings Summary September 2023

The public comments and responses reflect a variety of opinions on the bridge project. The responses to two questions in the 2021 survey however, with over four hundred responses, illustrate the basic issues and feelings about the bridge project. When asked if the bridge would create problems for the area 38% said No, 43% said Yes – close to evenly divided – with 19% neutral. But when asked if the new bridge would be a benefit to the area, 72% said Yes, only 20% said No – an overwhelming positive response – with 8% neutral or no opinion. This indicates an understanding of the complexity of the project and overcoming the challenges it presents, but also the need and desire for it.

There were many fewer online surveys completed in the fall of 2023 (only 12) and the comments were more focused on not wanting the roadway near their homes and properties. The survey comments from the in-person meeting in September 2023 were similar – divided between not wanting the roadway near them and wanting to protect the environment with the recommended alignment, even though it would come closer to some of the existing homes.

The public comments can be divided generally into the following issues:

- Negative impacts to the Mississippi River corridor and sensitive natural areas
- Negative impacts to existing residential areas and other uses
- Positive impacts on ease of connecting parts of the region and relieving traffic congestion
- Positive impacts on property development and the economy

The draft Purpose and Need statement above and the descriptions and analysis of the alternatives in this report attempt to address these issues.

The DNR letter summarizes the steps this project needs to follow in order for a new Mississippi River crossing to be ultimately approved. They note the significant hurdles faced in obtaining a DNR Public Waters Permit within this section of the Mississippi River. That process and those requirements will be fully addressed in the environmental review process that will follow this study.



ALTERNATIVES

Four alternatives for the bridge and roadway were considered in this analysis, designated A, B, C, and D, with two sub-alternatives, D1 and D2. The alternatives are a combination and refinement of features of various alternatives considered in previous planning studies, environmental studies, and in the preliminary alignments for this study. There are numerous small differences within various alternatives which have been consolidated into the four alternatives discussed below.

Previous Alternatives

A ring road around the St. Cloud region was proposed in the 1993 St. Cloud Comprehensive Plan Update. It showed the river crossing at 33rd street in a very conceptual way, extending straight east-west across the river, outlined in the blue box on Figure 2 to the right. The concept was designated a Parkway Thoroughfare and not developed to any level of detail but was offered in simple sketch form as a planning feature for the region.

In 2003 St. Cloud updated the Comprehensive Plan again, including two concepts for future development in Haven Township showing the bridge and roadway in a conceptual way, illustrated on Figures 3 and 4 on the next page. Concept 1 extended the bridge straight across the river at 33rd Street continuing on 37th Street SE in Haven Township before curving north to join US 10. Concept 2 crossed the river at 33rd Street, then curved south, crossing County Road 8 at County Road 65/42nd Street SE and continuing east across Haven Township.

In the 2005 *St. Cloud Metropolitan Area Mississippi River Crossing Environmental Impact Statement Scoping Decision Document* six corridors for a new bridge crossing were analyzed. The 33rd Street corridor was selected as the preferred crossing. The *EIS Scoping Document* also analyzed four alternative alignments for the bridge and roadway in more detail, Figures 5-8 on the next pages. Alternatives #1 and #4 were similar to the two 2003 St. Cloud Comprehensive Plan concepts, while Alternatives #2 and #3 curved around the south side of the quarry pond on the west side of the river in St. Cloud before continuing on either 37th Street SE or County Road 65/42nd Street SE as in the earlier concepts.

The preliminary alternatives prepared earlier for this study are included on the following pages in Figure 9. These alternatives included A and B alignments on the West Side and Northern, Middle, and Southern alignments in Haven Township. The report on the preliminary alignments discussed routes around the south side of the quarry pond that would then cross the Mississippi River opposite the DNR Island and Haven Forest but were not included as preliminary alternatives because of the significantly greater impacts to the river corridor, the longer bridge spans required, and impacts to the Haven Forest. These alignments are now included in this current report as Alternatives C and D, to allow for analysis of their impacts relative to the other alternatives.

Figure 2 – 1993 Ring Road Concept

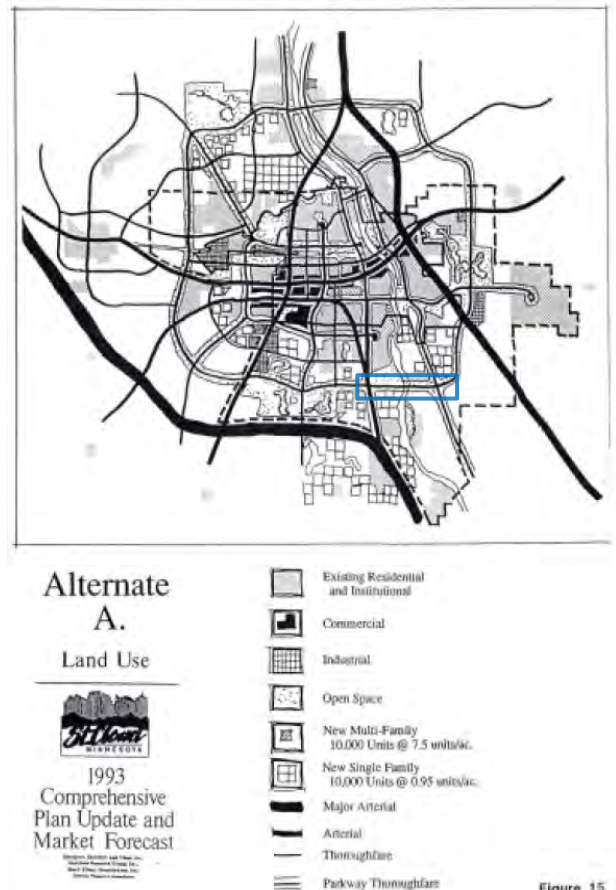


Figure 15



Figure 3 – 2003 St. Cloud Comprehensive Plan, Haven Township Concept 1



Figure 4 – 2003 St. Cloud Comprehensive Plan, Haven Township Concept 2





Figure 5 – 2005 EIS Scoping Document Alternative #1

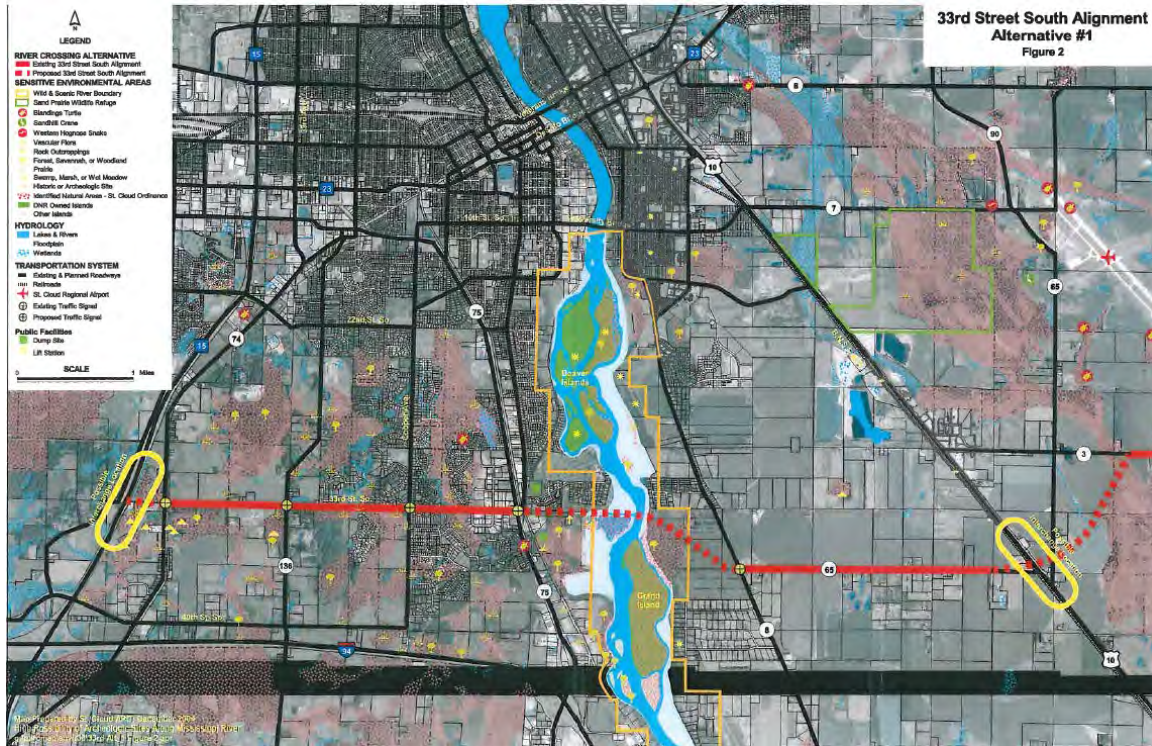
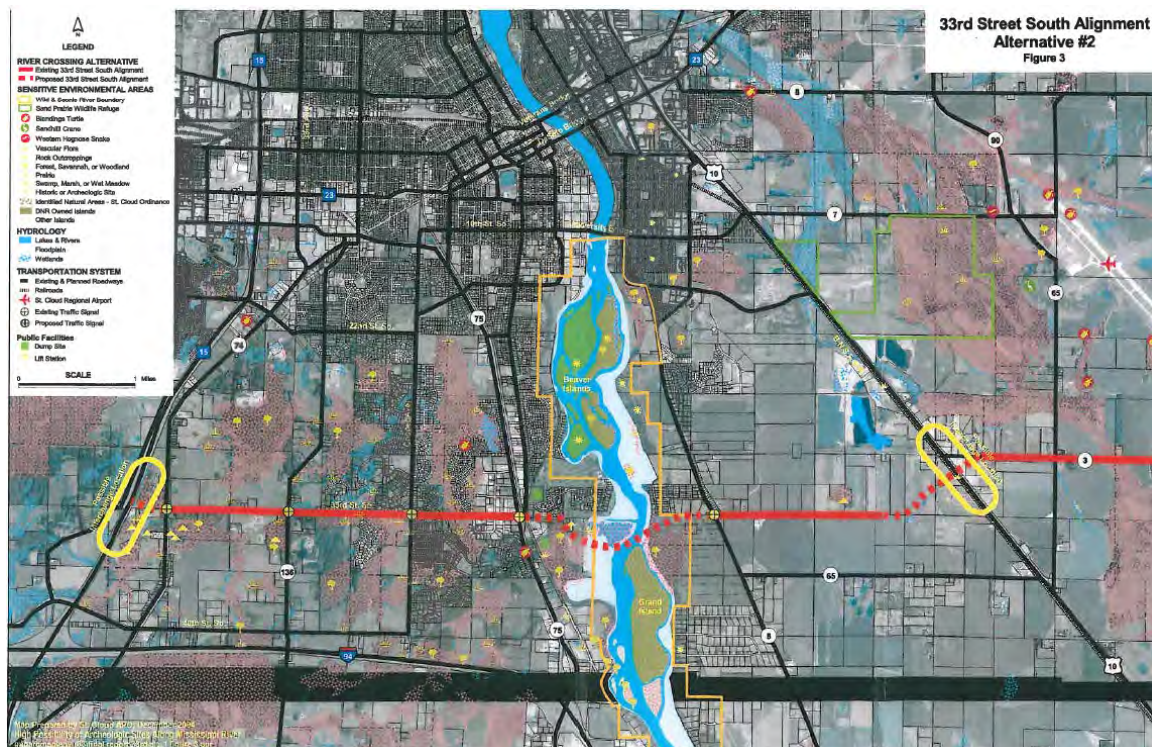


Figure 6 – 2005 EIS Scoping Document Alternative #2





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Figure 7 – 2005 EIS Scoping Document Alternative #3

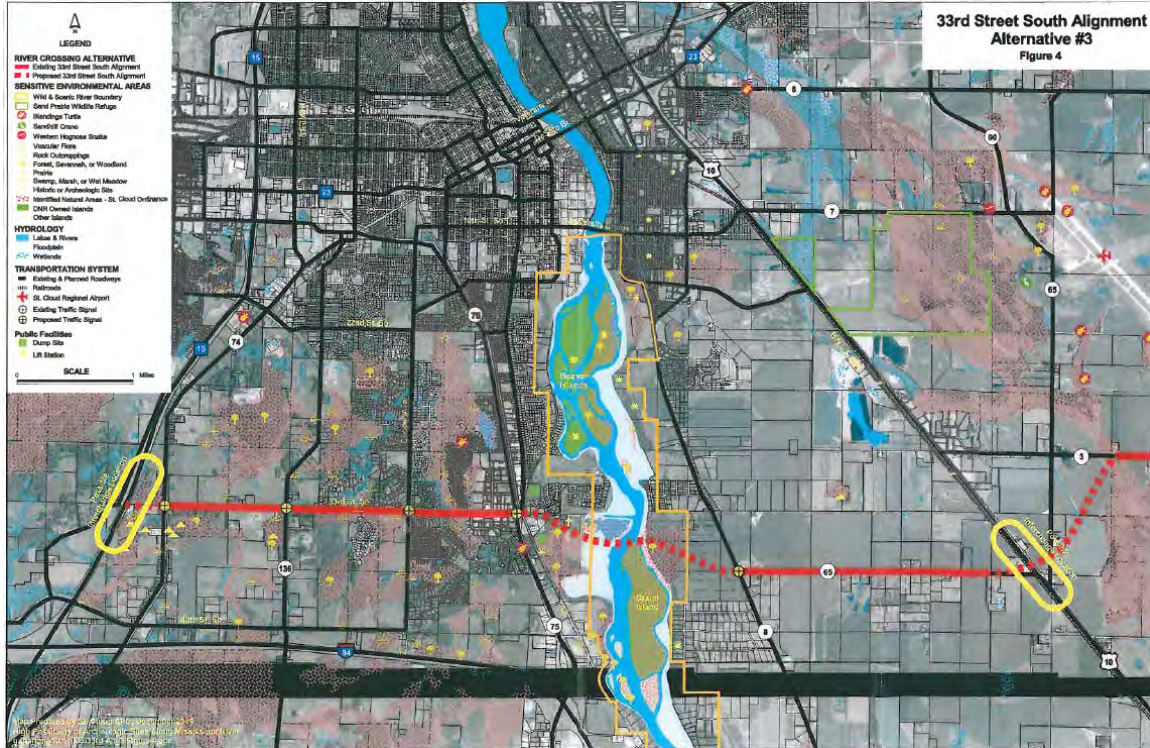


Figure 8 – 2005 EIS Scoping Document Alternative #4

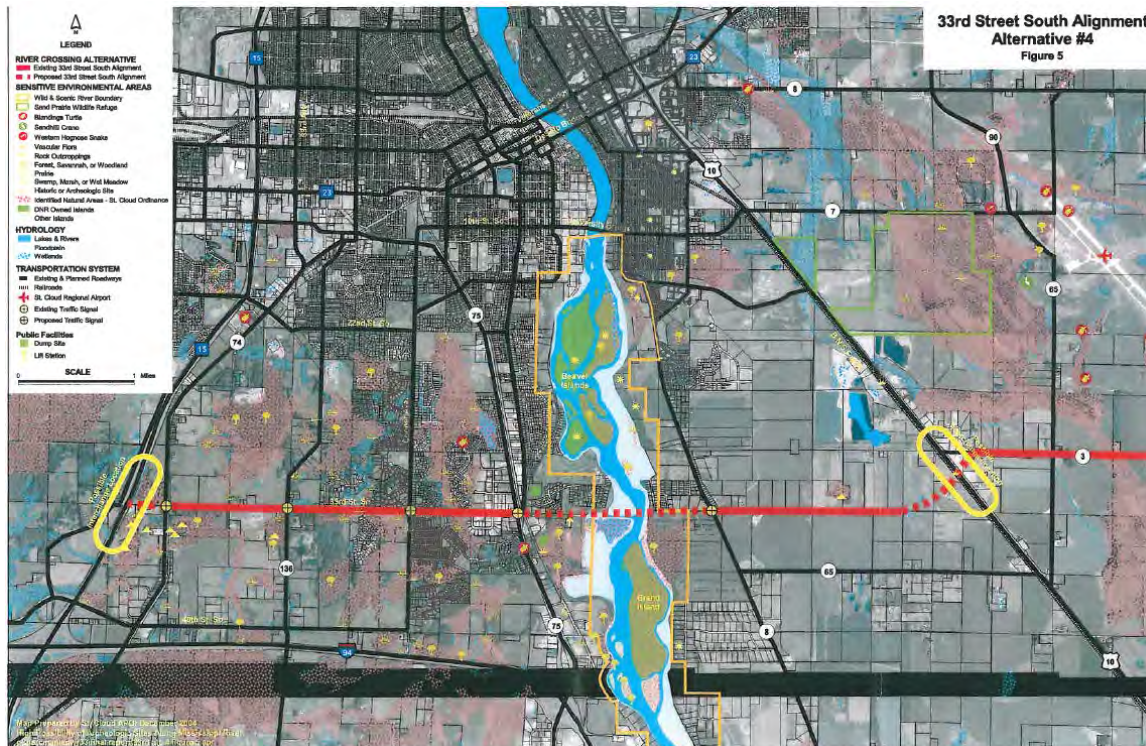
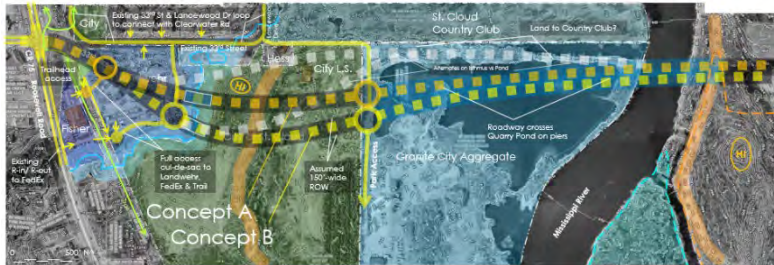




Figure 9 – Mississippi River Bridge Planning Study Preliminary Alignments, 2022

West Side Alignments



Haven Township Alignments





Alternatives

The alternatives analyzed in this report are illustrated in a series of attached maps, Figures 10-14. The first shows the entire corridor, the others in more detail, dividing the corridor into five segments: West Side, River Bridge, in Haven Township – West Segment, Middle Segment, and East Segment. The more detailed maps for the segments note various features in numbered notes on the maps.

Alternative A



Alternative A follows a northern route in the West Side segment from 33rd Street and Roosevelt Road on the north side of the Landwehr property, then on piers on the isthmus at the north edge of the quarry pond to its bridge crossing of the Mississippi River. This route stays close to existing 33rd Street S but does not encroach on it, allowing existing 33rd to function largely as it does now, serving several existing residential developments and Lancewood Drive. All alternatives assume existing 33rd Street on the west side of the river would remain in place to serve existing development. The spacing of existing driveways and streets in the area would not be compatible with the new 33rd Street roadway. By following a northern route, Alternative A passes across the north side of the Landwehr parcel but does not divide it into two separate parcels as the other alternatives do.

A key consideration for all alternatives is the location of the first intersection east of Roosevelt Road with the new roadway. Assuming a new roundabout intersection, the closest this could be is about 500 feet east of Roosevelt Road. The furthest it could be is about 1,050 feet east, close to Plum Creek. These are illustrated as Concepts A1 and A2 on Figures 15 and 16. The concepts are for illustration only and are not intended to represent refined, engineered designs.

This option crosses the northernmost section of River Bluffs Regional Park, a 6(f) property and 4(f) resource. Crossing at this location would likely provide less disruption to existing or planned park amenities and resources compared to options that travel further south within the park.

At the quarry pond, Alternative A would be built on the isthmus, a 50-60-foot wide stretch of land between the pond to the south and Plum Creek to the north. The isthmus is not wide enough to hold the full width of the approximately 90-foot-wide roadway, so the road would need to be supported on piers. This would be less costly and less invasive than crossing directly over the water or filling the pond or creek to make an embankment wide enough for the entire road. See discussion of quarry pond crossing options and costs below.



The length of the river bridge crossing for Alternative A is about 400 feet of river channel, the shortest crossing possible in this stretch of the river for several miles in either direction. Extending east into Haven Township, Alternative A would stay several hundred feet south of the existing residential neighborhood on 13th and 14th Avenues SE, and also avoids going through the widest part of the Haven Forest. Only a narrow part of the forest near the river would be impacted by the new roadway. The route would then cross County Road 8 at least 500 feet south of 37th Street SE, this dimension allowing reasonable traffic movements at both 37th Street and the intersection of County Road 8 with new 33rd Street. East of County Road 8, Alternative A would curve north of the Hurre property to join 37th Street, then extend more or less on the alignment of 37th Street to US 10. On the north side of the Hurre property there could be potential conflicts with existing property access, which would need to be taken into account in the final design. At US 10, Alternative A would have an interchange on the east side of the highway in order to keep all traffic movements on one side of the highway and the railroad tracks that parallel it. The 33rd Street roadway would then curve north to join 45th Avenue SE, as would all the alternatives.

Alternative B



Alternative B also follows a northern route on the west side of the river, but not as far north as Alternative A. From Roosevelt Road it would cross through the middle of the Landwehr property, dividing it into two developable parcels, then continue across the quarry pond on piers before crossing the river. This alternative also crosses the northern section of River Bluffs Regional Park, reducing segmentation of the park property. The river bridge crossing for Alternative B is also 400 feet of channel, the shortest possible in this part of the river.

Extending east into Haven Township, Alternative B would stay several hundred feet south of the existing residential neighborhood on 13th and 14th Avenues SE and would avoid going through the widest part of the Haven Forest. Approaching County Road 8 it veers slightly south to go around the south side of the Hurre property east of County Road 8. Once east of the Hurre property it curves north to join the alignment of 37th Street SE, like Alternative A, and continues east on the same alignment as Alternative A to an interchange with US 10.



Alternative C



Alternative C follows more or less the same route as Alternative B on the west side of the quarry pond, dividing the Landwehr property into two developable parcels, and crossing River Bluffs Regional Park, but continues southeast to go around the largest part of the quarry pond to the river. This route allows the road to stay on solid ground most of the way instead of going across water over the pond or be supported on piers on the isthmus on the north side of the pond. The bridge for Alternative C would angle north to touch down on the east side of the river at the north edge of the Haven Forest, avoiding going through the widest part of that forest. The tradeoff, however, is that Alternative C would cross the river at a point about 1,000 feet across, more than double the 400 feet for Alternatives A or B. This would involve much higher cost as well as a longer segment of disruption to the river environment. This route goes near the DNR Island Forest but would likely not actually touch it or the second smaller river channel on the east side of the island.

Extending east into Haven Township, Alternative C would also be close to existing residential neighborhoods to the north. It would cross through the middle of the large Imholte Brothers agricultural parcel, which many have suggested should be avoided if possible. This alternative continues east more or less midway between 37th Street SE and County Road 65. It would continue east to an interchange with US 10 similar to the earlier alternatives.

The West Side and River Bridge segments of either Alternative A or B could be connected to Alternative C in Haven Township and continue from County Road 8 east to US 10 on the C alignment.



Alternative D



Alternative D follows more or less the same route as Alternatives B and C on the west side of the river, dividing the Landwehr property into two developable parcels, but crosses River Bluffs Regional Park further south, dividing the northern section of the park. This alignment continues southeast to go around the south side of the smaller quarry pond and the larger quarry pond before crossing the river. This route allows the road to stay on more solid ground than Alternative C instead of going across part of the quarry pond or being supported on piers on the isthmus on the north side of the pond. The tradeoff is similar to the previous alternative – Alternative D would cross the river at a point about 600 feet wide, much wider than the 400 feet for Alternatives A or B, but less than the 1,000 feet for Alternative C. This would involve higher cost as well as a longer segment of disruption to the river environment. Alternative D would touch down on the east side of the river on the DNR Island Forest, cross a second smaller river channel on the east side of the island, then cross through about 1,600 feet of the Haven Forest before continuing east. All of these features involve significantly more environmental impacts than the other alternatives.

Extending east into Haven Township, Alternative D aligns with County Road 65/42nd Street SE. This alignment avoids cutting through the middle of the large farm parcels but would create conflicts and complications with numerous existing residential driveways on County Road 65, which may require a frontage road or other more complex design considerations. Alternative D continues east on the alignment of County Road 65 to an interchange with US 10 then curves north to join 45th Avenue SE as in the other alternatives.

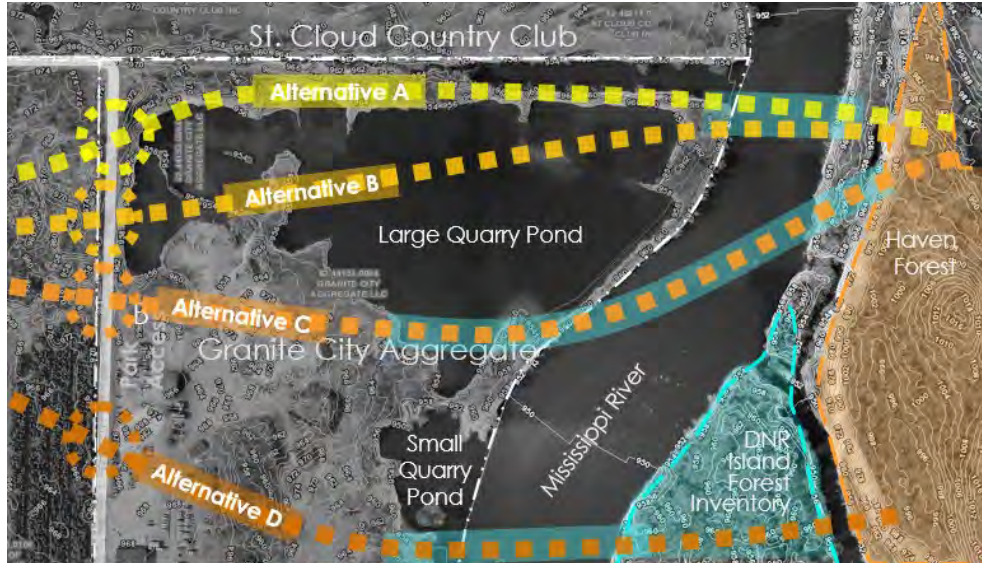
Alternatives D1 & D2

Alternatives D1 and D2 are sub-options that start at County Road 8 in Haven Township at the intersection suggested for Alternative C but then curve south to County Road 65 to join Alternative D in two possible options. There may be other options to consider if this route is chosen.

Alternatives D1 and D2 avoid some of the residential driveway conflicts on the west segment of County Road 65 but would encounter the same conflicts as Alternative D along the eastern segment of County Road 65. Alternatives D1 and D2 are illustrated as extensions of Alternative C which poses the problems of the longer river crossing, but these two sub-options could also be connected to the bridge crossing alignment of the more northerly routes, Alternatives A and B, if there are good reasons to consider it.



Quarry Pond Crossing Options



The four alternatives go around or through the quarry pond in different ways. Rough cost estimates were prepared for each option, shown above, summarized below and illustrated on Figure 17. The first three options would be for Alternative A, the others, in order, are for Alternatives B, C, and D.

A1. Road on Isthmus + Embankment in Plum Creek. One option is to fill in a portion of Plum Creek north of the isthmus to create an embankment wide enough for the road, shown in Section 1 on Figure 17. For the 2,200 feet of roadway on the isthmus, we estimate the cost to be roughly \$6.5 million. This option is not recommended as part of the Alternative A alignment considered in this report due to its impacts on the creek.

A2. Road on Isthmus + Embankment in Quarry Pond. A similar option would be to fill in a portion of the quarry pond south of the isthmus to create an embankment wide enough for the road, illustrated on Figure 17. For the 2,200 feet of roadway on the isthmus, we estimate the cost to be roughly \$7 million, higher than the first option above because the quarry pond is much deeper than Plum Creek and a larger, wider embankment would be needed. This option is not recommended as part of the Alternative A alignment considered in this report due to its cost and impacts on the quarry pond.

A3. Road on Isthmus on Piers. A third option would be to build the road on top of the isthmus, as suggested in Alternative A, built up on piers, since the isthmus is not wide enough for the proposed four-lane road. For the 2,200 feet of roadway on the isthmus, we estimate the cost to be roughly \$6 million. This would be the preferred approach for Alignment A.

B. Road over Quarry Pond on Piers. A fourth option would be to build the road over the water across the quarry pond, as in Alternative B, on piers. For the 2,200 feet of roadway across the pond, we estimate the cost to be roughly \$6.5 million, the same or lower than either of the embankment options above, but only about half a million dollars more than the road on piers on the isthmus for Alternative A.

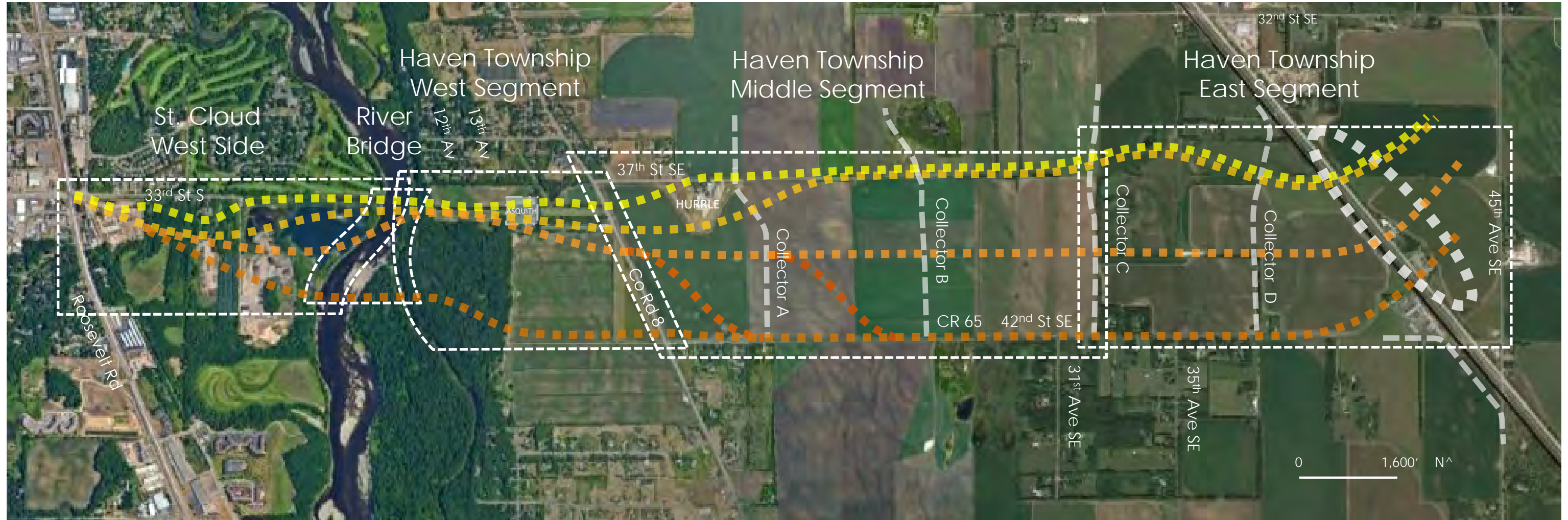


C. Road Around Most of the Quarry Pond. A fifth option would be to build the road mostly on presumably solid ground around the south side of the large part of the large quarry pond as in Alternative C, but crossing north of the smaller quarry pond. For the 1,000 feet of roadway on solid ground plus the 700 feet of pond crossing before the river crossing, we estimate the cost to be roughly \$2.5 million. While this cost is much lower than the above options, it lines up the road to cross at the widest point of the alternatives, and near to the DNR Forest Island. The added cost of the bridge itself would likely be many times more than the cost savings achieved by avoiding going through the quarry pond.

D. Road Around South Side of Quarry Pond. A sixth option would be to build the road on presumably solid ground around the south side of both the larger and smaller quarry ponds, as in Alternative D. For the 1,500 feet of roadway around the pond to the river, we estimate the cost to be roughly \$1 million. While this cost is much lower than the above earlier options it lines up the road to cross at a wider part of the river, a second smaller river channel, part of the DNR Forest Island, and through a large swath of the Haven Forest on the east side of the river, all with significant environmental impacts. The added cost of the bridge itself would likely be many times more than the cost savings achieved by avoiding going through the quarry pond.

These cost considerations show that building the road on the isthmus or across the quarry pond would cost about \$5-6 million more than going around the south side of the pond as in Alternative D, and \$3-4 million more than going across only part of the pond as in Alternative C. But the added cost of the bridge crossings for Alternatives C and D would be many times that cost. Plus, the environmental impacts to the river corridor from a longer bridge and to the DNR Island Forest and the Haven Forest would be considerable. For these reasons we believe Alternatives A or B are better choices overall than Alternatives C or D.

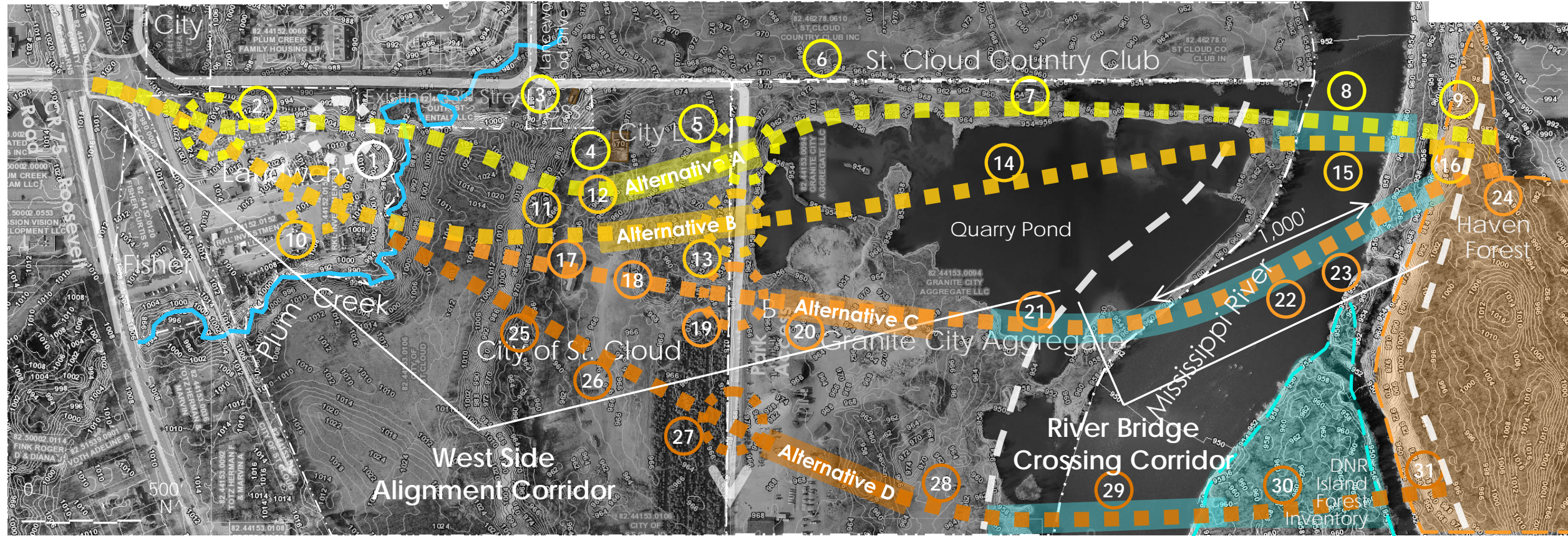
Figure 10
Alignment Corridor Segments & Alternatives





- Alternative A
- Alternative B
- Alternative C
- Alternative D
- D1
- D2
- Interchange with US 10

Mississippi
 River Bridge
 Planning
 Study

Figure 11
St. Cloud West Side & River Bridge Alternatives
 Roosevelt Rd to Mississippi River, Mississippi River Bridge Crossing



- All Alternatives:**
- Start at Roosevelt Rd
 - Cross Landwehr parcel with intersection access to Landwehr, Fisher, and trailhead at E edge of Landwehr parcel
 - Cross Plum Creek at E edge of Landwehr parcel
 - Provide intersection access to Park, Granite City Aggregate parcel
-  Intersection (generalized)
 River bridge

Alternative A

- 1) Alternate intersection on Landwehr – all alternatives
- 2) Intersection on Landwehr before creek
- 3) Avoids Hess property
- 4) Close to City lift station
- 5) Access intersection to Park & Granite City close to existing 33rd St, difficult access
- 6) Close to Country Club
- 7) Crosses quarry pond on isthmus on piers
- 8) Crosses river at narrow point, 400 ft
- 9) Crosses narrow part of Haven Forest

Alternative B

- 10) Intersection on Landwehr before creek
- 11) Avoids Hess property
- 12) Avoids City lift station
- 13) Access intersection to park & Granite City stays >500 ft away from existing 33rd St
- 14) Crosses quarry pond on piers, over water
- 15) Crosses river at narrow point, 400 ft
- 16) Crosses narrow part of Haven Forest

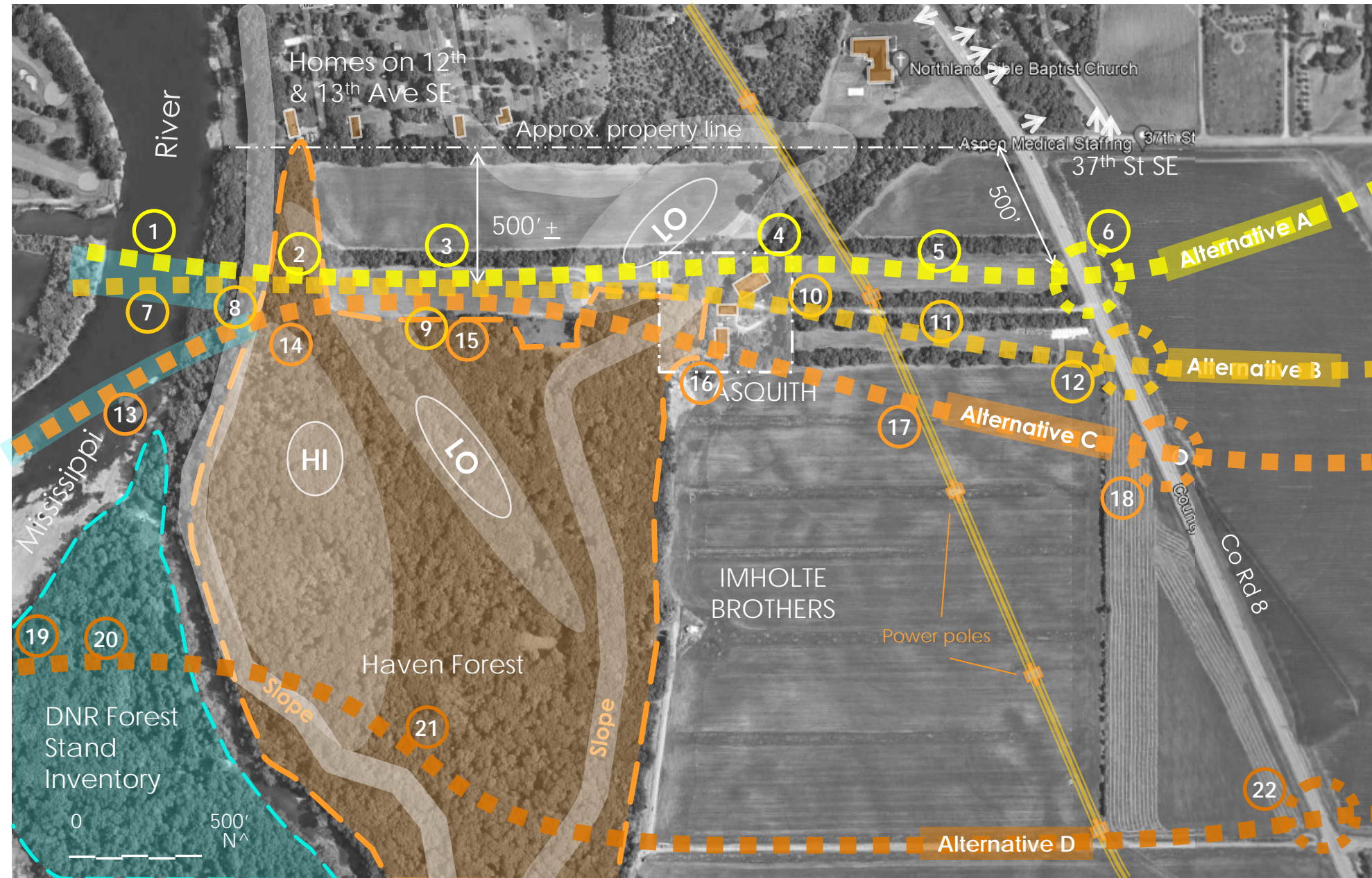
Alternative C

- 17) Avoids Hess property
- 18) Avoids City lift station
- 19) Access OK to park & Granite City
- 20) Stays mostly on solid ground – avoids quarry pond by going around S side
- 21) Crosses small part of S side of pond
- 22) Crosses river at wide point, 1,000 ft
- 23) Avoids DNR Island
- 24) Crosses narrow part of Haven Forest

Alternative D

- 25) Avoids Hess property
- 26) Avoids City lift station
- 27) Access OK to park & Granite City
- 28) Stays on solid ground, avoids quarry pond by going around S side
- 29) Crosses river at wider point, 600 ft
- 30) Crosses DNR Island & 2nd channel
- 31) Crosses wide part of Haven Forest

Figure 12
Haven Township West Segment Alternatives
 Mississippi River to Co Rd 8



Alternative A

- 1) Crosses river at narrow point, 400 ft
- 2) Crosses narrow part of Haven Forest
- 3) Close to homes to N
- 4) May impact Asquith property
- 5) Avoids cutting through larger parcels
- 6) Intersection with Co Rd 8 >500 ft S of 37th St

Alternative B

- 7) Crosses river at narrow point, 400 ft
- 8) Crosses narrow part of Haven Forest
- 9) Close to homes to N
- 10) May impact Asquith property
- 11) Avoids cutting through larger parcels
- 12) Intersection with Co Rd 8 >500 ft S of 37th St

Alternative C

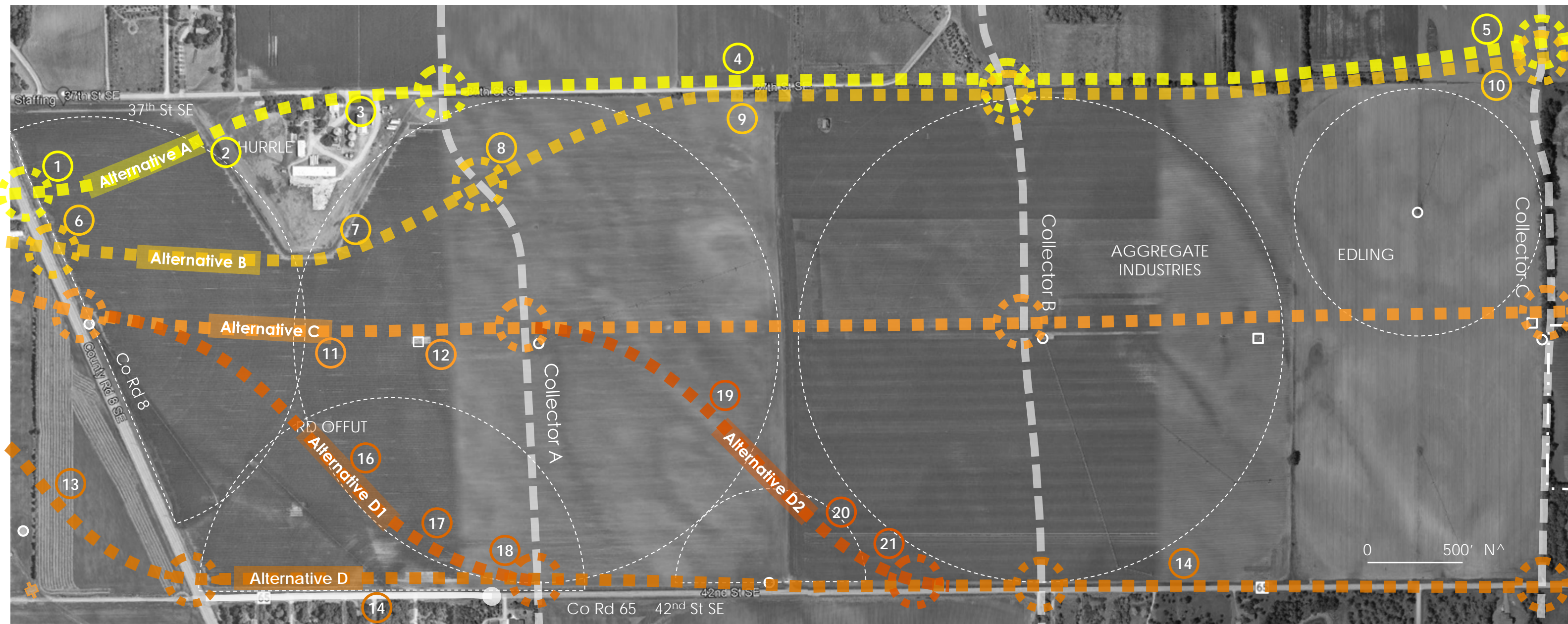
- 13) Crosses river at wide point, 1,000 ft
- 14) Crosses narrow part of Haven Forest
- 15) Close to homes to N
- 16) May impact Asquith property
- 17) Cuts through middle of larger parcels
- 18) Intersection OK with Co Rd 8 1/4 mi S of 37th St

Alternative D

- 19) Crosses river at wider point, 600 ft
- 20) Crosses DNR Island
- 21) Crosses wide part of Haven Forest
- 22) Intersection with Co Rd 8 & Co Rd 65



Figure 13
Haven Township Middle Segment Alternatives
Co Rd 8 to Collector C



Alternative A

- 1) Intersection with Co Rd 8 >500 ft S of 37th St
- 2) Curves N to 37th St, avoids cutting larger parcels
- 3) Conflicts with access driveways on 37th St
- 4) Follows 37th St E to US 10
- 5) Curve around wetland

Alternative B

- 6) Intersection with Co Rd 8 >500 ft S of 37th St
- 7) Avoids Hurre property
- 8) Collector A intersection >500 ft S of 37th St or close to 37th
- 9) Follows 37th St, avoids cutting larger parcels
- 10) Curve around wetland

Alternative C

- 11) Cuts through middle of larger parcels
- 12) Avoids driveways on both 37th St & Co Rd 65

Alternative D

- 13) Cuts through larger parcel
- 14) Conflicts with access driveways on Co Rd 65
- 15) Can follow Co Rd 65 but new roadway would need to be rebuilt

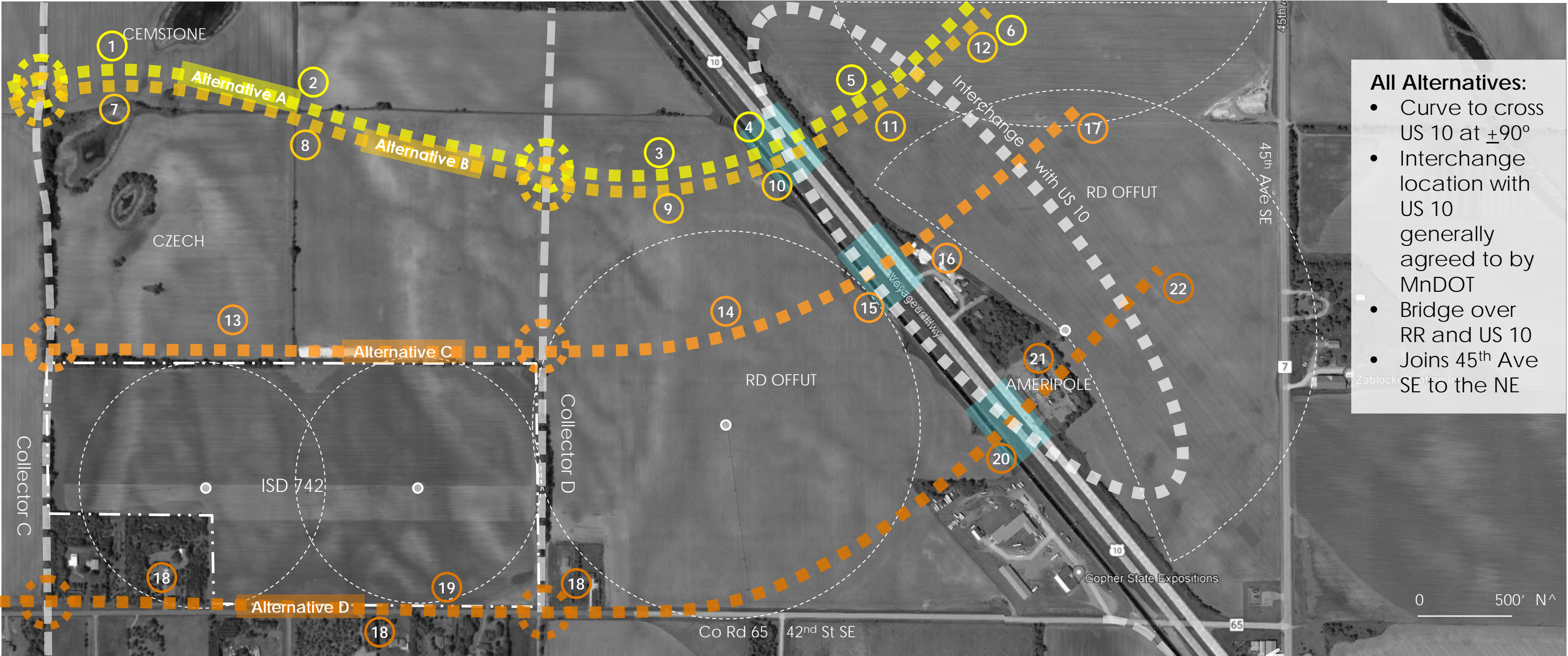
Alternative D1

- 16) Cuts through larger parcels
- 17) Avoids driveway conflicts on W end of Co Rd 42
- 18) Joins Alternative D Alignment

Alternative D2

- 19) Cuts through larger parcels
- 20) Avoids conflicts with Co Rd 42 access driveways on W end
- 21) Joins Alternative D Alignment

Figure 14
Haven Township East Segment Alternatives
 Collector C to US 10



All Alternatives:

- Curve to cross US 10 at $\pm 90^\circ$
- Interchange location with US 10 generally agreed to by MnDOT
- Bridge over RR and US 10
- Joins 45th Ave SE to the NE

Alternative A

- 1) Curve to avoid wetlands
- 2) Generally follows 37th St, avoids cutting through larger parcels
- 3) Curve to cross US 10 at 90°
- 4) Bridge over RR & US 10
- 5) Crosses larger parcels but no direct impact to structures
- 6) Connects with 45th Ave SE to NE

Alternative B

- 7) Curve to avoid wetlands
- 8) Generally follows 37th St, avoids cutting through larger parcels
- 9) Curve to cross US 10 at 90°
- 10) Bridge over RR & US 10
- 11) Crosses larger parcels but no direct impact to structures
- 12) Connects with 45th Ave SE to NE (Follows Alternative A Alignment)

Alternative C

- 13) Cuts through middle of larger parcels
- 14) Curves to cross US 10 at 90°
- 15) Bridge over RR & US 10
- 16) May impact RD Offut parcel
- 17) Connects with 45th Ave SE to NE

Alternative D

- 18) Conflicts with driveway accesses on Co Rd 65
- 19) Can follow Co Rd 65 but new roadway would need to be rebuilt
- 20) Bridge over RR & US 10
- 21) May impact Ameripole parcel
- 22) Connects with 45th Ave SE to NE

Figure 15
 Concept A1
 November 2023

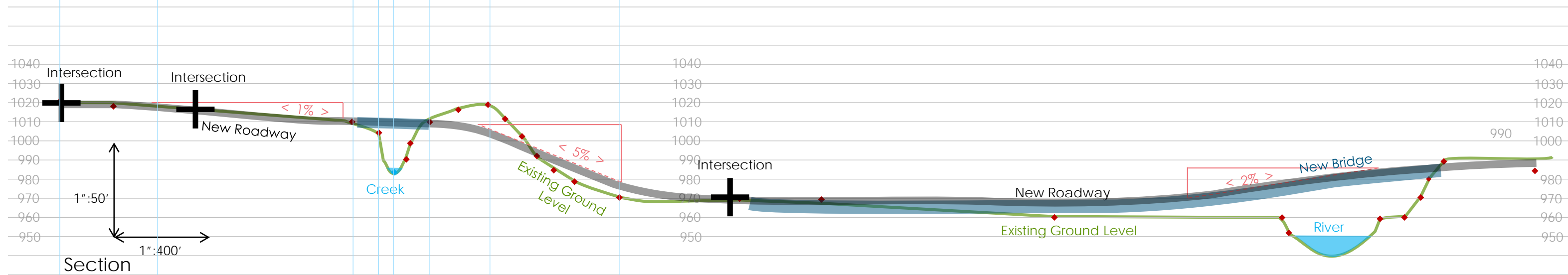
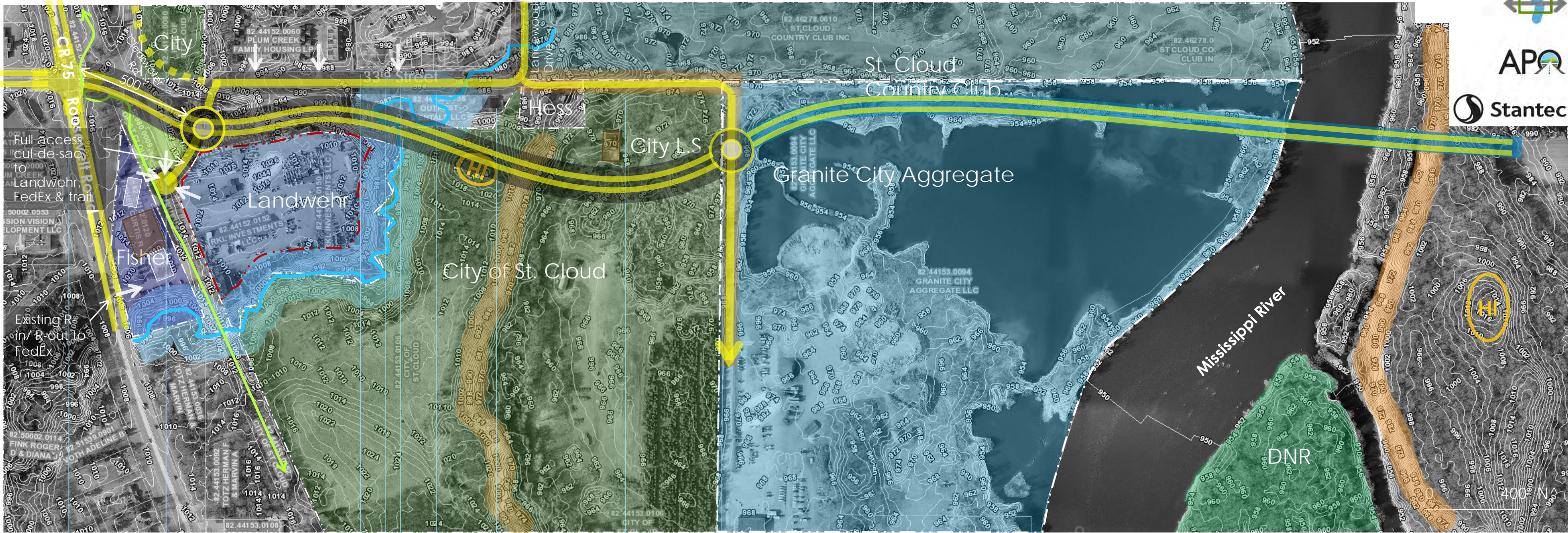


Figure 16
 Concept A2
 November 2023

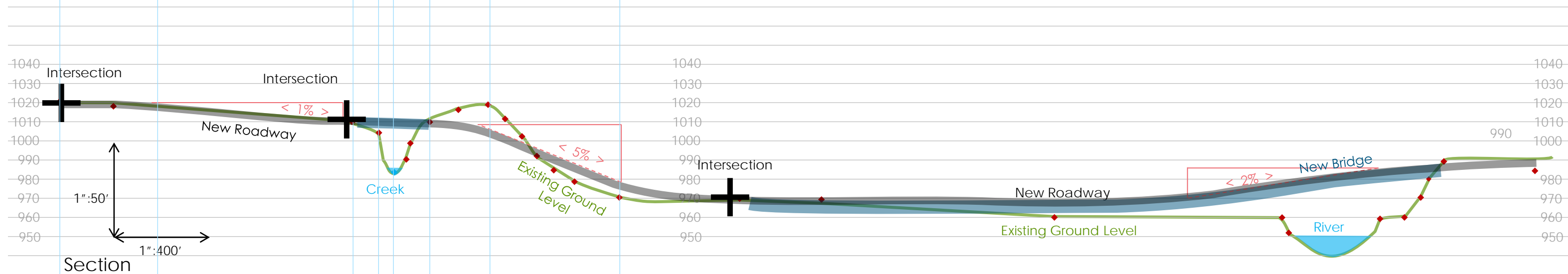
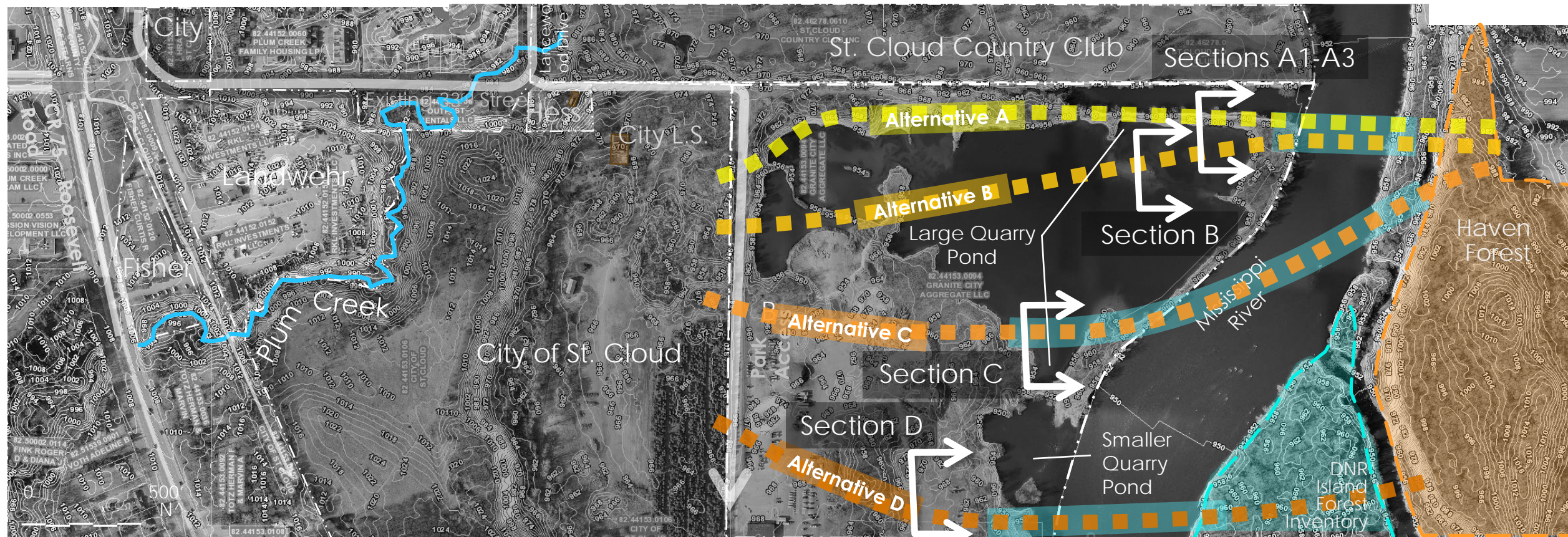
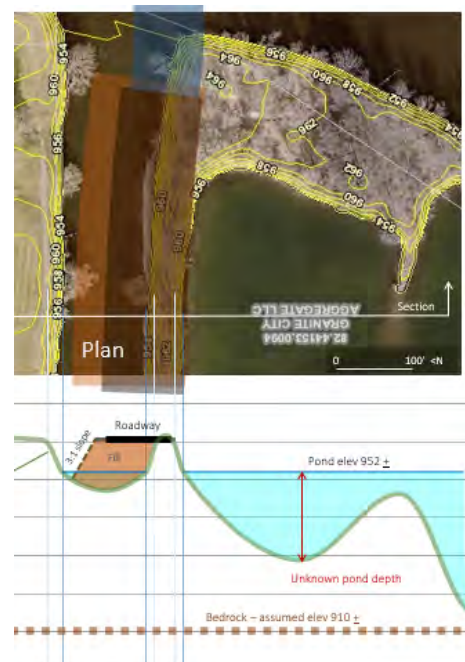


Figure 17
Quarry Pond Crossing Options

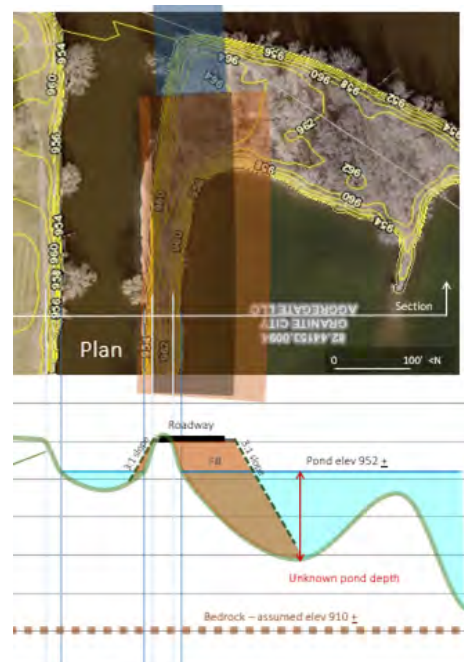


Road on Isthmus + Embankment in Plum Creek



Section A1 (not preferred)

Road on Isthmus + Embankment in Quarry Pond



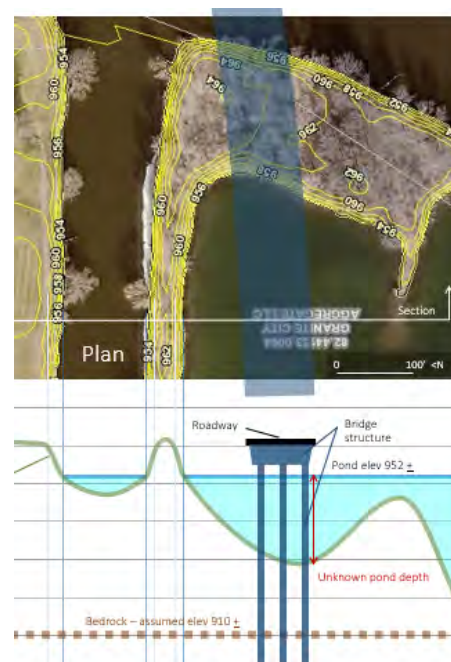
Section A2 (not preferred)

Road on Isthmus on Piers



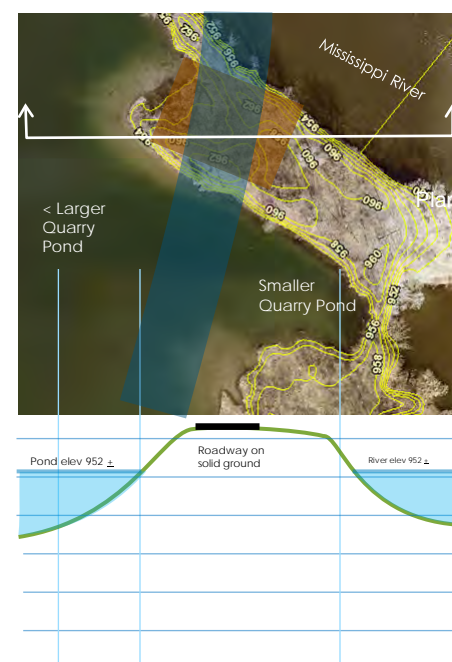
Section A3 (preferred)

Road Over Quarry Pond on Piers



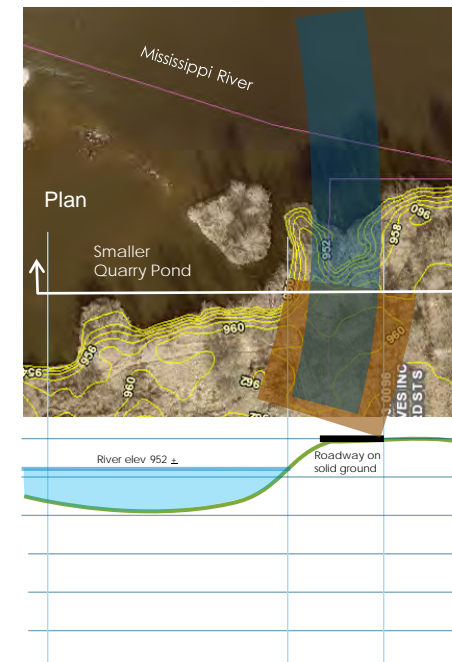
Section B

Road Around Most of the Quarry Pond



Section C

Road Around South Side of Quarry Pond



Section D



DEVELOPMENT PLANS

Landwehr Property

One of the properties most affected by the new roadway is the Landwehr property on the West Side in St. Cloud, located south of 33rd Street just east of Roosevelt Road. New 33rd Street would necessarily encroach on this property in order to continue east toward the river. There are several properties and two city streets that take access off the segment of existing 33rd Street on the north edge of the Landwehr property. Intersection spacing for the new roadway would not allow those existing accesses to remain onto new 33rd Street, especially Clearwater Road, so new 33rd Street needs to curve south from Roosevelt Road to keep part of existing 33rd Street in place. The new road would run through the Landwehr property, taking the direct access to Landwehr and to the Fisher parcel from 33rd Street and Clearwater Road. Potential development plans for the Landwehr parcel under the alternatives are shown on the next pages –keeping most of the property intact in one parcel on the south side of the new roadway under Alternative A, illustrated on Figures 18 and 19 as Concepts A1 and A2; or dividing the property into two more or less equal parcels under Alternatives B, C, and D, illustrated on Figures 20 and 21. All development concepts provide access at a full movement intersection east of Roosevelt Road between the new 33rd Street roadway and the Landwehr parcel and the Fisher parcel, now occupied by the FedEx business.

River Bluffs Regional Park

The River Bluffs Regional Park is on the west side of the Mississippi River in the Study Area and would be affected by any alignment of a new 33rd Street roadway. The City of St. Cloud prepared a master plan for the park in 2005, when it was then called Plum Creek Regional Park. The master plan anticipates the 33rd Street roadway and shows three potential alignments for it on the master plan map, attached as Figure 22. The master plan is conceptual and any future development of park facilities – picnic areas, ballfields, hiking and biking trails, natural areas, etc. – would need to be coordinated with the alignment and design of the roadway. The master plan includes the Hardrives property which has been assumed to be a future acquisition added to the regional park, but which is not yet owned by the City.

All alternatives assume that a bike and pedestrian trail system is built into the roadway and bridge project, providing access to the regional park, the existing Beaver Island Trail, other existing sidewalks and trails in St. Cloud, and across the river into Haven Township where future trail connections could be made. Details on the exact location and features of the sidewalk and trail system would come in future design phases.



Figure 18 – Fisher & Landwehr Parcels Concept A1



Fisher & Landwehr Parcels

Concept A1 Site Plan & Access

Preliminary Draft for Discussion Only 4-28-23

Mississippi River Bridge Planning Study



APR

Stantec

Figure 19 – Fisher & Landwehr Parcel Concept A2



Fisher & Landwehr Parcels

Concept A2 Site Plan & Access

Preliminary Draft for Discussion Only 4-28-23

Mississippi River Bridge Planning Study



APR

Stantec



Figure 20 – Fisher & Landwehr Parcels Concept – Intersection close to Roosevelt Road



Fisher & Landwehr Parcels

Concept Site Plans & Access Options

Alternatives B, C, and D (Intersection close to Roosevelt Road)

Draft for Discussion June 2023

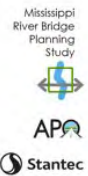


Figure 21 – Fisher & Landwehr Parcels Concept – Intersection near Plum Creek



Fisher & Landwehr Parcels

Concept Site Plans & Access Options

Alternatives B, C, and D (Intersection near Plum Creek)

Preliminary Draft for Discussion June 2023



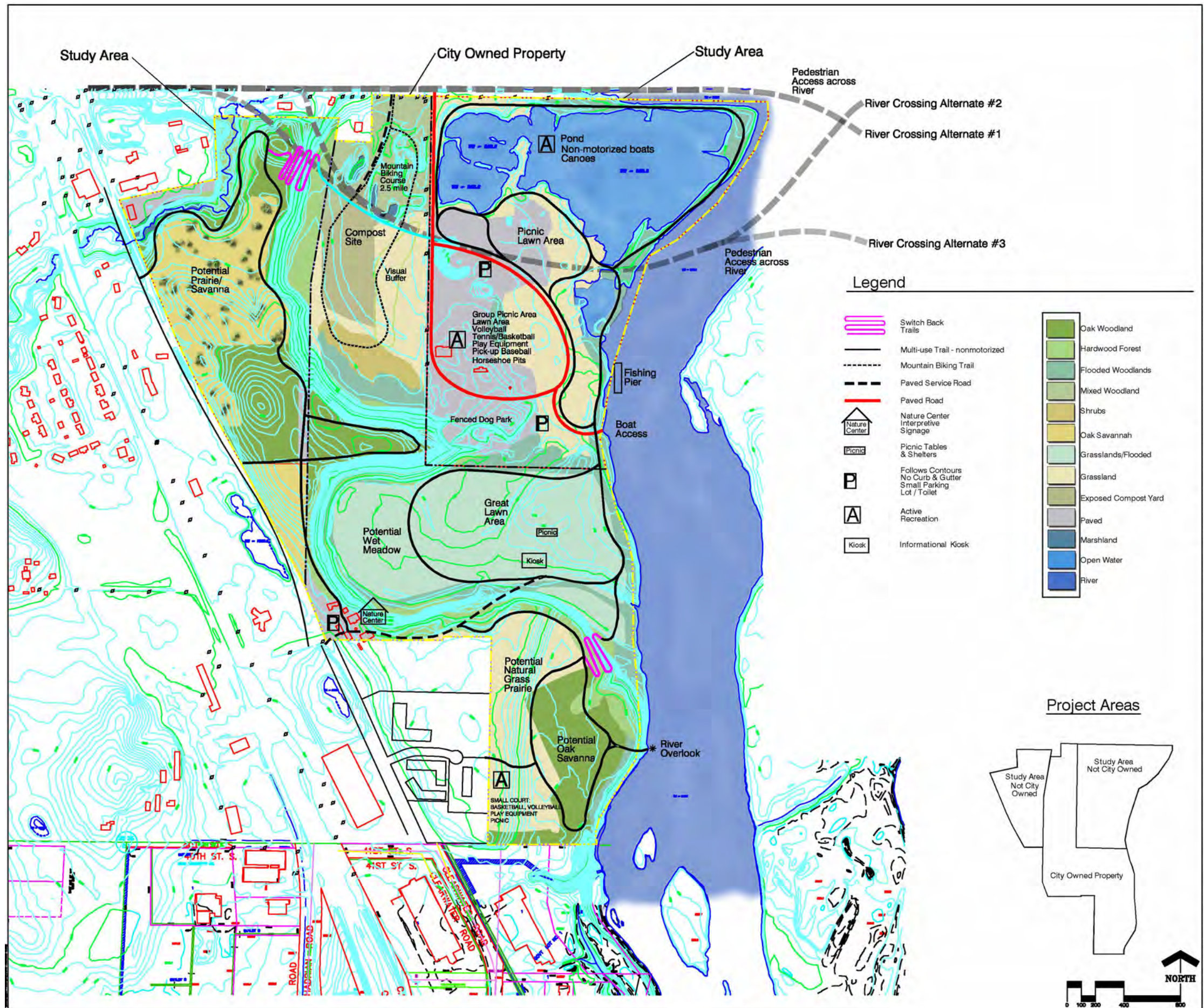


Figure 22
Plum Creek Regional Park
Master Plan
(now River Bluffs Regional Park)



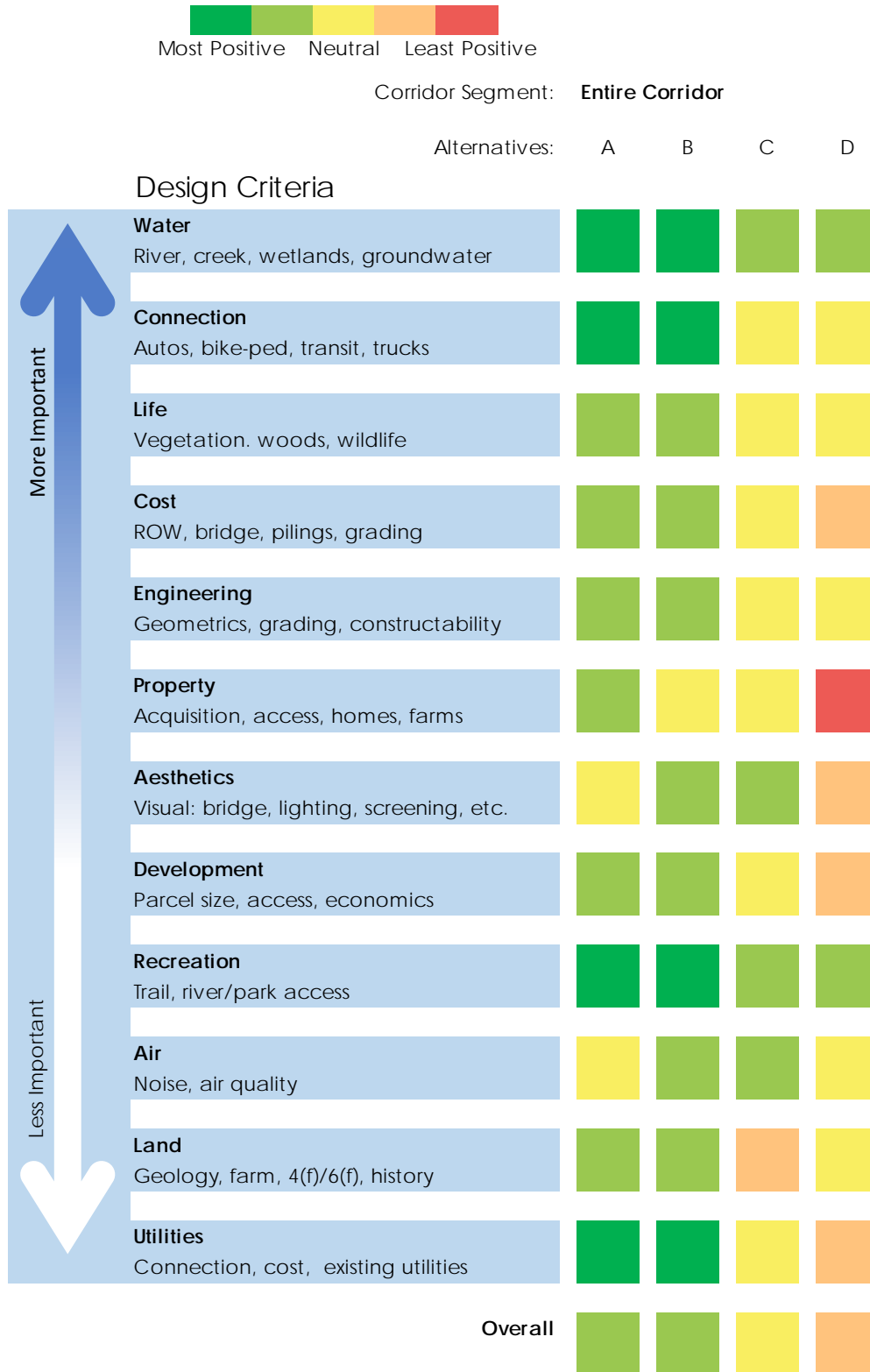
DESIGN CRITERIA MATRIX & RANKING

The twelve design criteria discussed above were used to rank the alternatives using a matrix of the criteria and a ranking from most positive to least positive using five colors on each of the five segments of the corridor. The ranking of each alternative as a whole is included in the graph on the next page, Figure 23, Corridor Alternatives & Design Criteria Matrix summary. The full matrix is attached to this report as Figure 28 and a map ranking the segments of the corridor Alternatives according to the matrix is attached as Figure 29.

Alternatives A and B ranked as the most positive overall, owing largely to less impact on the Mississippi River corridor due to taking the shortest bridge crossing distance, fewer impacts to the DNR Island and Haven Forest, and less impact to property access in Haven Township along County Road 65. Alternatives C and D would have significantly more impacts to the Mississippi River corridor due to the longer bridge span needed, larger impacts to River Bluffs Regional Park, and direct impacts to the DNR Island Forest and Haven Woods in Haven Township. For these reasons, the Recommended Alignment Corridor stays on a mostly northern alignment on the West Side in St. Cloud and in Haven Township. The recommended alignment is shown as a corridor generally 200 to 500 feet wide and not a detailed alignment. Detailed placement of the bridge and roadway would come with future engineering analysis and design.



Figure 23 Corridor Alternatives & Design Criteria Matrix Summary





COMPREHENSIVE PLAN GUIDANCE

Suggested guidance for comprehensive plans in the jurisdictions affected by the Mississippi River Bridge Planning Study:

City of St. Cloud

The *Comprehensive Plan City of St. Cloud* (March 2016) might update discussion of the 33rd Street bridge crossing and roadway in the following places:

- Chapter 7 Transportation & Mobility
 - Update discussion of the *33rd Street S Bridge* section to include the recommendations of this study
 - Update the *Transportation & Mobility* map to include the recommended alignment of the 33rd Street bridge crossing and roadway

Sherburne County & Haven Township

The *Sherburne County Comprehensive Plan 2010-2030* (September 2011) might include mention or illustration of the potential 33rd Street bridge crossing and roadway in the following places in the Plan:

- Chapter 5, Transportation – Roadway System Plan
 - Note location and status of bridge crossing and 33rd Street roadway
- Chapter 7, Parks & Recreation – Regional Trail System
 - Note location and status of bridge crossing and 33rd Street roadway, which will include a trail
- Chapter 9, Township Land Use Plans, Haven Township
 - Update the section on future land use and transportation plans to include the status of the 33rd Street bridge and roadway

The *Sherburne County Transportation Plan* (November 2019) might include mention or illustration of the potential 33rd Street bridge crossing and roadway in the following places in the Plan:

- Figure 5 Issues Map (NW Area)
 - Note potential future bridge crossing and roadway
- Page 16, Deficiencies in Mississippi River Crossings
 - Note potential future bridge crossing and roadway
- Figure 27 County Parks & Trails
 - Note potential future bridge crossing and roadway
- Page 65, Section 2.11, Ongoing Studies
- Figure 33 Potential Bridge and Freight Projects
- Figure 36 Future Functional Class
- Figure 40 Potential Regional trail corridors



GUIDANCE FOR REVIEWING DEVELOPMENT APPLICATIONS

This report offers recommendations at a planning level for a bridge and roadway project that is many years off, if it is built at all. Nevertheless, it is prudent to try to avoid development that would complicate or thwart the project. We offer the following guidance to the City of St. Cloud, Haven Township, and Sherburne County in reviewing development applications within the Study Area:

- 1) Include this study, when finished, on the City, Township, and County websites, or make it available in other ways, so that users are aware of the study and its recommendations.
- 2) Include a map of the recommended alignment on pertinent land use plans and transportation plans so that property owners and potential developers are aware of the project.
- 3) In reviewing plats within the vicinity of the recommended alignment of the bridge and roadway, City and County staff should encourage platting and development that will avoid direct conflict with the proposed roadway corridor, including appropriate spacing for property access and new roadways.
- 4) City and County planning and engineering staff should be familiar with the study and the recommended alignment and keep updated on the status of the project, in order to inform property owners, developers and other applicants of potential impacts.
- 5) Building projects on properties on or near the recommended corridor should be encouraged to locate new structures out of the way of the proposed roadway.
- 6) Aggregate mining permits in Haven Township along or near the recommended corridor should be reviewed carefully to avoid potential conflicts with the new roadway. Sherburne County and Haven Township should work closely with aggregate mining operators to coordinate the timing and extent of mining in the area.
- 7) Roadway projects and individual driveways access to properties on or near the recommended corridor should be encouraged to take into account the future roadway.



NEPA PROCESS & APPLICABLE PERMITS

Background

The National Environmental Protection Act (NEPA) and associated regulations outline a process to evaluate potential environmental impacts of projects involving federal funding. The regulations require documentation of decisions resulting from the process. The key elements of the process include determining the project's purpose and need and the range of alternatives to be considered; determining potential environmental impacts; coordinating with relevant agencies; involving the public; determining mitigation for unavoidable impacts; and documentation of the analysis and decisions through an environmental impact statement, an environmental assessment, or a categorical exclusion supported by the administrative record. Review under the NEPA process will follow this planning study at a later date. The Minnesota Environmental Protection Act (MEPA) regulations also apply.

The environmental review process will follow Federal Highway Administration (FHWA) and Minnesota Department of Transportation (MnDOT) guidance within a combined State and Federal process for environmental assessments, environmental assessment worksheets, and environmental impact statements (EA, EAW and EIS). According to MnDOT guidance “[e]nvironmental decisions in the EIS process are documented at the Federal level in a Record of Decision, and at the state level in an Adequacy Determination. These documents conclude the formal environmental review process under NEPA and MEPA.”

NEPA/Next Steps

Building on the Background Report and the responses from the agency and stakeholder letters, a Purpose and Need should be developed to explain to project stakeholders why the APO is proposing to construct the river crossing and extend 33rd Street and what the project objectives are. The Purpose and Need should reflect the setting and background of the communities within the study area and to help them realize their transportation goals by considering land use, transportation, environmental and infrastructure needs in a unified way. The Purpose and Need should represent the balanced consideration of roadway users and environmental protection and provide a foundation for developing the range of project alternatives. This will allow the APO to evaluate alternative courses of action and make decisions in the best overall public interest.

The Purpose and Need should include the following discussion:

- a. Description of project location, length, logical termini & independent utility (23 CFR 771.111(f)), and a definition of the project study area.
- b. Description of existing transportation facilities and services, including highway, transit, bus service, bicycles and pedestrian, ADA compliance, etc.
- c. Identification of specific transportation problems and deficiencies (improvements, highway, truck, RV, pedestrian, bicycle, travel times, and transit).
- d. System linkage information.
- e. Existing and future capacity traffic projections.
- f. Social, economic, and environmental justice issues related to purpose and need.
- g. Safety problems



h. Summarize previous and current transportation studies and regional, community, and local land use development and growth plans relevant to the project. Discuss projects consistency with these studies and plans.

A summary of the Purpose and Need should be distributed for review by Agencies and Local Government – with the goal of gaining consensus/agreement. The study document will express a common vision between APO, local government, and stakeholders for the future operational functionality and access management of the study area.

Having a solid Purpose and Need will support the project within NEPA and into the permitting phase. This project will involve permits and approvals that require the approving agency analyze the alternatives under consideration to determine the Least Environmentally Damaging Practicable Alternative (LEDPA) as part of the permitting process (i.e. – the USACE as required by the 404(b)(1) guidelines). To be selected as the LEDPA, a project alternative must result in the least impact to resources while being practicable after taking into consideration cost, existing technology, and logistics while also considering the overall project purpose. This is also considered as part of the Section 4(f) and Section 6(f) processes for impacts to publicly owned parklands.

As the NEPA phase begins, the class of action (COA) will need to be determined. The COA for a project defines the level of environmental review that will be required to make an environmental determination based on the project location, extent, and potential for impact on the human environment. As the Mississippi River crossing moves from planning into project development, the proposed project will be reviewed to determine which of the three basic “classes of action” is most appropriate for documentation of the project. The levels of documentation required for locally led, federally funded projects through the Federal Highway Administration (FHWA) include:

- Class I: Environmental Impact Statements (EISs)
- Class II: Categorical Exclusions (CEs)
- Class III: Environmental Assessments (EAs)

Class I actions include those known to have a significant effect on the environment. Examples for transportation projects are given under 23 CFR 771.115(a), including: 1) a new controlled access freeway, and 2) a highway project of four or more lanes on a new location.

Class II actions project types normally do not have a significant effect on the human environment. The remaining actions are categorized as Class III and require the preparation of an EA. EAs are prepared for projects in that are not categorized as Class I or II and which the significance of the environmental impact is not clearly established. An EA is designed to summarize the basic facts of a proposed project for public notification, permit applications, and provides a determination about whether the project requires an Environmental Impact Statement (EIS).

Based on the funding source and anticipated permitting requirements, the Mississippi River crossing and 33rd Street improvements will involve a federal permit/approval and will therefore be considered a federal action, most likely through the FHWA. However, if more than one federal agency is involved, the APO will need to work with the involved agencies to designate a lead federal agency responsible for carrying out the federal action and ensuring the project complies with the requirements of NEPA. Determination of the lead federal agency will be based on funding sources and permitting requirements.

In addition to the federal requirements under NEPA, the project review will need to meet the State requirements under MEPA. Similar to a federal EA for NEPA, Minnesota utilizes an Environmental



Assessment Worksheet (EAW) to process a Class III environmental review under MEPA. MnDOT and local government units undertaking a FHWA funded project typically use a combined EA/EAW format for federal actions that meets both the state and federal requirements in one document. Minnesota rules under the Environmental Quality Board (EQB) 4410.4400 provide thresholds for project to help determine the appropriate environmental document to satisfy State requirements. Thresholds can be met based on the proposed project elements, as in transportation:

EAW: Subp. 22. Highway projects. Relative to this project, items A and C designate the RGU for the type of project listed:

A. For construction of a road on a new location over one mile in length that will function as a collector roadway, the DOT or local governmental unit is the RGU.

C. For the addition of one or more new interchanges to a completed limited access highway, the DOT or local governmental unit is the RGU.

EIS: Subp. 16. Highway projects. For construction of a road on a new location which is four or more lanes in width and two or more miles in length, the DOT or local governmental unit is the RGU.

It is important to note that even if the project type itself does not trigger a certain COA, there are also impact thresholds for resources within the project area such as public waters, wetlands, and land conversion. If thresholds are met or exceeded for resources identified in state or federal rules, this can result in a different/elevated COA. Discussion with the lead federal agency is recommended at the start of the NEPA phase to determine the most appropriate COA.

The length of the project corridor (about four miles) exceeds the 1-mile designation under Subpart 22, so the project will at a minimum require a Class III environmental review (EAW) under MEPA. Depending on the proposed roadway section (i.e. – 2 lanes vs. 4 lanes), a Class I (EIS) could be required under 23 CFR 771.115(a).

Due to the location of the project within the Mississippi River corridor, the designation of this segment of the river as scenic, and the presence of related sensitive environmental properties, several constraints exist within and adjacent to the roadway study corridor. These constraints would likely categorize the project as a Class III Action even if the roadway thresholds were not met. A combined federal EA and State EAW will provide evidence and analysis to a level that is sufficient to determine whether to prepare an Environmental Impact Statement (EIS) or whether a Finding of No Significant Impact (FONSI) is applicable. If no significant impacts are identified, the process will end with a recommendation for a FONSI. Regardless of the NEPA class selected, the environmental review will still need to demonstrate compliance with all other environmental laws and regulations including National Environmental Policy Act (NEPA) compliance, and meeting Section 106 of the National Historic Preservation Act (NHPA), Section 7 of the Endangered Species Act, Section 4(f) of the Department of Transportation Act, Section 6(f) of the Land and Water Conservation Fund Act, and related requirements pertaining to transportation projects.

Ongoing consultation with local, state, and federal resource agencies will be a key part of the NEPA process. Several agencies have been contacted as part of the environmental screen that was completed for this study, however official study notifications should be sent at the start of the NEPA process to appropriate regulatory agency contacts and stakeholders to request input based upon their jurisdiction. The following table highlights key relevant agencies and activities based on the Mississippi River crossing and 33rd Street improvements.



Table 1 – NEPA Process Relevant Agencies & Management Activities

Relevant Management Agencies	Management Activities
Federal	
Federal Highway Administration (FHWA) (If Lead Federal Agency)	Environmental Assessment
	EIS Need Decision
	Section 4(f) determination
	Interchange Modification Justification Report (IMJR)
Minnesota State Historic Preservation Office (SHPO)	Historic and Archaeological - Section 106
United States Fish and Wildlife Service (USFWS)	Endangered Species Act – Section 7
United States Army Corps of Engineers (USACE)	Clean Water Act/Section 404 Permit/Channel Alterations
United States Environmental Protection Agency (EPA)	Water Quality
National Park Service (NPS) (In conjunction with MnDNR)	Section 6(f) Evaluation for impacts to River Bluffs Regional Park
Federal Emergency Management Agency (FEMA)	Floodplains
Federal Aviation Administration (FAA)	FAA’s online portal and FAA Form 7460-1 to determine any restrictions or requirements for design and construction.
State	
Minnesota Department of Natural Resources (MnDNR)	Dewatering permit
	Section 4(f) and Section 6(f) Evaluation for impacts to River Bluffs Regional Park and the Mississippi River State Water Trail
	Public Waters Work Permit
	Prohibited Invasive Species Permit (if needed)
	State Wild and Scenic River
	Navigational Clearances
Minnesota Pollution Control Agency (MPCA)	Clean Water Act/Section 401 Permit
Minnesota Environmental Quality Board (EQB)	Water Quality
Board of Soil and Water Resources (BWSR)	Wetlands
Local	
Sherburne County	Wild and Scenic, Floodplain Administration, Overlay District
Stearns County	Wild and Scenic, Floodplain Administration, Overlay District, 4(f) and 6(f) for River Bluffs Regional Park
Mississippi River - St. Cloud Watershed	Water Quality
Stearns County Soil and Water Conservation District	Water Quality
Sherburne County Soil and Water Conservation District	Water Quality
Tribal Communities	
Interested Tribal Communities	Section 106



RECOMMENDATIONS

The recommendations in this report represent a planning level of analysis and are not meant to be final or definitive. In addition to the environmental review that will be necessary, the alignment and design of the new bridge and roadway will balance engineering issues and cost considerations, and other factors which may influence the location and character of the roadway, and which may also shift its location.

The alignments show intersections with assumed future north-south collector streets in Haven Township between County Road 8 and US 10 at roughly half-mile intervals. These are for illustration only and future planning would determine the location of these and other intersections with the new 33rd Street.

The analysis in this report of the four Alignment Corridor Alternatives shows that Alternatives A and B would likely have less impacts overall than Alternatives C and D even though A and B have somewhat greater impacts and costs on the West Side as they cross the quarry pond. This would be offset by significantly less cost and less impact to the Mississippi River corridor itself due to the shorter bridge crossing.

The recommended alignment follows Alternative A on the West Side for the first third of a mile east of Roosevelt Road, leaving the Landwehr property with one larger development parcel rather than dividing it into two smaller ones. The route then follows Alternative B, crossing the quarry pond to the river. This route is preferred over Alignment A because it stays farther away from the St. Cloud Country Club – Alternative A crosses the quarry pond on the isthmus close to the Country Club. East of the river in Haven Township, the recommended alignment follows Alternative B curving south of the Hurtle property, resulting in fewer problems with property access on 37th Street SE than Alternative A. The recommended alignment continues east from the middle of Haven Township on Alternative B to an interchange with US 10, the same as Alternative A in this segment.

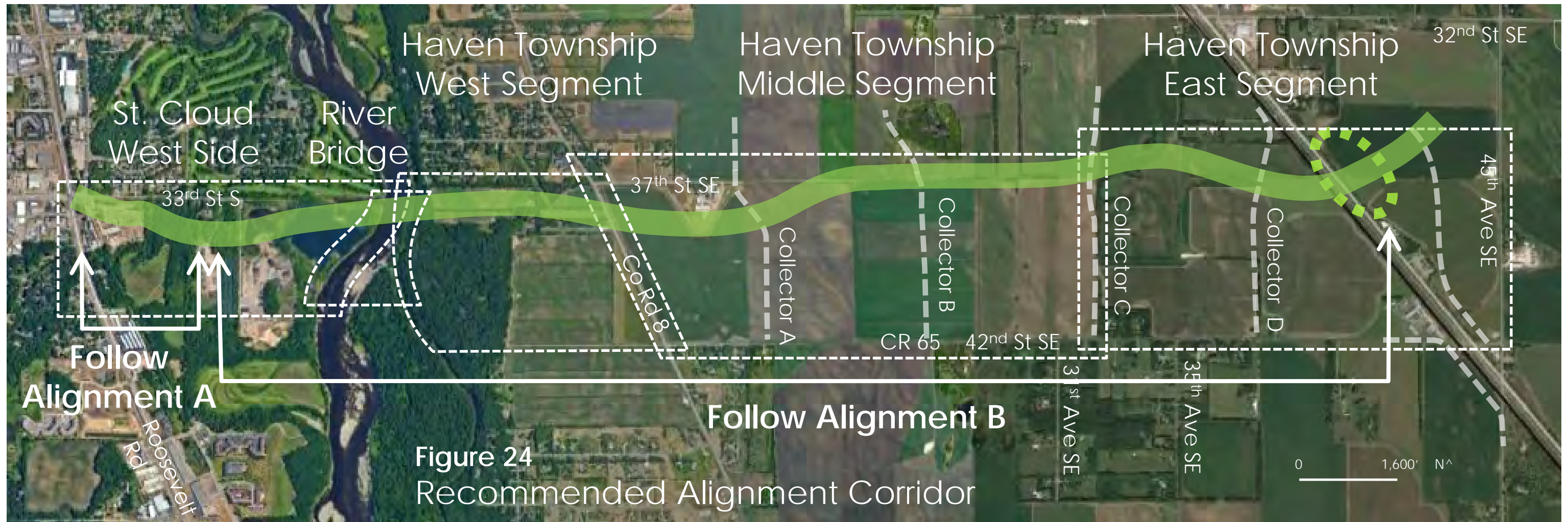




November 2023

Alternatives A, B, and C would have less impact to the Haven Forest than Alternative D. Alternatives C and D would stay farther way from existing residential uses and the St. Cloud Country Club on the West Side but would require longer bridge crossings and greater impact to the Mississippi River environment. Alternative D would stay farther away from existing residential uses in Haven Township but would directly impact the DNR Island Forest and large areas of the Haven Forest. For these reasons Alternatives C and D are not recommended. Balancing these impacts and others will be the goal of the environmental review process and more detailed design consideration.

This recommended corridor is illustrated on Figures 24 to 28 attached as a swath generally 250 to 500 feet wide. The intent is to show the general location that appears to have the least impact. This recommendation is not precise and It is expected that the alignment may be modified in the process of preliminary and final design.





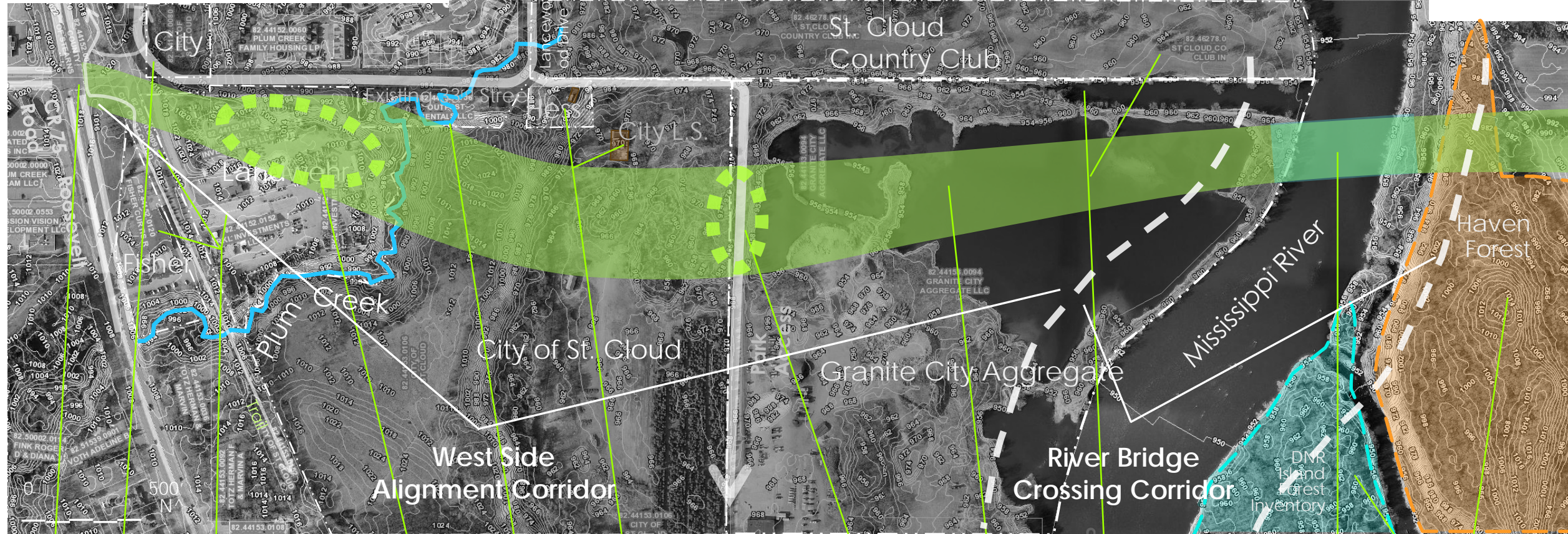
-  Recommended road & bridge corridor
-  Interchange with US 10



Figure 25

St. Cloud West Side & River Bridge Recommended Alignment Corridor Roosevelt Rd to Mississippi River, Mississippi River Bridge Crossing

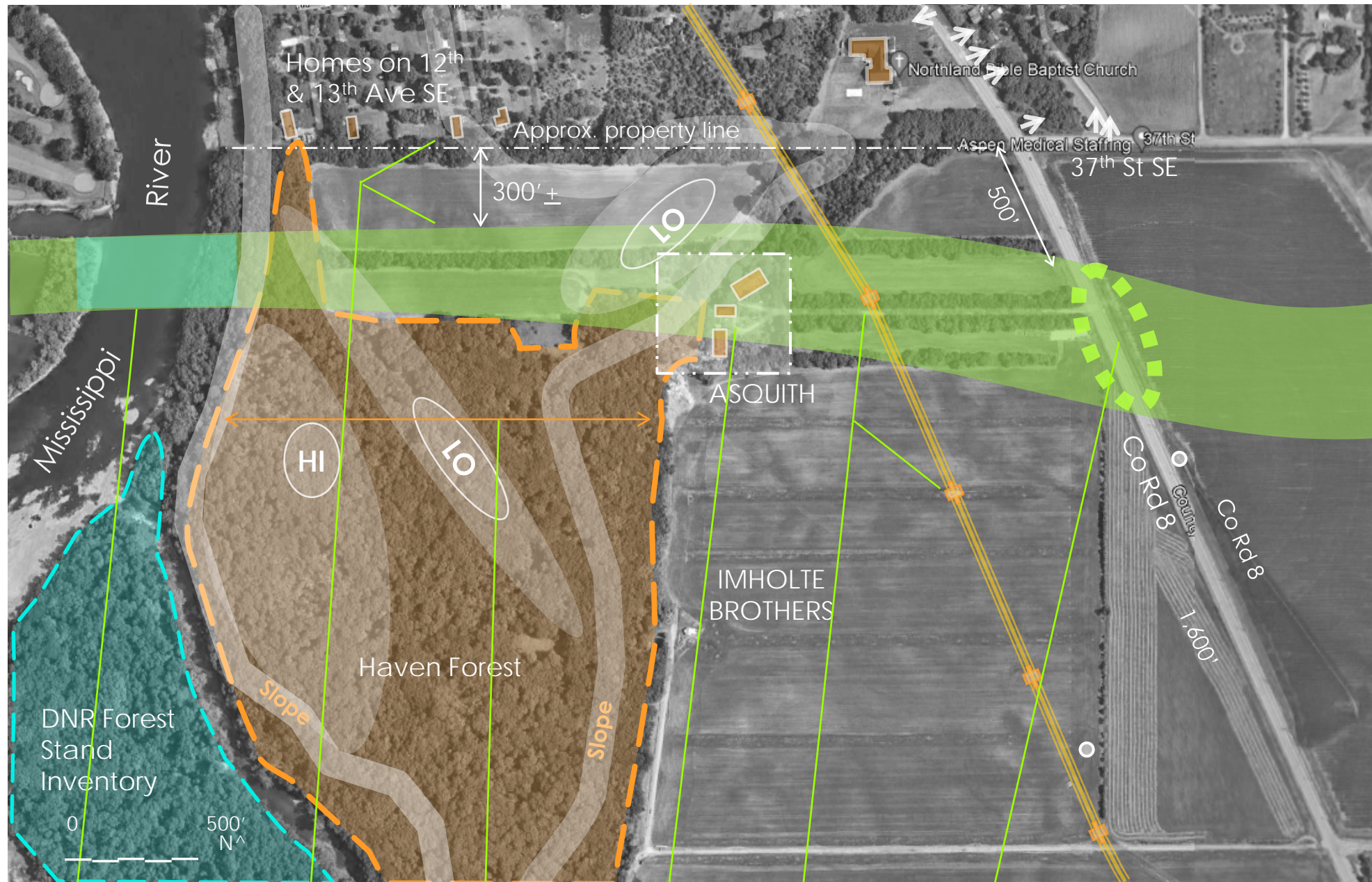


- Recommended road & bridge corridor
- Intersection (generalized)
- River bridge

- Avoid existing 33rd St (loop or cul-de-sacs)
- Intersection provides access to Landwehr, Fisher, & Trailhead
- Avoid Hess property & City lift station
- Avoid N end of Plum Creek
- Avoid encroaching into Plum Creek or onto Country Club
- Cross pond on piers
- Avoid DNR Island Forest, Haven Forest
- Cross river at narrow point
- Intersection min. 500' from Roosevelt Rd, max. at creek
- Intersection access N to existing 33rd St, S to Park

Figure 26

Haven Township West Segment Recommended Alignment Corridor Mississippi River to Co Rd 8



- Recommended road & bridge corridor
- Intersection
- River bridge
- Overhead power line & towers

Keep as far as possible from homes, buffer

Avoid wide part of Haven Forest

Avoid impacts to Asquith parcel if possible

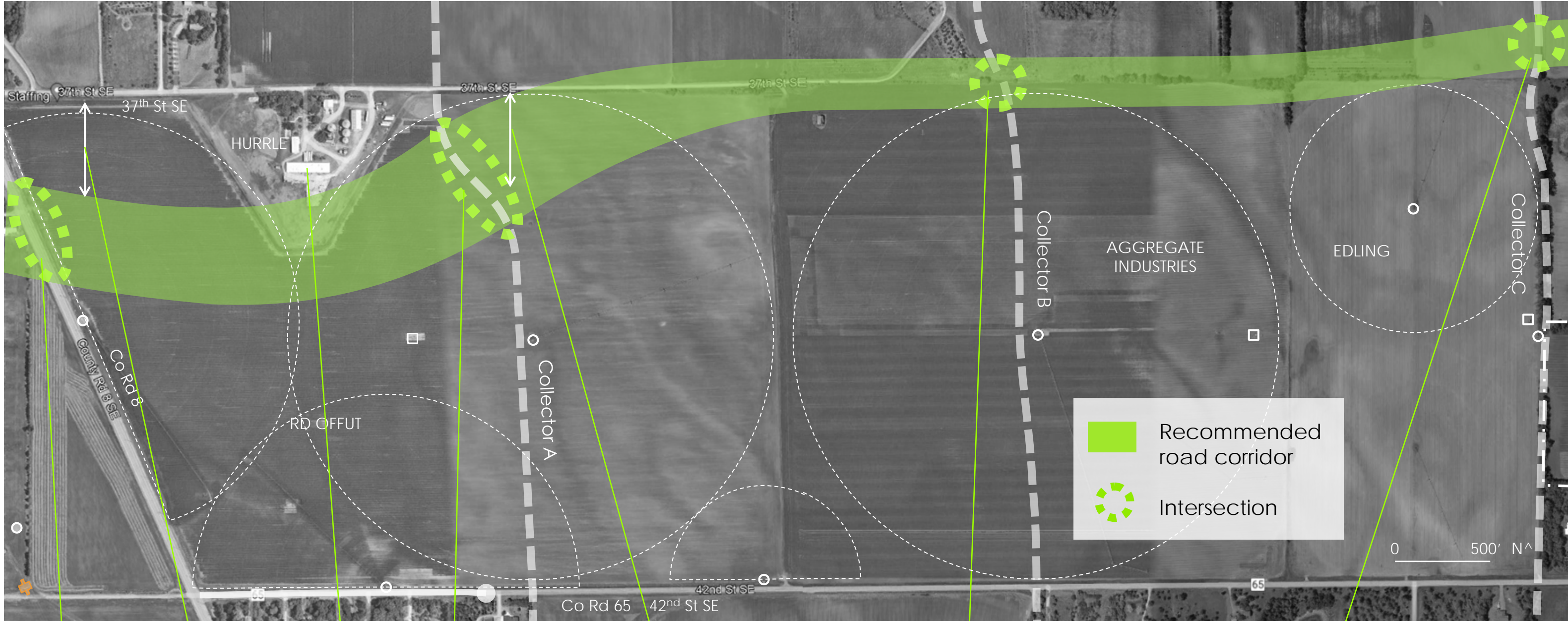
Intersection with Co Rd 8 min. 500' S of 37th St SE

Cross river at narrow point

Avoid power line towers

Figure 27

Haven Township Middle Segment Recommended Alignment Corridor Co Rd 8 to Collector C



Keep reasonable min. lot depth for development

Intersection with future collector street

Keep reasonable min. lot depth for development, or keep close to 37th St SE

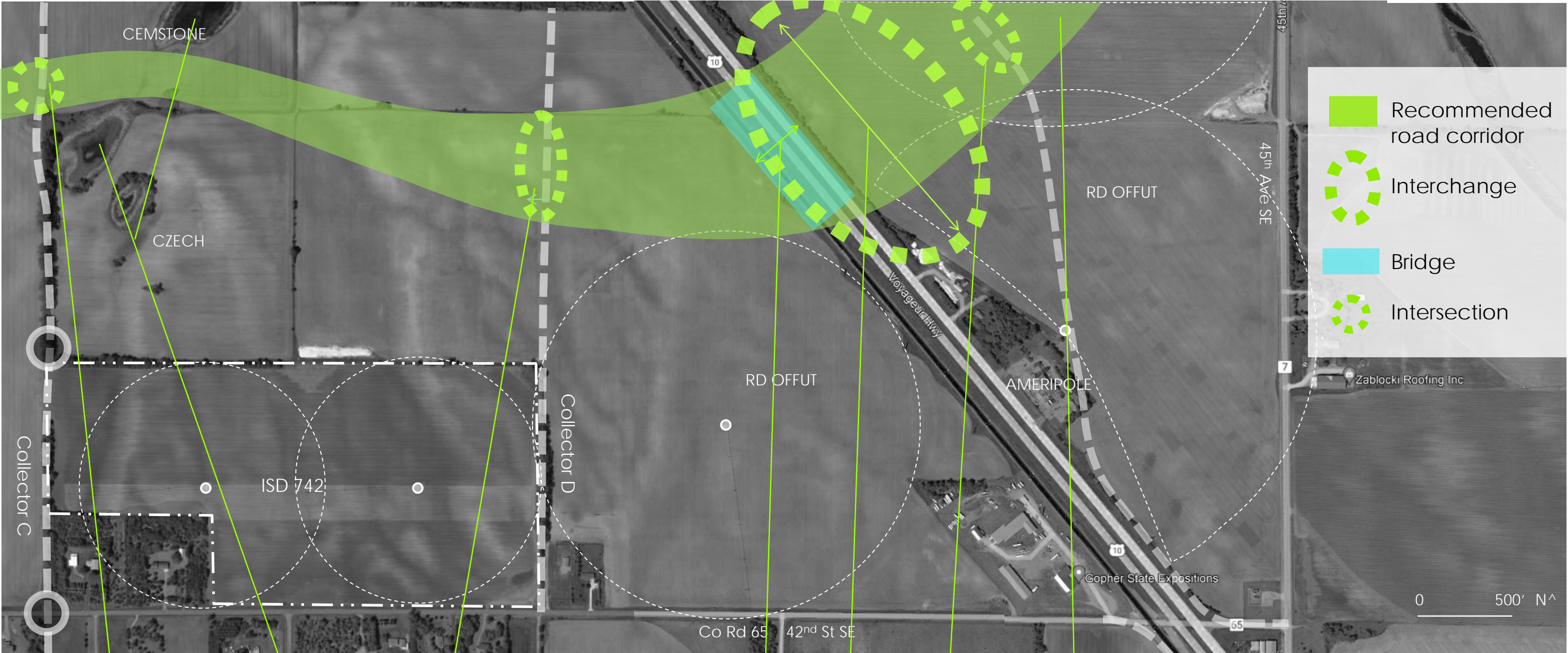
Intersection with future collector street

Intersection with future collector street

Intersection with Co Rd 8 min. 500' S of 37th St SE

Avoid impacts to Hurrle parcel if possible

Figure 28
Haven Township East Segment Recommended Alignment Corridor
 Collector C to US 10



Intersection with future collector street

Intersection with future collector street

Bridge over US 10 & RR

Intersection with realigned frontage road

Connect with 45th Ave SE to NE

Avoid wetlands

US 10 interchange

Figure 29 Design Criteria Matrix

St. Cloud APO Mississippi River Bridge Planning Study
Corridor Alignment Alternatives & Design Criteria Matrix

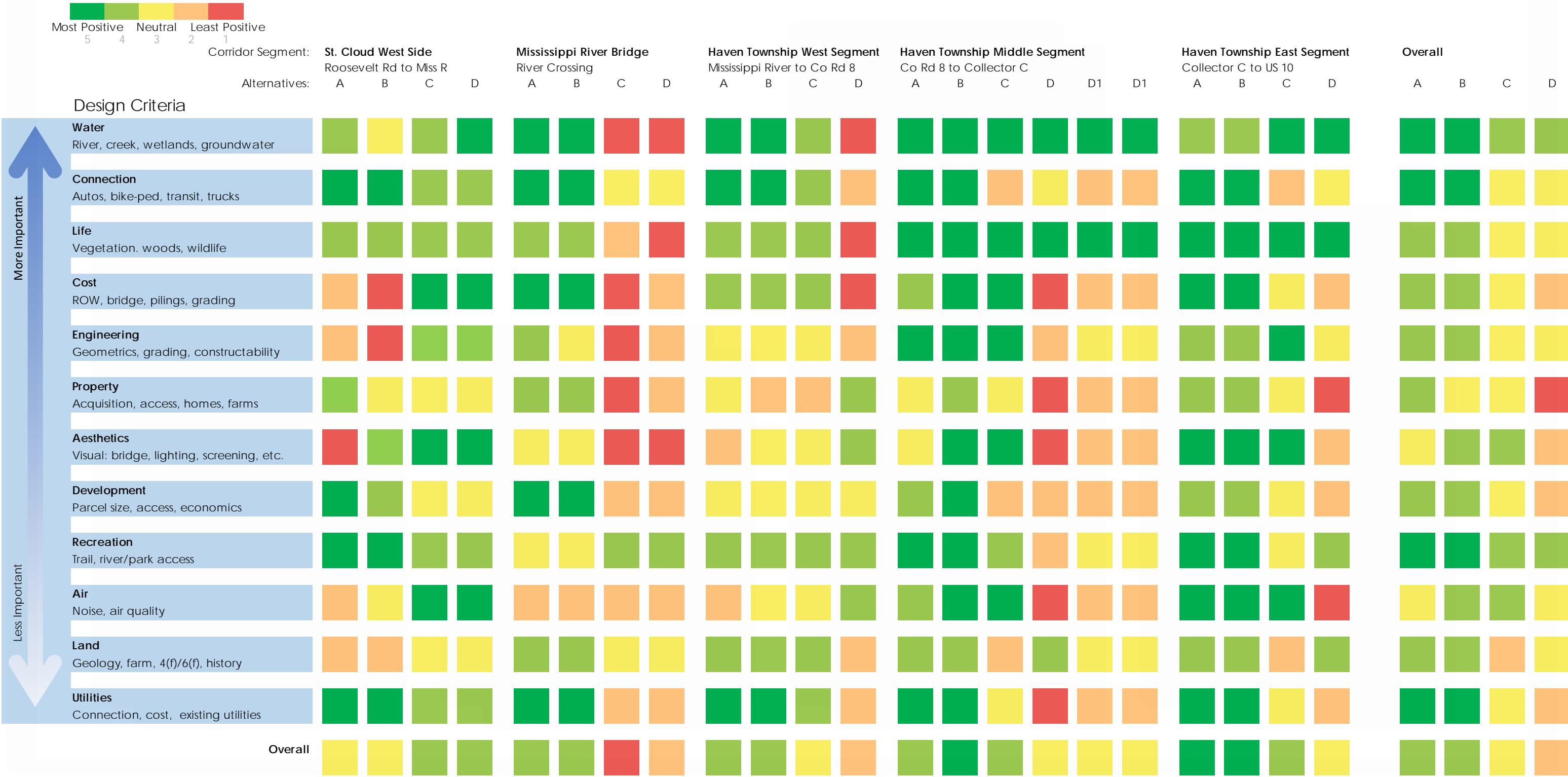
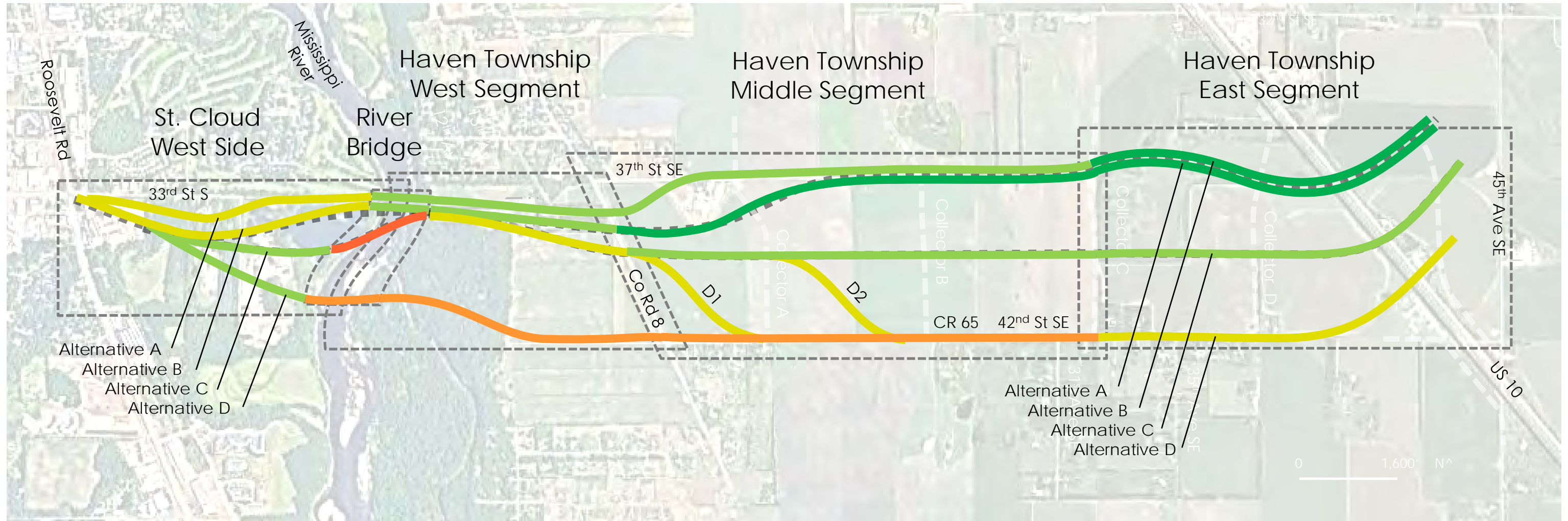


Figure 30
Alignment Corridor Alternatives – Design Criteria Ranking



Design Criteria Ranking

- █ Most Positive
- █ Neutral
- █ Least Positive





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APPENDIX – COMMENTS



APO



St. Cloud APO Bridge Study

Property Owner Interviews

Several properties on the west side of the Mississippi River in St. Cloud are likely to be more significantly impacted by a new roadway and bridge than on the east side in Haven Township because these west side properties are already developed with intense uses and rely on access to 33rd Street, which will likely be different with the new roadway.

Six interviews were conducted as part of the background for this study – four private businesses on the west side of the river and the City of St. Cloud, plus the Greater St. Cloud Development Corporation. Most of the City property is part of the River Bluffs Regional Park south of 33rd Street and is not developed with intense land uses, but the City also owns two larger parcels on the north side of 33rd Street which may be a factor in future development. The intent of the interviews was to hear of plans for the properties and of concerns they may have about the future roadway and bridge.

RKL Investments LLC property – Nate Landwehr, video call 12-23-20

Landwehr Construction owns 15 acres in three contiguous parcels in the southeast quadrant of 33rd Street and Clearwater Road, near the intersection with CR 75/Roosevelt Road. They operate their construction company from the site. The use is now a construction office and yard – several small buildings and garages, with outdoor storage of trucks, construction equipment, and supplies. The property has one driveway access to 33rd Street about 150 feet east of Clearwater Road.

Landwehr is building a new facility elsewhere in St. Cloud within a year and will sell or develop the current property. Landwehr indicated any new use on the site would likely be auto-oriented to take advantage of its location at a major intersection, but a commercial use, not industrial like the current use. The City of St. Cloud was potentially interested in buying the land but did not have it in the budget this year.

Landwehr's key concerns with a new roadway being built past the property are to continue to have easy access to the CR 75/Clearwater Road intersection and to maximize the value of the property.

Fisher property – Curt Fisher, video call 12-23-20

Fisher owns the 3.5-acre site in the southeast quadrant of 33rd Street and CR 75/Roosevelt Road. The site has a driveway access to the north onto 33rd Street about 50 feet east of Clearwater Road and a right-in/right-out access to CR 75/Roosevelt on the west side of the property.

The site has one building about 20,000 square feet in size, plus parking lots and truck docks on the south side of the building. The building is leased to FedEx as a distribution site in the St. Cloud area and as a retail customer drop-off facility for packages. Fisher indicated FedEx just got a 10-year extension on the lease. Beyond that, the building and

site may continue as a FedEx facility or some other commercial use or combination of uses. The building has the ability to be added onto. Mr. Fisher would like FedEx representatives to be included in future communication and outreach related to the Bridge study.

Since the site will be used by FedEx for some years to come, access for trucks is critical. Ideally, Fisher would like a full movement access onto CR 75/Roosevelt Road so that trucks could access the site from both the north and south (vs. the current a right-in/right-out access, northbound only) but understands that is a separate question from the future 33rd Street roadway. He needs to keep access to 33rd Street in the future for the site to function for FedEx or other commercial uses.

The Fisher site shares access to 33rd Street with the Beaver Island Trail and trail parking lot just east of the property. The trail parallels the east side of Fisher's access drive and would need to be routed through any new configuration of roadways and intersections that come of out this Bridge study.

Granite City Aggregate LLC property – Adrian Johnson and John Shogren, Minnesota Paving and Materials, video call 12-23-20

The 102-acre Granite City site is currently used as a shop and recycling site for the paving and mining businesses operated by Minnesota Paving. They recently purchased Hardrives, which shares the site with Minnesota Paving. The company uses this site as their primary shop, servicing trucks and large paving and construction equipment from around Minnesota. Easy access to I-94 is therefore important to them. The site does not generate a lot of traffic, but the traffic it generates includes heavy trucks, rollers, pavers, milling machines, crushers, and similar equipment. The site also includes recycling and crushing of concrete and asphalt, resulting in large piles of material.

A new 33rd Street corridor would straddle or bisect the Granite City property and a key question is access to the whole site – whether Granite City would have an intersection to be able to access both sides of a new roadway or whether the roadway might be elevated on its way to bridging the river, allowing access under the road or bridge to the entire property.

Long term, Granite City might relocate and sell the property, although finding a site for this kind of use might be difficult, since it is not usually a welcome neighbor. The City of St. Cloud might consider a land swap, finding another site for Granite City, perhaps near the airport, and the City would use this site to expand River Bluffs Regional Park.

City of St. Cloud – Matt Glaesman, Community Development Director, email 1-4-21

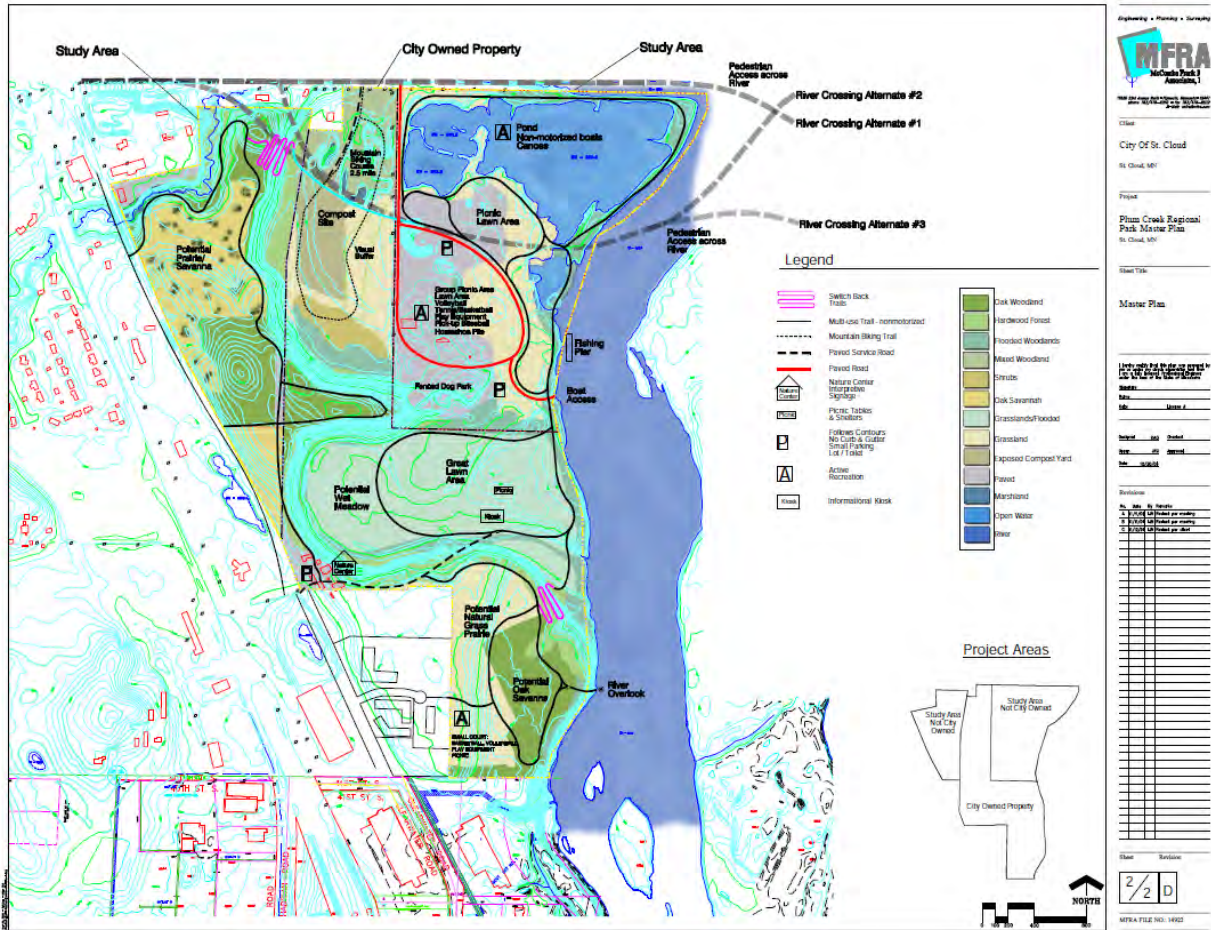
The City of St. Cloud owns four properties on the west side of the river on or near 33rd Street. The largest two parcels comprise the 189 acre Mississippi River Bluff Regional Park. The City adopted a master plan (below) in 2004 converting the City parcels and adjacent Hardrives site into active riverfront uses and enhancing the existing natural features. The plan acknowledges a future bridge crossing. The pump house for two

parallel force mains conveying waste from the urban core to the City's WWT facility is located 200 feet south of 33rd Street South. The City's lone public compost facility accesses 33rd Street South just east of the pump house, which generates significant trips from residents, commercial haulers, and municipal operations.

The City owns another 9.6-acre vacant parcel at Clearwater Road and Montrose Road which is utilized as park and open space near the location Beaver Island Trail daylight at Clearwater Road. The site was previously mined.

The St. Cloud HRA owns a 2-acre vacant parcel in the northeast quadrant of 33rd Street and Clearwater Road. The site was acquired during the initial phase of the HRA's adjacent Plum Creek townhomes and is zoned and planned for expansion of the Plum Creek townhomes. Residential development has not advanced in light of the potential use as public right of way for road realignment or expansion. The site was previously mined.





St. Cloud Country Club – Jami Bestgen, Country Club President; Megan Nash, General Manager; and Mike Mavetz, video call 1-4-21

The Country Club is in the process of updating its long-range plans and this road and bridge project is one of the issues now being discussed – will Country Club land be needed for the project? We don't have the answer at this point – that would be determined when a final alignment and design is prepared. We shared the general assumption that the roadway itself might be 80-100 feet wide and the right-of-way a minimum of 150 feet wide, but only a portion of that would likely be taken from the Country Club property if a straight alignment along existing 33rd Street is chosen. The Country Club said that property taken for the roadway could have a significant impact on the holes next to the waterway on its southern boundary – holes #13, #14, and #15 would be directly compromised by narrowing the property, others indirectly. Asked to quantify this, they suggested that perhaps anything greater than a 50-foot encroachment could mean the holes would no longer function and the course would have to be reconfigured. Even if little or no property is taken, the presence of a major roadway on that edge of the Country Club would have an impact on the experience of golfing on those adjacent holes, with the noise and visual impact of the roadway. There

could also be the impact of diminished property values for the numerous homes near that side of the Country Club (some owned by Country Club members), again considering noise and visual impacts. And if the roadway is elevated at that point to begin its crossing of the river, the visual impacts would be even greater. The roadway could be impacted by the golf course as well – stray golf balls striking cars, resulting in damage or injury. Their conclusion is that the Country Club would greatly prefer that the roadway follow an alignment that curves to the south from about Lancewood Drive east, around the gravel company pond before reaching the Country Club property. We also discussed the possibility that if the roadway takes a curved southern route, there would be a portion of the City property abutting 33rd Street that would be severed from the larger City parcel that might be added to the Country Club land.

Greater St. Cloud Development Corporation (GSDC) – Patti Gartland, President, phone call 12-2-20

The GSDC is a private collaboration of approximately 250 regional business and community leaders within Benton, Sherburne and Stearns Counties, leading a community-wide effort to harness the resources of the region. Among the goals of the GSDC is to facilitate collaboration among and between these businesses and organizations to maintain the greater St. Cloud area one of the best places to live and work in America. Patti emphasized that St. Cloud businesses need employees to sustain and grow their businesses, and that the St. Cloud region has a long tradition of supporting all modes of transportation investment. The completion of the southeastern leg of the beltline and a new bridge crossing will greatly improve access and expand the commuter shed for new employees supporting St. Cloud businesses, especially in the growing southern part of the region.

Little Creek TOWNHOMES

3900 Roosevelt Road
St. Cloud, MN 56301
320.253.0003

March 16, 2021

Mr. Matt Glaesman, Community Development Director
Planning & Zoning
400 2nd Street South
St. Cloud, MN 56301

RE: Bridge Study

Dear Mr. Glaesman:

Your email had asked for responses to the Bridge Study. The Little Creek Board of Directors offers a few thoughts we hope are helpful.

We believe this is Not the best use of funds. The Bridge project spends substantial amount of funds crossing the Mississippi to an area of East St. Cloud that is primary vacant farmland with few prospects for development in the future.

From a taxpayer's viewpoint this looks like a Bridge to Nowhere. The land between the Mississippi and East River Road (County Road 8), is largely farmland and a small amount of housing. County Road 8 to Hwy 10 is largely the same. Again, there is no present or future need for increasing traffic flow from the East side of the Mississippi to the west side, which is not already served by the University Bridge and Hwy 94. There does not appear to be a great need for a connection between the Airport and Tech HS. There are also no athletic teams or other HS traffic that require best access to the Airport.

Some Alternatives:

- It is unlikely there will be significant development between East of where this Bridge is proposed and the West side of the Mississippi. By the time the west side of St. Cloud is developed the Industrial Park and Opportunity Drive area of St. Cloud would likely be in greater need of a Bridge across the Mississippi.
- Airport and the campus, obviously the shorter route between HWY10 and campus would eliminate truck and other traffic in this and other areas of the City. Improving the University Bridge would improve access between the Airport and campus for athletic and other teams, visiting faculty, students and others. The campus receives large volumes of commercial deliveries and so improving the size of the University Bridge would offer a more direct route to traffic off Hwy 10 for those purposes.

The City's previous planning to develop the Mc Stop on the west side of the Mississippi has offered good access to Hwy 94 for all of South St. Cloud and eliminated the need to go across the Mississippi at 33rd Street as was originally proposed 30 years ago in this plan. We commend the City's planning to develop the Mc Stop and recommend a look at a crossing near Opportunity Drive.

Please advise when and if this will be scheduled as old or new business at a council meeting.

Sincerely,

Little Creek Board of Directors; Owen Peterson, Mike Michalski, Bob Karn, Elena White and Mark Aberle
Granite City Real Estate Manager, Shawn Johnson Reinhofer

Cc: Mayor, Dave Kleis



April 15, 2021

Brian Gibson
Executive Director
St. Cloud Area Planning Organization
1040 County Road 4
Saint Cloud, MN 56303

Dear Mr. Gibson,

We are writing to express our support for the work the St. Cloud Area Planning Organization (APO) is conducting relating to a Mississippi River bridge crossing and new roadway corridor to be proposed in south St. Cloud with connection to US Highway 10 in Sherburne County.

We own 75 acres along US Highway 10 just south of 32nd Street SE and have that property permitted with Haven Township and Sherburne County to mine gravel with operations starting on that property soon. Parcel IDs are 25-017-4100 and 25-017-4102

We have reviewed the information background report draft that is dated March of 2021. In the transportation and bridge section of this report on page #20 there is some conceptual drawings that have been completed in the past studies. We would like to express our support for the following:

1. Concept #1 – St. Cloud Comprehensive Plan/Haven Township Plan (2003)
2. Alternative #4 – Environmental Impact Statement Scoping Decision (2005)

Each of these options have the roadway staying south of our property mentioned above in the 37th Street SE corridor. It would be important to keep the roadway south of the wetlands on our property. In addition, we could also support a plan that would bring the transportation corridor on the North side of our property staying in the 32nd Street SE alignment with the US Highway 10 connection at Sherburne County Road 3.

We would be unable to support any corridor plan that would go through our property dividing it into two pieces that would interrupt our gravel mining operations.

Thank you very much for your consideration and the opportunity offer our input regarding this important project for our community.

Cordially,
Cemstone/TCC Companies
Contact: John Pederson – 320-492-38122 or jpедerson@tccmaterials.com

SURVEY SUMMARY

An online survey was open in April and May 2021 asking participants about their hopes and concerns related to a potential Mississippi River bridge crossing. The survey was embedded in an informational website that was shared through email, social media, the APO website, and as part of an article in the Star Tribune. Paper versions of the survey were also available. Approximately **470 people responded** to the survey questions.

Overall survey responses were fairly split between people wanting to see a bridge constructed soon (or immediately) and people who opposed the project. Potential impacts to their neighborhood, to urban development (suburban sprawl) and most notably to the Mississippi were among concerns. Improved access to businesses, schools, and work were commonly seen as benefits. Common themes included:

- Desire to protect suburban-rural character of east side (Haven Township)
- Frustration with traffic downtown and on Division; potential for shorter travel times
- Opportunities for economic development, increased school enrollment
- Threats to Mississippi, water quality, wildlife, landscape
- Further encouragement of suburban sprawl, resources taken from downtown, existing roadways
- Inability to 'bypass' traffic with current study corridor alignment

Negative impacts on the east side of the river including Haven Township were understandably high among concerns from survey respondents. Some respondents considered a bridge crossing a major threat to the quiet character of the area. Some comments suggested a bridge crossing would cause neighbors to move further from St Cloud for the quiet/rural character that they find attractive within the east side of the study corridor. A few comments expressed concern about direct impacts to their property including property takings. Others commented on potential impacts to their church or school, citing safety and noise concerns.

Commute times were another common topic. Travelling to places other than work (to school and shopping) were equally high among written concerns. Perhaps the timing of the survey during the pandemic when many are working from home lessened immediate concern for commute times. While few indicated on Question 4 that they themselves would use a bridge



St. Cloud APO Mississippi River Bridge Planning Study Survey Summary June 25, 2021

crossing to get to school, many comments suggested a bridge crossing would benefit enrollment and access to schools, particularly for the new Tech School. Travel times through downtown and along Division Streets were common complaints and likely caused people to envision a benefit to a potential new bridge.

Many speculated that a bridge would bring positive economic development to both sides of the river – with easier access to businesses on the west side from the east, as well as business growth opportunities along Highway 10 with access from the west. Improved access for employees (including trucking) were seen as key benefits, along with improved access for customers. Access to the airport was also commonly noted, with some expecting a bridge crossing to better position the St Cloud Regional Airport as a hub for central Minnesota.

Impacts to the Mississippi – including river, bluffs, wildlife, fish, plants, and invertebrates – were perhaps most common among written concerns. Some thought a bridge to be incompatible with the natural landscape and with the planned park to the south. Noise, polluted runoff, and visual impacts were frequent concerns – as were general and widespread impacts to the water, plants, and animals. Some incorrectly referenced a “Wild and Scenic” designation prohibiting construction of a bridge along this segment of river – it is currently designed “Scenic” but not “Wild”. Nonetheless, immediate and more widespread environmental impacts were concerning to many with their desire to protect the landscape and species within. People wrote of bike, walking, and running through the area – and potential for a bridge crossing to support those activities.

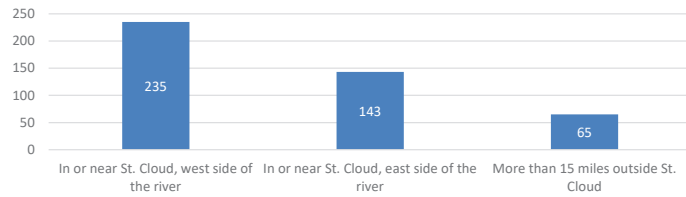
The placement of the bridge (study corridor) and distance from downtown and inversely I-94 were other contentious topics: while some thought a connection further south improve traffic flow, others thought a bridge this far south would encourage additional traffic and support suburban sprawl. Some commented that suburban development has already extended past 33rd Street and that the ring road would fail to function as a bypass - suggesting a bridge crossing nearer I-94 more appropriate. On the other hand, people expressed concern that a bridge in the study corridor would irresponsibly encourage bypass of the city’s core spreading resources thin, further encourage driving, and induce low-density development further south with negative environmental and economic results.

Some wrote of their disapproval of the project altogether – citing impacts to their neighborhood as noted previously, as well as discontent with taxes and government spending more generally. Many comments were made related to “potholes” and maintenance of existing roads as a priority over new infrastructure.

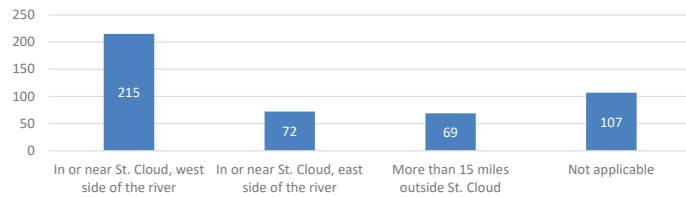
Respondents identified themselves as mostly residents of the area (373 responses), with about half that in equal numbers also indicating they either worked or were property owners in the area (201 each). A smaller number (54) indicated they were business owners. Most identified themselves as White or Caucasian (380) with a total of 22 responses (5.5%) for all other racial and ethnic categories combined: 3 Asian/Pacific Islander, 1 Black, 4 Hispanic/Latino, 1 Native American/Alaskan, 4 multi-racial/biracial, and 9 “not listed”. Most respondents were in the 25-44 and 45-64 age cohorts (160 and 196 responses, respectively), with 89 responses from those 65 and older, 13 responses from individuals 18-24 and no responses from anyone under 18.

FULL SURVEY RESULTS

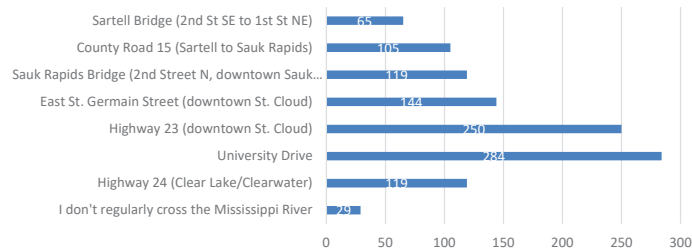
Question 1: Where do you live?



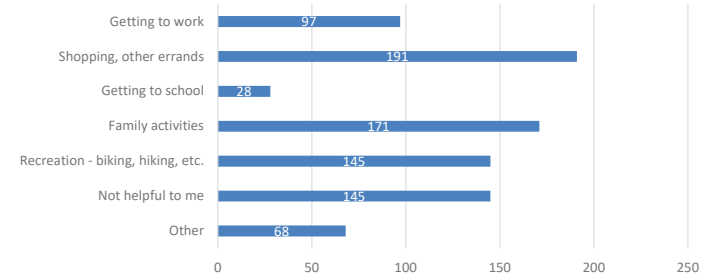
Question 2: Where do you work?



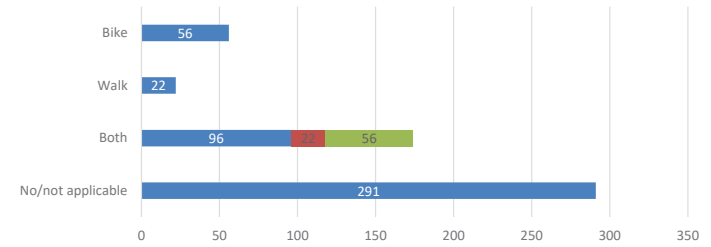
Question 3: Where do you cross the Mississippi River regularly as part of your normal activities? (check all that apply)



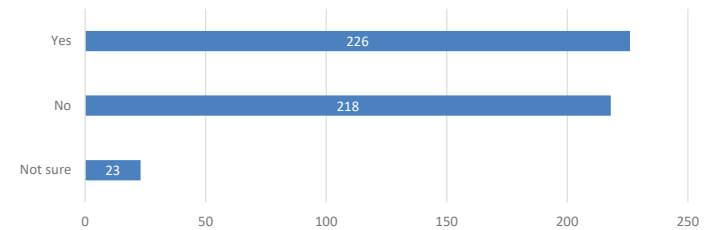
Question 4: How would a new 33rd Street bridge be helpful to you? (check all that apply)



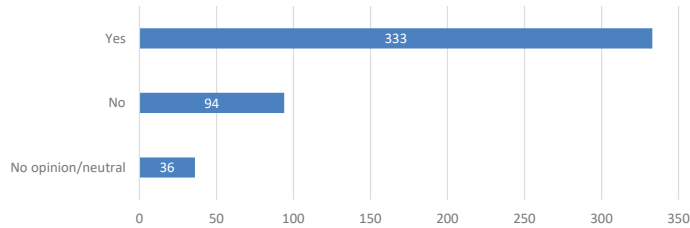
Question 5: Would you use a new bridge for biking or walking?



Question 6: Were you familiar with the proposed Bellline roadway around St. Cloud before seeing this website?



Question 7: Would the new bridge be a benefit to the area?



Question 8: If yes, how would the new bridge benefit the area?

- Beltway kills businesses in town. Do not do a beltway around st cloud. Tax funding comes from businesses.
- would improve traffic and shorten commutes for people
- The bridges are often crowded already, and if traffic is projected to increase, reducing congestion would be important.
- Relieve traffic congestion on bridges crossing the river in the St Cloud area.
- Reduce traffic on existing systems
- It would help with the congestion that currently exists on 23 passing through St. Cloud and Waite Park and the mess that is the jog over via MN15. If possible would it be possible to work in a new connection to I-94 close to the CR75 interchange. This would allow traffic that does not need to go into the urban area to avoid it, making it easier for those that do.
- It will transfer vehicle traffic from inner city to the southern part of the city and allow better movement going east-west through the city.
- "It would help with traffic flow over the Mississippi @ University. Allowing for less traffic. Hopefully allowing a bike lane on the University Bridge.
- It would allow quicker access to the freeway for the SE residents.
- Will/must be built with a bike lane. Safer crossing than University when riding both bike trails North Loop and Plum Creek at the compost site.
- It would eliminate a business that has large vehicles leaking fossil fuels into the shore of the river. And would be more scenic with a bridge VS heavy equipment.
- It will ease traffic trying to get to Hwy 10 from 94. Easing traffic at Hwy 23 crossing. Thus making downtown more quite and peaceful. "
- Benefits commuters
- Provide access on the south side
- Relieve congestion of the main part of St. Cloud. It would provide a wonderful option for crossing the River and getting from one side of town to the other. The south side, where I live, is growing and with the new Tech high school, students and parents would have another option from the east side too. Very greatly needed and overdue!
- This would make it easier for me to visit my parents and family friends who live on the East side of the river in Haven Township.

- It would reduce the cross traffic by the University over to Cooper Ave and CR 75. The cross traffic from West CR 74, cutting across through residential areas across Oak and Cooper to Calvary Hill Park / Traverse Rd to CR 75 is currently heavy traffic every day. Between 7 a.m. and 9 a.m. approximately 350 vehicles including semi's, buses and commercial vehicle use that cross way. Putting school children, walkers, bikers, in peril. There aren't sidewalks or safe places for residents now. All three of these areas are safety issues with Children, Dogs, Cyclists, and Pedestrian's, because they lack sidewalks and proper signage. The Parks both Calvary and Riverside being frisbee parks visited by out of town players daily. Adds to the need for traffic reduction. Semi's and light commercial vehicles would also then go across 33rd, to the river and across to Hwy 10 rather than through the residential area of Oak, Cooper, Traverse to CR75 to University bridge to Hwy 10.
- "Much needed alternative to get across the river.
- It would provide a more direct access between Clearview and Tech, either of the other routes are inconvenient to families.
- It would ease congestion on the other already over congested river crossings. Allowing the Eastside Airport industrial park to grow by making it easier and desirable for working people to get there.
- It would permit the city to grow and expand infrastructure (sewer and water).
- It would help access to the Airport so it may finally get back the services it had with Northwest.
- It would ease traffic burdens during the revisioning of the east side downtown area. "
- Easier to access St. Cloud.
- Hopefully, it would take traffic off some inner city streets.
- "Would increase access to commercial businesses from the East side of the river. Would decrease traffic on University Avenue especially."
- The need for another river crossing southeast of St. Cloud is tremendous. Living southwest of St. Cloud results in very time consuming access to the northeast side of the river. The weekend traffic that is moving from one side of the river to another stresses the currently limited options.
- Relieve traffic going between Hwy 10 and I 94. Relieve traffics flow around SCSU.
- Relieve congestion on University Bridge and Clearwater Hwy 24 bridge.
- I think it could ease traffic from the University bridge which I would rather not see widened.
- It would provide another regional crossing with a connection to Highway 10.
- Make South St cloud much more commutable.
- Population of the region is growing and the current infrastructure is overwhelmed by it. This would be beneficial to get across the river without having to go further into town and add to the traffic.
- Ease congestion on division and 15
- Reducing traffic on other bridge crossings.
- Extending the life of current traffic routes. Also, If the airport were to be utilized more effectively, this would be a more direct and efficient route to the airport from west of the city. Finally, if the train were to be developed to extend to St. Cloud, this route would be more accessible and efficient for travelers west of the Mississippi.
- The distance between the University Ave. bridge and the Highway 24 bridge has been a big gap for a long time. Now that the south end of St. Cloud is filling in (new Tech High, growing number of housing developments, etc.), have a means of getting across the river in that part of town is becoming increasingly necessary.

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- I live by the Skatin Place. It takes forever to get over to Sisco, Culver's, etc over on hwy10 because I have to go down, around, and back up. This would be an amazing time saver and make me more likely to frequent Hwy 10 businesses
- Ease congestion on other bridges. Help cut down on drive time on south side of town.
- I worked in the St. Cloud school busing for several years up until 2020. Congestion points for crossing youth from Athlon academy to East side St. Cloud were awful, expensive and time consuming.
- Take traffic away from downtown
- Ease the congestion that has bogged this city down for years. Only gotten worse!
- Traffic relief, shorter commute times
- Would be able to avoid Hwy 23/75 traffic
- Very surprised this has not happened yet. Given the growth on the south side, the new 2 lane road that connects hwy 15 and now tech high school. This would address and connect a major gap in transportation for St. Cloud and allow non St. Cloud residence traveling to our city easy access to SCSU, tech, south and multiple other schools and businesses. In addition, the traffic reduced on Clearwater road and on university would provide a safer commute for our schools and children. The expansion on the south side through opportunity drive as well would also benefit from the crossing for major tax providing businesses to our city, Marco, ATS, Coborns, New Flyer and FedEx to name a few.
- Alleviate traffic in the core
- Relieve congestion on the bridges I primarily use to get to work and offer better access to I-94
- Quicker connection to hwy 10. Huge benefit to people that live on the east side of river and go to tech hs
- We clearly need another bridge in the St Cloud area. And the southside is definitely where it should be.
- Provide easy access from Hwy 10 to St Cloud
- Easier access to the east side of St. Cloud and the airport from the southside and St. Augusta
- Better flow of traffic.
- Coming from the south on Highway 10, the only viable routes for commercial traffic to get to the west side of St Cloud, is to either take highway 23 thru St Cloud which is a nightmare for Large commercial traffic, or to go north to highway 15 and head back south thru St Cloud and or to go thru Sartell. University bridge is not a preferred route either. With SCSU and the residential zones that connect to Co RD 75 this is not any better. A southern crossing would be great and long overdue for traffic to not have to add to the already insane levels of traffic that cross St Cloud everyday.
- I have lived all my 70 years in St. Cloud. If a bridge had already been constructed decades ago, it would have greatly eased traffic flow and personal convenience for everyone in the area. And it will do so in the future.
- Having a metro area our size without an expressway (beltway) around it is a disservice to the people living here. Anything that helps a beltway become reality I am for. This new crossing here will help decrease the need to cross everywhere else for a lot of people.
- Easier access to other side of town avoiding major thoroughfares
- Relieving congestion in the core of the city and vastly increasing access from SE St. Cloud to south St. Cloud including Tech HS.
- "Most importantly, children/parents/visiting schools would have easier access to Tech. The southside offers a lot of opportunity for further development. Easier access to the southside is as important for those who want to come to

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- southside as it is as important for me to get to the west side."
- It would address future transportation needs to accommodate background growth of the city.
- It would help give better access to both south side and east side families and businesses. In looking at the number of bridges that cross St Cloud to others like size cities/towns, we lack the connection and bridges. This bridge will be vital to growth of South East side and Southside. The new Tech High school as well as other elementary and pre-schools on the south side will benefit, as well as the elementary school in Clear Lake. All surrounding communities will use, Sauk Rapids, Waite Park, St Joe, Sartell, Clearwater, Clear Lake, St Augusta, etc. This project needs to 100% get done. I commend the St Cloud planning commission and surrounding Counties to getting this project done.
- Ease of crossing river only benefit would be potential traffic help.
- To reduce traffic jams on division, less headache going from south St.Cloud to the area by Mies. There is not a single easy way to get from point a to b/
- I'm not convinced it is needed.
- 1 - SD742: Access to public schools - middle schools and high schools are west of the river (our children currently in Becker Schools District - Open Enrollment) 2 - Access to west side businesses 3 - Access to I-94 Westbound would be significantly quicker 4 - Property values would increase in my opinion especially to Haven Township which would create significant access increase and property development in the area would be beneficial and bring more business to the east side of St. Cloud. 5 - Decongestion of traffic in other concentrated areas
- alleviate traffic and create a beltline
- Growth to the South and southeast St. Cloud
- Reduce congestion for other crossings. More efficient.
- It would relieve St Cloud inner core congestion and enhance area traffic movement
- Traffic congestion would be cut.
- Ease congestion, allow for easier access to I94, perhaps allow for a redesign of St. Cloud's access to downtown from across Division Street from the south.
- It takes almost a half hour to get from haven township to the new tech area, with south side St. Cloud growing it would be very nice to be able to commute across town much faster. It also allows quick access from highway 10 to south St. Cloud
- "- Ease traffic congestion, especially at high volume times - Living on the East side of the river, we find there is never a direct route to bet to many locations in the St Cloud region
- Decrease traffic in town
- Flexibility and saving time for traveling
- The lack of river crossing on the Southside limits the community feel of much of this part of the St. Cloud school district. Greater St. Cloud is so parochial, and the limitations on travel throughout the area makes it so much worse. It limits business development as well on the Southside. And makes for too much congestion in the downtown and Crossroads area.
- Fire department access to the east side. Currently station 5 has to come up and around to get to calls.
- Reduce congestion on the university bridge. Allow traffic coming from businesses on the south west side of town to access the east side of the river without going into the city. Increase enrollment at the new Tech High School because it is easier for people living off CTY Rd 8 and Clear Lake area to get to school. We are losing kids to the Becker district because of this and other reasons.

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- Navigating around rivers and railroads tracks makes it tricky in our area. Another river crossing would be beneficial for commuters, shoppers, visitors.
- It is impossible for people who live on the south east side to get to the south side of St. Cloud. This would be a major benefit to the South side for growth. They built a beautiful new high school and it is hard to get to for all people. I also have a business on the South side of St. Cloud. It is hard to attract potential customers because of our location. This bridge would help connect the 2 sides of the city.
- Save a lot of people a lot of driving time. There isn't a good way to get across river on south end of town.
- Ease transportation volume.
- Relieve traffic
- It creates another place for everyone to cross over the river!
- The new bridge and beltline would relieve traffic on HWY 23 and 2nd St S, allow better access in and around South and SE St. Cloud. This will also be beneficial to the St. Cloud Airport.
- Reduce congestion through downtown St. Cloud by having a route from Hwy 10 to Interstate 94
- Relieve traffic congestion downtown and central St. Cloud
- "Reduce traffic through the urban area. Reduce time spent stopped at all of the many lights when needing to drive through St Cloud."
- I think this bridge would be most beneficial to the area if it provides a safe separate lane for bikes to cross the Mississippi. Ideally the bike lane would be separated by barriers from other traffic, so it does not tun into the pull-off lane for cars having issues and so it would be a safe place to cross with children who are on bikes.
- Offer another option to cross the Mississippi west of Clearwater. If part of a ring road, potentially lessen congestion on 23.
- "The new bridge would add traffic, air pollution , pedestrian and bicycle deaths to the area. It would also destroy rural wild life and the recreational benefits of the Mississippi river. It is a conservation disaster. "
- I think a belt line would help reduce traffic and provide nice alternatives for when there is road construction.
- A commercial zone would emerge no doubt near this area
- I think it could relieve congestion on the other routes/bridges.
- Cut down on traffic times and traffic volume both in St. Cloud and Clearwater.
- better access to south st cloud from south haven township
- reduce traffic congestion, reduce loads on existing bridges, reduce commute times/distances for many commuters, enhance biking/hiking/ running opportunities and increase recreational trail connections between Mississippi River vicinity parkland areas on both sides of the river
- I support another crossing as my wife was in an accident (non life-threatening) while stopped in traffic on the Division / Highway 23 crossing.
- "I am new to St. Cloud, since Jan. 2021, but alternative or bypass routes always give the local users ways to navigate the greater community without having to be on the main trunk highways (10 and 23). My personal experience as a multi-modal person finds the existing bridges as subpar for cycling safety and accessibility. My hope would be that the south bridge would connect better safety and connectivity west to east with the MRT, future Wobegon State Trail and the inter-community separated-grade and paved shoulder systems...

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- and those yet to come. This implies that the city would build connectivity to the new bridge location. At present the only way to get west to the Hwy 75 MRT is a life threatening affair at I-94 and Roosevelt.
- My hope is that the bridge would inspire multi-modal connectivity and corridor development to the airport as well."
- It would alleviate congestion in St. Cloud, especially Hwy 23. It would also be easier to get to I-94.
- Lessen traffic on University Bridge and allow easier travel around St Cloud
- Reduce congestion
- It would function as proposed in greatly reducing drive times and distances for individuals and businesses needing to cross the river by adding a new and better connection point between Highways 10 and 94 and surrounding areas. It would also greatly reduce the traffic and strain on other routes across the river.
- When needing to get to the west side of St. Cloud or even to west bound 94 it would be faster. It would reduce bus time kids spend on the bus, our kids now spend over an hour on the bus to get to Tech. It would reduce congestion during peak periods as now you have to travel thru St. Cloud or Clearwater when often times not necessary if there were another bridge.
- The bridge is a much needed route to access south st cloud!!!!
- Easing of traffic thru SE St. Cloud via Hwy 301/Minnesota Blvd
- reduce congestion and ease access/departure from the city
- St Cloud has the WORST traffic and many POOR decisions about making highway improvements. this is something this town NEEDS to help relieve the terrible traffic.
- YES! First off, it would give EVERYONE on the East/South side of the river, in particular those of us that live in the highly populated Briggs Lake chain area quicker/easier access to St. Cloud, 94 (heading N & S), AND access to South Jr. High/Tech HS. I live on the very east edge of 742 school district & people out here send their children to Becker schools because of the lengthy drive....enrollment could increase. MANY people drive to Monticello for their groceries/errands because of the current traffic congestion & MILES. Development (commercial, residential, & industrial) would happen on the East/South side all along Highway 10 & 75 plus increase traffic to existing business, growing economic spending. The St Cloud airport could actually become a REGIONAL airport for Central MN. It would reduce already congested traffic on University bridge. Reduce cabin traffic issues on Hwy 24 in Clearwater & Clear Lake AND possibly address traffic waiting for trains on those busy tracks.
- Relieve some of the congestion on 23 going through town. And shorten drive times.
- Ease traffic through the heart of St. Cloud and past SCSU. Create smoother commutes as well as bring in more ring businesses especially east of the river.
- It would create a connection for students and parents from the east side of the river to the new Tech High School.
- Less traffic congestion, better to bypass all the lights
- Decreased commute times, decreased congestion on Division, easier access to SCSU, easier access to businesses along Roosevelt/33rd
- ease congestion, save time for people needing to cross the river on the south side of town
- There's too much traffic forced through the center of town and this would make the central corridor safer and less congested without all the trucks especially.

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- There is no decent way to get around town. We live on the east side just outside of town and we need to get to south middle school, teach high school, children's day Montessori, and Madison Elementary.
- It would make St Cloud much more accessible to those that live near St Cloud but significantly South of the prison road.
- We have been wanting this bridge for nearly 20 years now. It would be so nice to access south St. Cloud with more ease.
- Easing congestion, St Cloud is terrible to drive in
- It would be so much easier to access the new Tech High School
- There is currently no easy way to get to Highway 10. The roads that do exist are congested. There is no easy shot - we either go up to Hwy 23 or drive on the freeway to Clearwater.
- It would take traffic off of Hwy 24. You just have to get the bridge and roadway aligned with the I94 intersection near st Augusta. That would be the best solution!
- relieve congestion
- "STC needs another exit from I-94 that could tie-in to this area. That would take pressure off of folks living along US 10 from traffic coming off of I-94 at Clearwater to continue up US 10 northbound. It would help greatly reduce truck congestion on Division Street in conjunction with the beltway."
- getting to hiway 10 from the west end and waite park would be much faster
- Yes, but not at th present location. The beltway should leverage the existing southern beltway which I-94 to accommodate further growth south of 33rd, reduce local traffic, risks to safety, and a more peaceful residential area.
- Save mileage , relieve traffic congestion.
- Help with traffic congestion
- Less traffic on other bridges
- Relief of traffic congestion.
- relieve traffic congestion
- It would greatly benefit the area. Mid-town St. Cloud is so congested and must be used to virtually get anywhere and to shop. I see this whole project as outlined as a huge improvement to eaase congestion and speed up the process of getting to destinations around and in St. Cloud.
- Connect northstar more easily to SCSU campus and for biking
- Lessen traffic in St. Cloud
- It could break up the traffic congestion.
- "Reduce the East-West traffic flow on Hwy23/Division through St. Cloud and therein reduce accidents. "
- Need another crossing
- faster, hopefully less stoplight route to hwy 10 from the west side of St. Cloud
- 15 is way too congested as people cross over from 94 to 10. --Especially Fridays where 15 intersects with 23.
- provide more physical outdoor activities (walking and biking) for citizens in addition to less traffic congestion
- It would decrease traffic through south St. Cloud by the university and allow south St. Cloud residents (west of the river) to connect to southeast St. Cloud and Hwy 10.
- relieve traffic congestion; promote economic growth; connect St. Cloud area cities; easier connection to airport; plan for future economic growth
- Reduce traffic congestion in other parts of the metro. Good for future development planning (do it prior to build up in the areas of the metro

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- Beltline...more cost effective now). Save time and gas with more efficient travel options around town.
- It may be a closer route for me to go to work. I live in Luxemburg, and work in Foley
- "Ease traffic flow crossing university bridge. Ease traffic flow on Hwy 23. Ease traffic flow on Division.
- More options to get across the river. Less congestion going into town
- We need a place to cross the river on the south side
- It would provide a quicker way around St Cloud, on Hwy 23. Right now, especially during high-traffic times, it can take an hour to get through St. Cloud.
- It would be easier to plan trips to the area with quicker access to what we need.
- The new bridge would help alleviate the heavy traffic demands on the existing bridges. Which, in turn, would improve the quality of life for those neighborhoods & existing businesses by assuring ease & safety of access for all in the neighborhoods. It would also allow for easier access to the businesses & parks in the proposed area of construction. The future growth of our city is dependent upon the free flow of traffic on all corridors while providing expanded opportunities for access to the amenities. We are highly in favor of this proposal.
- Traffic congestion reduction
- Downtown traffic wastes time and gas. it would divert unwanted traffic away from a congested area.
- Ease of traffic congestion and ease of getting around the area.
- By creating another alternative for internal and external traffic in the city itself.
- It would allow a reduction of traffic in the central core. It would also provide another route to Highway 10 and points east from the west side of the river. It would also provide a direct connection from Highway 10 to Highway 15.
- Provide connectivity and (hopefully) cut down on traffic volumes especially on the University Bridge.
- Convience of not driving out of the way to get to high way 10.
- "Ease congestion on the Highway 23 and University bridges.
- There has been discussion for a long time about a new bridge. Benefits include moving with ease around the St Cloud area.
- would spur more development in the south east quarter
- With all of the money already put into the south side of the beltway it would make the most sense to put the bridge through in this area.
- Less traffic to deal with crossing from one side of town to the other.
- There is no crossing until clear water
- Improve traffic circulation.
- By taking pressure off the other crossings and allow east/west traverse without the hassle of going "through" town.
- It would allow the east side to have better access to I-94 and help support business on the East side.
- Ease traffic through out At. Cloud
- I'm hoping that it would spread out traffic to create less congestion.
- Less going threw downtown
- It would allow more efficient means of traveling to each end of the city

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- Hello people get to work while avoiding traffic
- People have an option to get to that area without having to go down 9th Ave and deal with that mess.
- Less congestion down division and Roosevelt
- Minimize traffic on the Highway 23 and St Germaine bridges significantly...
- Ease traffic
- I live on Marquette Dr just off of clear water road, most of my friends live on the east side. It would cut a significant time off going to visit them. I would also use it anytime I needed to get to the east side quicker. Although university bridge isn't that far a bridge further south would be amazing.
- Lower traffic congestion going through St. Cloud
- Decreasing traffic on Roosevelt Road. Faster way to Highway 10.
- Provide additional connection to Hwy 10
- More development along 33rd and SE St. Cloud and relieving congestion on the other bridges.
- "The company I work for (Minnesota Computer Systems, Inc.) is off Roosevelt near the Fire Station #5. We frequently are commuting in various directions around Saint Cloud, I know that specifically accessing the East Side of Saint Cloud dramatically increases the time at which we can get to some of our clients due to needing to travel into downtown to cross over 23. I also live just past Highway 10 in the Woodland Hills area and my commute would be much faster if I were able to avoid going through downtown / the major roads and have a more direct straight-shot to work. I do also know that Marco and Spee-dee delivery are down the street from us as well, both of which are frequently travelling into and near East St. Cloud area as well, which between the three of our companies constantly travelling around the St. Cloud area must cause some impact on traffic."
- I moved to Saint Cloud just over a year ago. One reason I was hesitant to move here was because Saint Cloud is a giant bottleneck. A belt-line around Saint Cloud would be great and consistent with what I see that works in metro areas throughout the USA and even in parts of Canada.
- Route traffic around the city center. This could potentially relieve congestion along Highway 15 through town. An additional place to cross the river would be good so people do not have to drive up to University of Clearwater just to get to the other side if they live in that corridor between the two existing crossings.
- It would help relieve congestion within the urban core and provide faster alternative routes while expanding growth in the regions southside.
- reduce congestion/accidents on division/23 interchange and highway 15
- Currently for any large vehicles to get through St. Cloud, they have to go through down town, which can be tricky with the narrow roads of County Road 75 or really out of the way to Highway 23. A main road that can get from 94 and 75 to Highway 10 without going through downtown, would be really beneficial for big trucks and personal vehicles alike.
- There is not an easy way to get from south St Cloud/St Augusta to Highway 10. Also, I believe this would help with new business opportunities for the St Cloud Airport region.
- It would relieve through traffic in the entire metropolitan corridors.
- Eliminate congestion, shorten travel time and distance.
- easier access to the east side of town
- hAVING ANOTHER WAY TO GET e/w IN ST. CLOUD WOULD BE EXTREMELY BENEFICIAL. I HAVE LIVED HERE SINCE 1988, AND HAVE FOLLOWED THIS

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- FOR A LONG TIME, AND HAVE BEEN AWAITING IT TO HAPPEN.
- Would allow easier access to west side including Interstate 94. Your numbers show how traffic on the other bridges will be reduced significantly. We have been hoping for this to happen for years.
- Avoid having to go through town to get to the other side of the river.
- I live in St. Augusta. The connection between the Southwest and Southeast parts of town would be more convenient. I would love to see this in place. As it is now, I have to cross the river in Clearwater or Hwy 23/Division Street. Neither of which are particularly convenient.
- I work for Northland Bible Baptist Church and it could potentially help our members get to church in a more efficient manner.
- Easier access to the southern/east side of Saint Cloud. Would not have to go up into town to cross over the river.
- "Definitely would be a benefit, but not crossing at 33rd street. Absolutely don't see what we are connecting to? Are you just trying to make it easier to develop the east side of the river? You have 94 right there so why wouldn't you try and do something closer to St Augusta or Opportunity Dr. that would cross the river? Just don't see how the 33rd street crossing is going to make it easier to get around town. Am I going to take it to go to Clearwater? No I would get on 94. Is it going to make it easier to get to Sauk Rapids? No, so what are we trying to accomplish Why wouldn't you have a connection directly to 94 and Hwy 10. 33rd street is just not a good idea in my opinion, again what are we connect to? "
- I think it would be beneficial to have a bridge in to connect the South East and South West sides of St Cloud but the proposed location is not optimal. Why not have the bridge come off of 194 and Co Rd 75 on the West side of St Cloud and connect to Hwy 10 a little further South on the West side of St Cloud?
- Not having to go downtown to cross the river from the south end of town.
- Less traffic on Division street
- Lessen traffic all over town
- Allow alternative to driving thru st.cloud.
- Would make it more appealing for people to want to commute into St. Cloud from a greater area.
- There is no easy way to cross the river on the south side of town. I think it'll be a huge asset to many who are coming home from the the south and have the ability to get across town much faster. I always feel like I'm driving out of my way to get over to the other side of town, but this will significantly help.
- It would provide a much shorter way to get to the east side of town. Needed badly if you live on the south west side of St. Cloud!!!
- less time spent driving - quicker to destinations
- I've often wished there was a way to cross the river while on the south side of town, it's a hassle to have to travel all the way into town before getting to a bridge in order to head right back south again when a bridge in the area would have been a much better use of the time
- "save lots of travel time not having to go all the way to clearwater or travel so much residential to us the university bridge. More transportation options to the east side for those of us on the south side It would ease traffic congestion on the University and Hwy 23 bridges. Makes it far easier to get to the east side of the river
- "As a sales person I drive the five state area, my least favorite place to drive is St Cloud and it happens to be the area I live.
- It takes so long to travel in this area with the river crossing, the lack of stoplight free roads etc. The

bridge and beltline (with overpasses, no stoplights and, limited access points) would drastically cut travel time and improve business accessibility. Living in St Joseph, I will seldomly drive to the east side of the river unless it's a must, I often drive to Monticello as it's easier to do than driving through St Cloud.

- The full beltline will grow all the metro area, attracting business and residents. With covering a large geography people often ask where I am based. St Cloud is the closest town they will know so that's what I say. I get one of two responses, either the have family in the area or they say "It's a nice area but hard to get around"
- Remove some of the traffic from other areas. Make getting to Hwy 10 easier
- Ability to get to 10 from south side/St. Augusta
- Anything that can help clear some congestion in central St. Cloud corridors is helpful.
- It would make access to the airport and the communities further east more accessible to me. I live south of St Cloud along Hwy 15.
- improved traffic patterns
- While a crossing may be beneficial it has been made abundantly clear by Sherburne County zoning as well as the Minnesota DNR this waterway is wild / scenic and is not to be altered. How can someone confirm that detrimental changes won't take place?
- Residents who lives in Haven/Palmer and Clear Lake townships will be able to cross the river and not go through town which would reduce traffic on Division. Currently when any of these people need to go to the Waite park side of town it adds traffic to Division and makes for a longer drive.
- It would help alleviate traffic congestion on University Drive and on Division Street.
- Relieve traffic around St Cloud, open up new areas for development, allow surrounding towns

better access to all areas, speed up traffic, less congestion,

- Getting across the river without going through the congested part of town
- By reducing the severe rush hour traffic on Division Street downtown.
- Anyone going from one side of the river to the other has to go downtown or north to get to the other side - new bridge would reduce traffic congestion.
- Smooth transportation, quicker, easier.
- All southside traffic would greatly benefit. Hopefully easing traffic on Clearwater Rd and University.
- Relieve traffic in St. Cloud itself and create a future long term plan for a growing city. I also think it has potential to grow air travel at the airport with the proposed hwy 10 interchange and the beltway. Smart future planning.
- Maybe the traffic will have a quicker commute. But the way the city planners have fucked up hwy 15 with all those stop lights I can see them repeating the same mistake and we have to deal with those stupid roundabouts that they put in.
- Save time and traffic congestion.
- It might ease traffic in the urban area of the city.
- Increase mobility, decrease congestion at the other crossings
- I like the idea of getting to the other side of the river without going through the middle of town.
- I think it would expand growth to the southeast side of St Cloud
- As many residents of Saint Cloud know, congestion along Division/Highway 23 can be tremendous and being able to get around the urban area would be very helpful and traffic

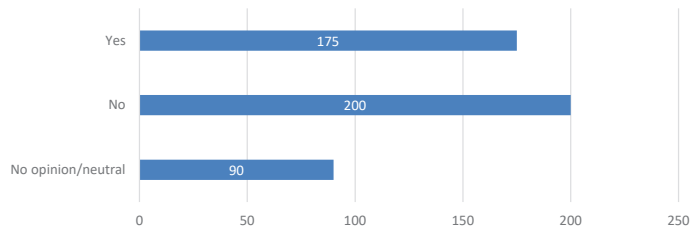
flow would be much smoother for commuters and residents passing by.

- Ease traffic
- I will move from the south side of St Cloud if you build this.
- Another option on that side of town and to cut back traffic on others
- Getting to west St Cloud shopping easier and getting to St Joe without having to get on I-94
- If it could be built without the St Cloud love affair with stop lights that cripples traffic flow (div its a joke) and makes an effective way to connect 94/15 to HWY 10 it would be. It would remove a lot of the congestion for drivers to get through town
- "Ease traffic on existing river crossings.
- Ease traffic on existing roadways inside of the proposed beltway. "
- South end of St Cloud from 16th St to St Augusta needs more commercial activity option rather than having to go to Waite Park for everything
- Help in getting traffic around our city
- It would cut down on congestion and make the places we go more accessible by a direct route.
- Relieving congestion on main roads.
- Decrease heavy/ oversized vehicle traffic through city street like Kilian Blvd.
- People who commute from Rice where I live to Marco and the other south St. Cloud business for work daily would have a shorter commute
- Relieve downtown congestion
- Reduce traffic, more access to cross the river
- It works help prevent the decay of our existing bridges and redirect traffic to outside of the inter city.

- It would both encourage growth on the SE side of St. Cloud and allow those on the SE side to access St. Cloud much easier.
- Decrease congestion on inner road. Make travel more efficient. Create new corridors for business opportunities.
- Give another option for getting through and around town. Help relieve some traffic on the University bridge.
- Ease congestion of traffic leading to less accidents on main roads.
- Decrease congestion along Division and 2nd St S
- Lessen traffic congestion
- The South side has needed an additional crossing for a long time. Also I thought I remembered the 10th Street bridge having the ability to convert to a four-lane road. Something to consider...
- Getting this Tech HS AND that part of town much easier. Also help with current congestion
- Make my commute to work safer and easier.
- More direct route, a nice option to bypass the hub of the city and all of the stoplights and traffic congestion.
- A bridge further south would benefit the area. The current proposed location is problematic because of environmental impact
- St. Cloud is largely landlocked in all directions except east by other municipalities, leaving east of the Mississippi the only area to expand. The sooner the proposed bridge is built AND the beltline completed, the sooner development becomes more attractive in the area east of the river, increasing the tax base for the city of St. Cloud as well as the other communities near the beltline.
- Prepare for future growth of St. Cloud and Sherburne County

- by reducing traffic at University bridge and HW 23 bridge
- Ease congestion in town. Provide more options for rural folks
- We desperately need another crossing south of town. I live in south St Cloud and have a farm on the edge of the study zone which I will someday day live on. We need a better way to get traffic into town without driving through the middle.
- Provide a southern crossing. There is a lot of St. Cloud south of the University crossing.
- Would make it easier to get from the west side to the east side of town.
- Greatly shorten the time it takes us to get to the east side. Lessen congestion on Hwy 23.
- Improve access to cross the river, save time, relieve congestion, safety is improved
- I believe that a south side bridge crossing may be a benefit to the entire area if careful investigation, consideration and analysis is exercised in the planning process of the bridge. The planning process must be ever mindful of the negative impacts as well s the positive impacts. Project costs may not be the most important factor. More information is needed to answer Yes or No to this question.

Question 9: Would the new bridge create problems?



Question 10: If yes, what problems would the new bridge create?

- The proposed 33rd crossing is already too close to the city. Once development occurs around the west side of the area it will be just another congested and difficult to maneuver area. The west access needs to be closer to the I-94 interchange.
- I think it would dump a lot of through traffic onto 33rd, which while recently or undergoing expansion, will most likely be overloaded as people learn about this new way to get around St. Cloud. That is why I feel an interchange to I-94 would help with this plan.
- On a local level - the bridge would be either a massive economic development blunder if the doesn't quickly spur higher tax-producing land development or it will further exacerbate underproducing sprawl that takes away investment into existing areas of the city. On a

- state level - the need for bridge replacement and maintenance is enormous. Building new bridges, with no actual need, while letting the existing infrastructure further deteriorate is grossly irresponsible. It wouldn't surprise me if the AADT on this wouldn't even surpass 1000 in many years.
- It would disrupt the park land to the South of 33rd St. This parkland is a major recreational and environmental asset to St. Cloud and surrounding area.,"
- Local traffic
- That is a BEAUTIFUL area with a tranquil residential area and incredible golf course. There is wildlife everywhere and the noise and confusion created by a drawing heavy traffic across a bridge over the river on 33d street would be detrimental to both the wildlife and the residents in that neighborhood. The bridge and traffic should cross where there would be less impact. What would be wrong with crossing south of the study area near I94?
- More traffic in my residential area.
- "A LOT MORE traffic going by our home on county road 75!
- A LOT MORE NOISE FROM ABOVE TRAFFIC ALSO
- The service road in front of our house has been in dire need of replacement for several years and now you want MORE traffic going past this area?
- If we could afford to move we would be gone from the St. Cloud city limits, just like all 3 of our sons moved out of the area!!"
- 33rd St has been under construction already for several years. Additional construction, especially near the I94 interchange is interruptive. The amount of traffic on 33rd will greatly increase, after it has already greatly increased and is disruptive due to the new school being built. I would have never bought a home and large lot in this area had I known how disruptive the road construction has been. It sickens me to know how much I pay in taxes and yet, I feel like I can not even easily get to my home or work for most of the year due to never ending construction on 33rd.
- Major concern with any project is the landowners and environmental impact, but that
- The city would lose a beautiful park and one of the areas best mountain bike trail.
- If the beltline connector is not built before the bridge, it will cause excessive traffic flow on Co Rd 8 & 15th Ave SE. And will cause unnecessary damage to the road and accidents because of the added traffic flow. Would require new traffic control to handle to up tick. If the beltline connector is built first, build it!
- Environmental concerns of the river, the bluffs, and the wildlife.
- It would put all residents in and near by 3 miles or so of the Country Club into a 'noise zone'. Proper sound barriers would need to be constructed. Safe over the road, or under the road tunnels would need to be constructed for the bike trail. A lot of people use that trail. It already causes some safety issues when crossing it. A different entrance into the City compost site may have to be found. That is a heavy traffic area on weekends. And clean up seasons. This would maybe need a service road away from 33rd St. for anything that falls off loads. More a safety issue. The other side of the river would have the same walking / biking trail dilemma in the future of the Mississippi river corridor trails. As there is so many deer and animals in the area, the 'passage across the bridge' may be used by them too.
- Maybe with the existing Park, but keeping the bridge elevated would alleviate the impact.
- "Noise and disruption of senior and low-income communities along 33rd East of Roosevelt Rd. especially if the bridge were to align with 33rd St.

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comes with any growth initiative. At some point safety and population growth reach a discussion point and that was 10 years ago.

- too much traffic on county roads east of river, ruin quiet living
- Unfortunately for us, we live in this area, just south of 33rd Street. The additional tens of thousands of trips across the new bridge would bring tons of traffic to 33rd Street, making it that much harder to go anywhere north in this town. But I guess it's inevitable...and someone (many) will be inconvenienced.
- More traffic in south St Cloud, more congestion, make travel less safe
- Spend money on creating a better east -west route from Waite Park to Downtown St. Cloud
- increased noise and traffic in that area
- I respond neutral only because change can sometimes be difficult. For some people it might personally affect their homes. I live on 38th St South: we saw a complete change to 33rd Street, and I think the roundabouts, widened roads, added sidewalks and fencing have greatly improved our whole area.
- The east side of the river is a very quiet area. This would change that dramatically with an increase in cars, businesses and congestion.
- Housing in area will be effected.
- There is already too much traffic and too much destruction of natural areas on the west side of the river in this area in the name of convenience and increasing tax base. The audience for this bridge is people who don't live here. They won't have to worry about getting killed on foot or on bike trying to cross 33rd and Co. Rd. 75 trying to use the Beaver Island Trail. They won't have their trees cut down or half their lawns eaten up by pavement to widen the road. The air they breathe won't get more polluted from the increased traffic levels because they'll go back home at night to

another town. Their commutes will get faster while those of us who live here will see ours increase with more traffic and longer waits to get where we are going. There will be more trash, more noise, more speeding drivers and the quality of life will decrease for those of us who live here. Nature, wildlife, and local residents will all pay the price so some people can get to work faster.

- Proposed bridge location would destroy the quiet natural beauty and fragile ecosystem on and surrounding the Mississippi river and Rivers Bluff regional park. This area is a natural gem and should be protected. A bridge isn't a little road helping people get to the other side of the river. It is a large construct that completely changes the environment and creates nature destruction, noise/air/water pollution and development along its routes in an area that is mostly natural and agricultural.
- The neighborhoods along Montrose, Jenisa, and Brook Ln and the country club area may have increased noise levels. Traffic will increase on 33rd, Roosevelt and Clearwater Rds.
- Should be further south, connect directly to I-94 instead of building a new road around St. Cloud. 33rd St. already home to some residences, a school further west.
- Environmental problems, the beaver island stretch of the river is a undeveloped area and nice stretch of river, a large bridge would be a disruption.
- Need to beef up intersections to address increased traffic at Clearwater/Roosevelt. It can barely handle E/W traffic today
- Perhaps traffic congestion on Highway 10 depending on how the intersection is constructed.
- Too much traffic on 33rd Street South. Raping of the land. Destroying wild life, agricultural land and wet lands. Never see any wetland replacement once construction is finished. Need to focus on other kind of transportation in

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St. Cloud area i.e. light rail. Also would like to see traffic laws enforced regarding speeding, noise and running red lights and arrows. St. Cloud needs to plan smarter and harder not the same old crap.

- Increased traffic near Tech High
- Change the Mississippi River natural environment, add noise to the surrounding residential areas.
- Huge waste of money. Can St. Cloud's tax base afford this? No they can't and the rest of MN doesn't need this.
- Potential noise and light pollution. Potential issues with nature. More concrete and asphalt are not environmentally friendly.
- We live off of 33rd st and are worried about the increased traffic
- "I feel the new bridge will negatively impact the environment especially the area surrounding the Mississippi River and the Mississippi River itself. The Mississippi River has sustained significant environmental damage already; further development will only worsen the quality of the Mississippi River. The Mississippi River and the Beaver Islands should remain undeveloped and wild. There are fisheries, numerous birds and wildlife that will be harmed if this development goes through. In addition the Scenic Rivers Act should prohibit this plan.
- I also think this project will negatively impact existing businesses on the East Side of St. Cloud."
- "Displacing and disrupting natural environmental and park land. We do not need a new bridge or a new beltline road. Too much land is being gobbled up by roads. We need to preserve more land, not use it for roads.
- It will bring lots of development to Haven Twp. The township is trying to maintain its rural atmosphere and quality of life. This will degrade it!

- I frequently recreate on and along the Mississippi River. A new bridge would be unsightly and an obstacle to users. Environmental damage from construction is likely. I'm not opposed to a bridge, but these factors need careful consideration.
- Negative impact on River Bluffs Park and the Wild and Scenic River. It's not clear that other parts of the belt way will be built or that the belt way will be beneficial. It's doubtful that projections of past travel is predictive of future needs.
- "Noise from vehicle traffic. I moved to the area to get away from the city living so I would not live next to apartment building and neighbors that are close to me. I do not think it would be used enough to justify the cost. Who will pay for it? "
- It will create increased noise and traffic, especially east of the river. It will contribute to the loss of farmland and be disruptive to wildlife.
- Increased traffic on Roosevelt Road/Clearwater Rd. Possible loss of parkland or environmental damage.
- "Conservation and recreation disaster. It would create additional traffic, pollution, pedestrian and bicycle deaths. wild life will disappear. Native plants and clean water will disappear. There is a (new) close by bridge between Clear Lake and Clearwater which bring death defying traffic through Clear Lake. The Elk River already has negative impacts on the rural area and Briggs Lake Chain of Lakes.
- The bridge will adversely effect the river environment. It will encourage urban sprawl and continue pushing businesses away from downtown. It will be another reason to avoid investing in downtown and discouraging inner city development
- It would degrade the scenic aspect of the river. Promote land speculation and de-stabilize land values for the agricultural sector. The beltline/bridge crossing should not be

undertaken without the providing water and sewer at the same time to service additional growth within Haven Twp.

- More traffic on both sides of the river and faster traffic at that
- The proposed bridge would diminish the character and desire to live on the SE side of Saint Cloud. Likewise, the proposed 33rd Street Corridor crossing of the Mississippi River was specifically indicated earlier as a location of the Mississippi River that should not be crossed with a bridge. The rural character of the East side of the Mississippi River would be severely diminished by this proposed bridge crossing, causing undesirable urban development in Sherburne County. The skyline of SE Saint Cloud has recently been dramatically impaired already with the City of Saint Cloud's water tower on the South end of Saint Cloud, as well as the ill advised development of The Bluffs of Liberty Glenn apartments, which are now an eye sore when looking south over the Beaver Islands from the University Drive bridge.
- So what does "Wild and Scenic" mean, if we can just bust through all the nature of the Mississippi River because some people think it would be good for the economy and transportation? We actually don't need another bridge. Traffic flows just fine.
- I really don't know affects to the environment, displaced homeowners, etc.
- Ruin the countryside on the east side and infringe on people and their property who live out in that area.
- Use of river
- Increased development with the new bridge that impacts the river, ground water, and green spaces. Negative impact on the Mississippi River including groundwater run-off, noise, and more development moved from St. Cloud core area to area adjacent to new bridge potentially leaving lots of unused buildings and pavement in the core area (need to infill is important).

People not traveling through the core and stopping at businesses, but rather moving further out to new development which will mostly be more ugly strip malls, generic companies (many located headquartered out of St. Cloud and sucking money away from the city and even state), etc ... Need to strengthen and support the core. Expensive bridge for cars when public transportation is called for as well as more focus on walking and biking paths.

- bad use of river
- additional noise for adjacent neighborhoods and natural areas (disruptive for animals, especially breeding birds), additional deer and other wildlife collisions near existing forests/natural parks, visual obtrusion in scenic river corridor, new road pollution (road salt, trash, oil, rubber tire residue, exhaust gases, etc.) along a corridor in area where this is currently minor,
- Visual obstruction to the Wild and Scenic designation of the Mississippi River. Impacts from construction to mussel species, trash thrown from roadway (Having cleaned the park below the Highway 15 crossing, I can attest to this), deposition of chloride, rubber particulates and other petroleum products into the Mississippi.
- environmental impacts
- It will inevitably stimulate even more traffic -- "Build it and they will come."
- Way higher speeds and speed limits - Slow fucking down.
- Just as it would reduce traffic congestion on Hwy 24, it would reduce traffic by those businesses & towns. It will create more road noise for the country club/golf course and those houses near it...tall sound barriers help substantially cut that down. Maybe the added exposure to the country club would increase membership? There are environmental issues which we have laws/rules in place to mitigate and that as is done with the 100's of bridges up and down the Mississippi. But, the time is NOW

to put in a bridge with minimal disruption, based on the proposed area, to existing businesses and homes. Most of the land to the east of the river is farmland. The 33rd street is being widened and ripe to be extended across the river. With every decision, there are always issues so you have to look at the benefits and do they outweigh the issues...and there are so MANY upsides to putting in a bridge that it is a no brainer in my....and so many other people I talk to, mind.

- I spend less time in that area, except for the trails and in the river so I'm uncertain how it would affect the area.
- I think the new bridge would cause a lot of noise for the residential areas. I think the traffic would be a huge nuisance and cause safety issues for the many, many people who walk and exercise in that area. I think it would cause property prices around Montrose and that area to plummet.
- Negative effects on the environment of the river and surroundings. Impact the park with noise and garbage tossed from cars and trucks.
- Not necessarily crazy about having this close to our house.
- Your trying to take what little country life st cloud has left and turn it into city county road 8 is busy enough with traffic I DO NOT want 10 times that amount driving past my house, and after they widened county road 8 already that makes more traffic closer to my front door. My kids soon will not even be able to go outside if the traffic increases.
- "The current proposed beltway and bridge will create unnecessary traffic, risks to safety and depreciation of residential property values. The real benefit for the new bridge is to connect traffic to Hwy 10 and the St. Cloud Regional Airport and places north - diverting some unnecessary traffic through St. Cloud on Hwy 15.
- A so-called shortcut to Hwy 10 is short-sighted to be as far north as Hwy 10. Having I-94 be the

beltway on the south side of St. Cloud and veering to the northeast to cross the Mississippi River will have the least impact.

- If a bridge is really desired off of 33rd, then make it a bridge primarily for non-motorized bicycles (and electric assist only), electric wheel chairs and walking and secondarily for light emergency vehicles (cruisers and ambulances) if feasible. No golf carts, ATVs, snowmobiles, et al."
- The St Cloud area, and the entire state of Minnesota, is in a condition of unmanaged decline. Please plan accordingly and allow what few taxpayers remain, our own earnings, which you have no claim on. Otherwise, we the governed, shall henceforth withdraw our consent.
- Increase traffic through St Augusta
- The Miss. R. south of St. Cloud represents a significant biological corridor for migratory bird and other animal species. The unique habitat of this area comprised of hardwood floodplain forest, Beaver Islands, river bluffs and dry prairie contribute to a biologically diverse resource for a wide variety of plant and animal species. Recreational benefits of River Bluffs Regional Park, Beaver Island Trail and Miss. R. designated Wild & Scenic waterway will be significantly impacted by traffic noise and increased conflicts with motorized vehicle traffic.
- increased traffic in the neighborhood of the new bridge
- "It would bring noise to River Bluffs park. A new bridge should not be placed anywhere near county or regional parks. The noise created by cars driving on a bridge would seriously disrupt the environment surrounding it and create unpleasant conditions for the people walking in the area or wildlife that live there. St. Cloud has so few quiet places for contemplation or for enjoying nature. Please do not add to the noise. Another bridge over the Mississippi River would also detract from the main tourist attraction to St. Cloud, which is to canoe or kayak the river

below the dam. The appeal of the stretch from the dam to Clearwater is that it's a wild stretch of the river that offers a quiet and beautiful getaway from the hustle-bustle of St. Cloud. During this pandemic, we have realized the importance of quiet green space to people's mental health. If you want to attract people to St. Cloud, preserve as much of its natural beauty as possible, especially on the Mississippi River."

- "A beltway concept should be outside. The city proper cross river at opportunity drive extension over traffic for future needs, Proposed 33rd Street was out of date when proposed 30 + years ago. The idea is to ease local traffic from thru traffic. 33rd Street traffic does not do this.
- Traffic on 33rd St S
- Traffic
- An unfair burden on the taxpayers of St. Cloud. We have already had to pay for insane projects that cost far too much (for example, Beaver Island Trail phase 3)! I-94 is accessible as is Hwy 10 from the University bridge crossing. The proposed crossing would impact the Wild and Scenic River District of the Mississippi River which we feel needs no further fragmentation and visual impact for people recreating on the river. Wildlife in this area will be significantly negatively impacted as well.
- Financial burden. Even if budgeted for, there will be an increased cost for taxpayers. Are we are a place where we can financially carry this bridge? Probably not after the pandemic. Maybe in 3 years to begin construction.
- none
- sound issues for the area, increased traffic on county road 8 se,
- The bridge would possibly increase traffic and noise, and push development sprawl where it currently is not.
- The Beltline identified is no longer an area that allows traffic to move freely on the outside

perimeter of the developed city as may have been the case nearly 20 years ago when beltway zone was identified. It is now inside a nearly fully developed area on south side of St Cloud. Commercial and business traffic, particularly heavy vehicles, will travel into the city to use the 33rd Street bridge instead of remaining outside of developed ring. The beltline should be moved out/away from the fully developed areas on the south and west sides.

- It would induce additional vehicle miles traveled and further spread out origins and destinations in the St. Cloud area. A broader concern about the bypass as proposed is that access, even if widely spaced, would degrade the usefulness of the bypass. This happened with West and East Circle Drives in Rochester.
- I am most concerned with impacts on the natural resources of the area: wildlife and fish, plants and invertebrates. Also, since this section of the river is the only stretch of the Mississippi River with designation under the state Wild and Scenic Rivers Act, any bridge must be built with as little impact on the river corridor with regard to sightlines from the river by those using the river. Further, the new bridge must minimize impacts on fish and wildlife that also utilize the river corridor. All that said, placement of the bridge as a straight line continuation of 33rd Street seems to be the least destructive and most logical path.
- Much more traffic on 33rd street.
- The new bridge would create increased noise and congestion in the residential area by the St. Cloud Country Club (SCCC), would affect local wildlife, and reduce property cost. I am not in favor of the bridge. If it will be built regardless of the local residents' concerns, I would be in favor of the two plans that put the actual bridge a little further south, with less impact on the residential area near the SCCC.
- Assuming the project is done right I don't think there would be any major problems with the bridge, but I do want to emphasize the

importance of building a bridge that is friendly to all forms of transportation, not just single-occupant vehicles. I'm also more generally concerned about the environmental impact this bridge may have on the area, especially the visual impacts with parkland and residences nearby, though I don't live in the immediate area so that really doesn't affect me and I would defer to those who live closer for more specific comments on those aspects of the design.

- I am a homeowner on one the proposed sites
- Roundabouts are too tight for trucks. It is dangerous to be in a roundabout next to the truck. There are 5 roundabouts on 33rd.
- Roundabouts on 33rd St. are too tight for trucks, they always drift into an adjacent lane. Increasing traffic on 33rd St. will create a big problem on those roundabouts. They are also very slick in the winter are difficult to maneuver.
- We live on the County Club golf course and we have concerns over increased traffic and increased noise.
- Probably with the houses in the area. I just have a problem with the freeway after they resurfaced it last time. Now it sounds like the freeway is in the backyard unless we have a north wind.
- Environment
- To much traffic and crime brought to the area of the south side
- Increase noise, traffic and related problems to a quiet residential and agricultural part of St Cloud.
- We moved out this way for less traffic, now you will be routing people through. I would move.
- Ruin River Bluffs and Mississippi's tranquil environment at proposed bridge location.
- Bypass, st Cloud and Sauk Rapids, bad for business

- Higher traffic through the new corridor and traffic issues on Hwy 10 (potentially).
- First off... when the 10th street/University bridge was changed from a 4 lane to a 2 lane due to the petition Mrs. Lydeen enacted the Federal Government made the bridge design to be changed to a 4 lane at the expense of St. Cloud before any more funds for future bridges could be received. The University bridge should be changed and the connection to Hwy 10 should have been done first. Then determine if this fixes the traffic flow issue. Also the DNR has the river corridor as protected wildlife from University bridge to Champlin. The new bridge with lights will effect this protect wildlife and it ecosystem.
- I live in the Plum Creek Addition. I didn't see if the stop lights at county road 75 and 33rd street south would stay or would that change to allow traffic to flow with out a stop light. I'm worried about the noise for the neighborhood, and the new 33rd street project roads are narrow, how would this change the recent work on 33rd? Also the creek that flows out of the Plum Creek addition can't take on any more water. Erosion of this creek is impacting several properties already.
- Noise pollution and reduce river property values
- Harm downtown businesses by showing a by pass
- You are taking away the last back road to the west end to avoid traffic by increasing traffic and adding more traffic to a currently nice, low traffic east side route from St Cloud. Why all the money spent the past couple of years on 33rd St just to do it all over again or was this already a start to your "plan"? Who is paying for this?
- Already enough traffic in county road 8, don't need more!!!
- Typical construction concerns...
- Too much traffic along 33rd Street.

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- This may increase the traffic in my area/neighborhood (Southwood Heights) to the point it becomes a burden.
- Habitat for wildlife along the river.
- People unhappy with growth near their residence.
- bring in outside traffic into the neighborhood
- Revenue is lost when traffic is rerouted around a city.
- "TIE UP HWY. 10. ESPECIALLY THRU THE SUMMER AND OTHER BIG HOLIDAYS, WORST THAN IT ALREADY IS. bOTTLE NECK THIS WHOLE AREA AROUND CABLE AND HWY 10
- I can see no reason for this particular bridge to be built. Few people live east of the river, and there is no retail/industrial activity in the area, so there is no obvious reason why anyone on the west side would want to use the bridge. It will also ruin a Scenic portion of the Mississippi and increase pollution (air and noise) for those living in the area.
- Bring urban sprawl out to peaceful lands
- "1. It would be detrimental to the low income townhomes - either by being right on top of or closing them (33rd.Clearwater road). Historically this population has taken the brunt of constuction of roadways, 2. There will be an environmental impact on the creek system - there is a creek flowing on BOTH sides of 33rd as it is now. Has the MMPCA been consulted? 3. It will cause significant noise right in the center of a residential area.
- I live on 36th Street SE and work for Northland. If the bridge came through our property that would obviously be a problem. We would request that the bridge be built far enough south that the noise would not affect our church and home. We have activities at church every day but Saturdays.
- It will create problems depending on where you put it.
- The proposed location is too residential. It would be a better idea to have the bridge come off of I94 and Co Rd 75.
- South side congestion. Tracks at Hwy 10 could be an issue
- This bridge would ruin my entire neighborhood. I will be moving. Now.
- It would bring higher levels of traffic and noise to a peaceful serene area on the shoreline east of the river. We moved here to get a little bit out of town. I'm worried about nature in this area as well. So much wildlife in our backyards.
- "I used to live on 33rd by Cooper. With the new roads traffic increased and if you add a bridge over the river look out!
- More traffic on 33rd.
- Too much development destroys our sense of community. We get it, the city wants everything developed to increase its tax base. But that's not what we want. How about taking better care of the roads we have.
- "It would wreck the only wild and scenic section of the Mississippi that exists. What disrespect.
- It could degrade residential communities with noise and pollution.
- Or it could create a bridge from nowhere traveled by no-one. Nowhere: The report's inclusion of the south catchment sounds like an empty justification for demand that won't materialize. No one: What specific data generated by whom supports the the assertion that people in Foley, Princeton, and Millaca work and will work specifically in southwest St. Cloud?
- Problem: St. Cloud wants a bridge Solution: Impose will on Haven Twp. The language of the report suggests that the bridge is a done deal, just a matter of siting. Oh, and we can just agree to make a few changes to annexation agreements. Parties have had discussions. The township board didn't put the bridge on the

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- agenda for its annual meeting. Who represented Haven township in those discussions? Where are written reports of those discussions?
- More congestion in a residential area with bigger trucks driving through
- Facilitate sprawl, suburban style disperse development, wetland and habitat destruction.
- Destruction of wildlife area. We have deer, owls, many wildlife in this area. Stop destroying the green spaces in st Cloud. It's so sadly bare of trees. Plus, this could destroy my home value. We moved here for the peace. We want to remain in peace. Loss of home/values could destroy haven township.
- "Destroying the area. Maintain what we have.
- NEW is NOT always better."
- Changes, pollution to the scenic Mississippi Riverway .
- Raised taxes, noise
- May cause more traffic on 33rd, but benefits outweigh negatives.
- Excessive traffic brought to this area, especially on 33rd Street. It appears as though the redesign/reconstruction of 33rd is meant to discourage semis with the addition of roundabouts all the way to Highway 15. Unfortunately semis are still using 33rd which creates dangerous situations at the roundabouts. Semis can't negotiate the roundabouts without climbing the center curbs and cutting off cars. We have experienced this ourselves having encountered a number of semis in the roundabouts. I don't know if the was the plan or semis are allowed but it's the reality.
- "It would steer traffic away from the city of St Cloud itself, and that would hurt business. We would be helping to make the city's economic base worse, and doing so at great cost. When I travel around the US I am struck by how, starting in the 1950s, roads have helped cars hurry past towns, at the expense of those communities. They aren't called bypasses for nothing! I am also concerned about the environmental impact. The River Bluff park is wonderful: peaceful, varied, so attuned to the river. The Country Club area offers green spots that this town needs (especially after Costco decimated that forest by the historical society). This plan strikes me as a really expensive way to make our daily life worse.
- "Would increase traffic on 33rd St South. The bridge and the associated roadway would inevitably draw road maintenance funds away from existing city streets that are in many cases already poorly maintained and in (sometimes desperate) need of resurfacing."
- The proposed bridge would destroy the quite neighborhood where my children live play and go to school.
- "Disruption of Mississippi River - pollution
- Destroy rural/agricultural areas"
- I would think a more direct connection to I94 would be better. South of the current interest. Or at least in the city owned land, park area. The only private ownership purchase could be Landwehr Construction! I don't see a benefit in the current idea of a connection to Hwy 15.
- Two decades I bought a town house in South West St Cloud (Little Creek Town Homes.) I was born in St. Cloud and have lived here most of my life. I chose this home because it was still in the city and conveniently located but had the benefit of a peaceful, natural location...trees and a little creek. And now I see this project as shattering this dream...noise, traffic and a ruined view. I am 80 years old and do not have the strength or resources to move from this home. This project crushes my dream and my plans. please look at other options.Perhaps it could be in another location entirely or at least angleSOUTH and EAST ...not cutting through this lovely neighborhood disrupting completely instead of going due east. Please consider

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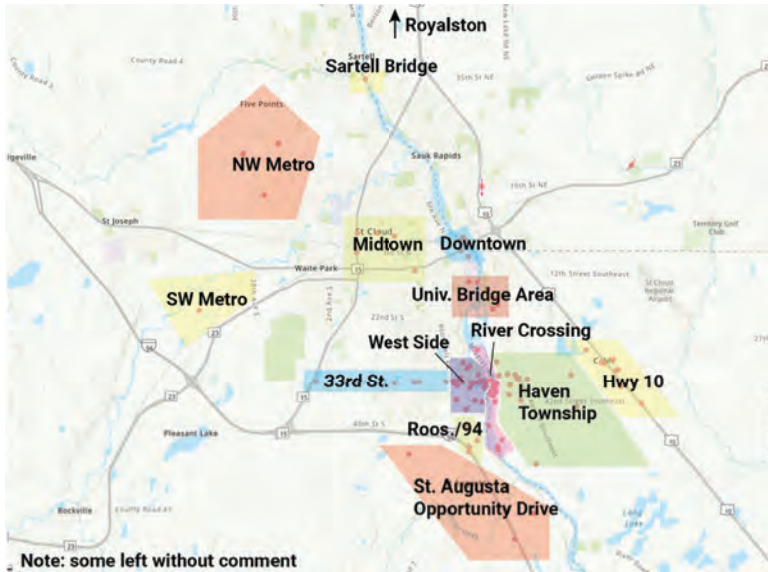
- these options. I surely hope that you will consider other options.
- "Noise pollution
 - It might reduce shopping in the core of the city. Take a damn look at what happened to east st germain street. Take a good damn look.
 - The way the plans are it looks like a another hwy 15 fuckup going thru residential areas.
 - " I don't know much about the east side of the river, except the area is environmentally sensitive, which is true on both sides of the river. Wildlife is protected on the west side, on the golf course and in the regional park.
 - Decrease traffic flow along division would harm some businesses that need it.
 - Awful traffic, destruction of neighborhoods, and your claim about business growth in South St Cloud is just telling everyone who lives in the neighborhoods around 33rd that you're making it a commercial district.
 - It would mess with parks and trails. 33rd St. would have to be re-designed, widened from Hiway 10 to Hiway 15, maybe even I-94. It would be somewhat of a guess which intersections would be affected the most.
 - Its a bridge...
 - their need to be distance between university and the new bridge. some of the proposed sights are simple to close to university
 - destroying more natural habitat and fish in the river, more pollution from items thrown into the river, NOISE. If it is built it should be an arch bridge
 - Spending money when roads in area need a lot of maintenance
 - beautiful area south along Mississippi River. Dont need more urban sprawl in this location
 - Construction and use noise, assorted pollution, increased traffic, and subsequent adverse impacts to the Mississippi River environment. Wildlife of the sky, water, and land, along with the residents of the area will be negatively impacted. It will also reduce the value to the scenic St. Cloud Country Club and surrounding neighborhood, as an eye sore of concrete and noise. I prefer the swans, geese, ducks, eagles, beaver, mink, bear, deer, fox, and other fish and water fowl, too numerous to name, on my daily walks in the area. Traffic and a bridge are unwelcome in my family neighborhood.
 - I am concerned about the environmental impact of the bridge on levels including noise pollution.
 - Would be a waste of money
 - It costs money. Government constantly encourages us not to drive our cars. No no no government is encouraging us to drive our cars by making it easier. Quoting the great character actor R Lee Emery. Just what is governments major malfunction?
 - Disruption of the golf course
 - "A new bridge and the associated belt line road will increase car use in the St Cloud area, with all the associated negative effects. IT will also perpetuate the shifting of resources from the central city to the exurbs, exacerbating wealth inequality.
 - Widening streets to 4 lane "stroads" will increase traffic, noise, and air pollution. Noise, high speeds, exhaust and multiple lanes drive out pedestrians and bicyclists no matter what "accommodations" are made for them. This degrades quality of life, air quality, and health outcomes.
 - Unless carefully zoned against (unlikely in St Cloud) big box stores are likely to sprout up along this or related routes, draining jobs as well as long-term finances from older areas of the city.

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- The high-value central city (see Strong Towns analysis of positive revenue-generating areas of the city) disproportionately lower income and people of color, will subsidize this shifting of resources to outer rings. "
- To close to University Bridge. Consider up to a mile south.
- Gestion and significant increase in traffic on 33rd street South
- Impose on the Montrose neighborhood and St Cloud Country Club, the Twin Homes and lower income housing neighborhoods that enjoy a quiet living environment . Also, the natural areas would not be helped by by the increased traffic and businesses that are not needed as these areas are adequately serviced by the current businesses.
- "a disaster to me personally.....loss of pristine view, quiet , peaceful neighborhood.....presence of traffic, noise, congestion.....at the age of 80 lack resources and health to move. another factor is the major decrease in the value my town house.....part of my financial security.I am hoping this is not a done deal and that you will consider another option. please do not proceed with this devastating plan."
- Consider the environmental impact
- There's always going to be somebody who's against progress. It's a delicate balancing act.
- N/a
- "This proposed crossing point is yet another example of St. Cloud turning its back to its greatest natural feature - the incomparable Mississippi River. The MN Wild and Scenic designation, the federally-funded land purchase for development of River Bluffs Scenic Park and the recreational value of the MN DNR Water Trail, just below the Beaver Islands, will not survive the tree removal, grading and filling of bridge building. I am concerned, too, that this disruption to shoreline and soils may expose the river to increased run-off of chemical fertilizers, sand and sediment - affecting water quality to the south.
- I hope the agencies who work to protect the environment demand a search for an alternative location where the environmental impact might be less devastating."
- increased auto dependence and sprawl, more unsustainable maintenance costs for the future
- The only problem I foresee is potential resistance by folks living near the St. Cloud County Club and the Country Club itself. However, I feel that this "not in my backyard" type of resistance can be mitigated by one of the alternate routes illustrated in the study.
- Angry neighbors in the current area
- inviting traffic off HW 94 into the south side and congesting CR75
- You can never make everybody happy. Don't worry about that and build the bridge.
- Too much traffic on an already overused road in the middle of residential (33rd Street)
- Destroying the open and quite living in the haven township area. People moved out here to be away from busy roads and now you want to put one right through the quiet wooded area.
- Too much traffic along the east side.
- Destroys peaceful & open landscape of the haven township area. People moved out here to get away from busy roads.
- Without significant consideration to an abundance of issues, a new bridge will create problems; these would include but not be exclusive to many environmental issues, new traffic problems, multiple safety concerns and economic impacts to both current river crossing areas (decreases in traffic) and those impacted by a new bridge. More information is needed to

answer Yes or No to this question.

Question 11: Please describe why the area you marked needs special attention (optional)



Note: some left without comment

Interactive comment map: <https://arcg.is/ubzrq>

West Side – Roosevelt to Mississippi

- Too close to the city for access. Needs to be further south
- That is the mountain bike trail.
- All activities meet here. Traffic from Tech, Athos, and cross traffic from Hwy 15 to CR75. Traffic coming and going from I 94 to CR75, and
- emergency vehicles going to the Centra Care hospital / Clinics, or airport. Massive Truck traffic, heavy, medium a
- Added traffic on service road, Roosevelt Road, parallel to Co Hwy 75, in front of residences from the 3500 block to the 3600 block.
- Sound-barrier wall needed on those two residential blocks along 75 south of 33rd St. S. Also, signal lights coming from
- If the bridge crosses straight east from 33rd Street South, it would negatively impact the St. Cloud Country Club golf course. In my opinion it would be best if the crossing veers

- south of the holding pond on the Harddrives property.
- would cause property prices around
- habit for wildlife along the river
- Forested area should be protected and preserved.
- Major road going too close to golf course
- Aquistition costs would be low! City already owns the land. Less disruption to residential area.
- Noise increase in neighborhoods, traffic increase on 33rd St. and Clearwater and Roosevelt Rds.
- As noted above.
- The 33rd/Clearwater/Roosevelt intersection is already pretty bad for bikers with how busy it is and with four trails connecting within such a short distance. Constructing the bridge would make the existing situation far worse. One idea I have for this ar
- A critical area for bridge construction that will have impacts to residential areas, commercial areas, trails, parks, water ways, compost site and sanitation pump station. I would agree with the comments from Jami Bestgen, country club president; that having the bridge location curve to the south from Lancewood lane would protect the investment of some 300 stakeholders of St. Cloud county club. Moving the bridge to the south should also provide easier access to the city compost site and Granite City Aggregate. The southern curve would also use more currently owned city peroperty. From the east side of the river, connecting to County Highway 65 appears to have the least amount of impact to existing property.
- Need sound barriers to protect residential areas all along the North side of the road.
- Close to residential and some people might not like a beltway going through a golf course, but I don't golf.
- Clearwater Road - should be closed off to deter residential traffic increasing
- With increased traffic on Roosevelt Road, driver's will shortcut on Clearwater Road and it could become a dangerous racetrack
- River Bluffs Park
- The golf courses beauty needs to be preserved without the bridge running right alongside it.
- My big concern is the current complexity of this intersection. This point is the confluence of four lane traffic in/out of I94, E/W 33rd St South, 1 bike lane, 2 bike trails, and more.
- WOULDBE THE BEST AREA TO DO THE BRIDGE
- I think the new bridge would cause a lot of noise for the residential areas. I think the traffic would be a huge nuisance and cause safety issues for the many, many people who walk and exercise in that area. I think it
- The golf course needs to be preserved along with the
- **River crossing**
- Avoid ruining the historic St. Cloud Country Club
- geese, ducks, swans, deer, fox, beaver, etc.)
- that would be threatened by a bridge crossing.
- I feel the Beaver Islands and the Mississippi River should remain untouched and wild. This area is home to many species of fish, birds and wildlife (i.e. eagles, osprey,
- Park land on west bank; east bank appears to be undeveloped land.
- It's the river. Major environmental concerns.
- Existing travel corridor along this Mississippi River for wildlife
- existing forest cover, especially in river floodplain, should be avoided

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- No close access to crossing the river at that area especially due to inundation by dams. The combination of gravel banks and bould
- This is the location where the bridge should be located (adjusted slightly for practical considerations). Keep the beltway by or literally on I-94 (just US Hwy 52 is shared with I-94).
 - The area there is a eye sore.
 - Would be nice to see a bridge there
 - filter too much traffic into a very quiet area
 - water
 - Put a bridge on the 94 corridor so traffic to northern mn is quicker and easier.
- The granite boulders in this portion of river are an important example of features that used to be common historically, but are much more limited today because of development.
 - St. Cloud needs to recognize and protect its honorable position on the Mississippi River. It's presence should be protected and appreciated for its history, beauty and recreational value.
 - The Beaver Islands (and river) is the key asset of the St. Cloud area and needs protection. The bridge will have a negative impact on this area whether it be negative water impact, noise, visual pollution or something else. There is not benefit to the Be

Haven Township – east side of river

- To address the traffic flow in that residential neighborhood. What can be done to bypass those homes to avoid noise and lowering of their property vale due to a major ct road coming through
 - There are homes that right now have a beautiful area to live and will be absolutely ruined if a major road would be built there.
 - Residential, rural, should not be impacted by the project.
 - This is the area that we would like to avoid having the bridge come through. South of us would be great...again far enough south that noise would not be a problem for our school, preschool, church services, etc.
- It is where I live.
 - It is our church. I am the pastor of Northland Bible Baptist Church. We also have a private, Christian school and preschool
 - This is my neighborhood. It is quiet and peaceful. Please dont interrupt that.
 - More development and growth
 - No bridge
 - Another place to cross river to get to 94 before st cloud and after clustered clearwater.
- Another place to cross river to get to 94 before st cloud and after clustered clearwater.
 - Its Zoned Industrial and it has a lot of development potential
 - Private property owner. Is this property in Haven township going to be annexed with st.cloud? If yes, when?
- Access to HWY 10 to get to the airport.
 - the train tracks to contend with. You do NOT want to have cars having to wait for the many trains that travel on that line. I get on it at Hwy 3 and traffic is moving. I

Highway 10 interchange

- Confusing intersection.
 - the train tracks to contend with. You do NOT want to have cars having to wait for the many trains that travel on that line. I get on it at Hwy 3 and traffic is moving. I
- interface with highway 10 development
- There would obviously have to be an interchange onto Highway 10 and there is also

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- I think this area could be a potential future big interchange as it is right by the airport and would make
 - traveling to it easier for so many and if done right could future proof itself for decades to come. Think changes in
 - Bloomington traffic from 40 ye
- 33rd Street – west of Roosevelt**
 - Increased traffic near Tech High plus teenage drivers will make the area dangerous
 - adequate for new volume of traffic.
 - Too many roundabouts for a beltway, especially one that will increase truck traffic
 - This is too much of a residential area to have a bridge. Much better to have a bridge that comes off of I94 and Co Rd 75.
 - Its a residential area you idiots! And the 4 lanes that you put in so far are crowded together. Do it right for once in your lives widen it to have a proper center divide and go for at least 3 lanes in each direction. You would be smart if you planned f
 - Review and analysis is needed on the impact of a 400%+ increase in traffic on 33rd St. Especially concerning is the increased traffic, increased commercial traffic and the proximity to three schools and residential areas.
 - Intersection at Tech HS. Make sure the belt line roadway by Tech (and other schools) is

Roosevelt and I-94

- Take it across here. It is right on the I94 interchange and would be a GREAT place to exit in the southern part of the city and cross over to US10...would avoid the city traffic and keep some of the 18 wheeler traffic out of the city. MN 15 from north to
 - users etc. trying to get to the Ct. 75 paved shoulder route. That said, if fixed with a bridge, imagine how great the 30-mile route could be down the west side of the river on 75 and back up
 - I love the idea of the bridge in that area. I think we should tie in I94 to the beltway.
- This is a terrible intersection now for multi-modal users, MRT
 - Because you could get off of 94 and cross over to 10 and get off of 10 and cross over to 94. That will create more opps than what is currently proposed. The new bridge in Clearwater is the biggest abortion I have ever seen. Why wouldn't they have ma

St. Augusta and Opportunity Drive

- Increase traffic
 - It is a shorter bridge span, currently developed and planned industrial development. More mid point 10 Street/ Clearwater bridge. Think more than 10 years out. That is planning.

University Avenue Bridge area

- Fix the University bridge to carry four lanes of traffic first before you decide to build a new bridge. The deck of the University bridge was designed for two additional lanes to be added at the expense of the City of St. Cloud when they decide to change
- If you would actually fix the potholes in the road that would be really nice.
- Roads are horrible, give attention to current roads before creating new roadways.
- This road is terrible with potholes. It has been for a long time. For the roads we have before putting up another bridge
- To restrict heavy dump trucks, etc. from driving constantly on

city streets which leads to surface damage. Weight restrictions or reconditions are needed and need to be enforced.

- Traffic will attempt to shortcut onto Minnesota Blvd/9th Ave SE/Killian Blvd coming off / going to the beltway.

Downtown

- City Hall elected and unelected officials, and other self important entities should step down, for starters.
- Economic development east of Germain Street.
- Living there, I know the East St Germain Street bridge is not at capacity during most hours of the day and hardly even at rush hour. Put the parking, at least during non-rush hour times, back on the street. Stop abandoning this inner city node to facility

- Our downtown is very bad, with little entertainment, dining or culture.
- roads are uneven with lots of pot holes year round
- traffic congestion
- Traffic is awful!

Midtown – MN-15 to Cooper Avenue

- 15 and Division/75 traffic congestion and accidents
- Driving in St Cloud is terrible
- Clean up the trash in St Cloud and Waite Park and maybe
- people won't have a need to go around it.
- Repave Cooper Ave around Calvary Hill, the roads surrounding it are a disgrace.

- Spend money on creating a better east-west route from Waite Park to Downtown St. Cloud. Cloverleafs on Hwy 15 at County 1 and County 29

Southwest Metro

- I didn't see any plans for now the western part of the corridor is going to go from 33rd through Waite Park up through St. Joe/Waite Park and into Sartell.
- This connection needs to be made for economic growth

Northwest Metro

- 19th Ave in Sartell is in desperate need of repair. This road has increased traffic significantly over the years. It is narrow, filled with crumbling tar and potholes.
- 322nd Street is in a greatly expanding housing development, with Sartell

planning (supposedly) to begin developing the property north of 322nd and west of County Road 8 for housing

within the coming years. It will be much easier and less costly to establish

- traffic congestion

Sartell Bridge

- Not sure how a beltway would go through here. It would be great if the planning for this area is for an express way and not just new streets with new stop lights. Anyone who travels through here is already tired of that.

Royalton

- Going through Royalton is a burden in the summer. Although it is not Stearns County, the people of Stearns County frequently travel through.

Placed elsewhere (outside Metro and State)

- Any area east of Highway 10 will be destroyed by population increase.
- City/County/State government needs drastic improvement. Unable to pinpoint all the corruption on this map...
- County Road 8 and existing neighborhoods need to be considered in the impact study
- Currently to get to the other side of East St. Cloud, you have to travel into town to access a bridge. Greatly increases travel time + distance, as well as directs traffic flow into congested areas that could otherwise have been avoided.
- Division and Roosevelt are very congested all hours of the day. Need more options going east to west the bridge may help with that
- I cannot put a pin in the entire St. Cloud area, getting east to west or west to east in this community is the worst I've ever been to, and I have extensively traveled the USA. The other thing that needs to be addressed are the HORRIBLE new crossings a
- If this goes ahead, it should cause the least disruption to existing residents, solar and agricultural farms.
- Needs bridge
- Road Resurfacing
- Uncertain
- Will Clearwater Road be expanded to four lanes as Mayor Kleis once indicated around 2012?

Question 12: Other comments, ideas?

- This is a terrible idea. Build it and they will come mentally has entrenched us in an unsustainable transportation system with enormous liabilities that are unfunded and gets worse ever year. Building more is not the answer. The development that may spur will never justify the cost. Invest in the core. Make the core of the community stronger. The belt line idea is insane.
- I hope that the east end road connects to 42nd street so that there would be continuity toward future development of traffic infrastructure. A overpass structure at Highway 10 could be constructed and there should be little, or no need for frontage roads to be built.
- Move the Mississippi Bridge to the opportunity drive area.
- How will the bridge lights impact wildlife on what is usually a dark area of river?
- For the most part, each and every place this beltway goes, and the bridge crossing. Safety in traffic configuration and pedestrian crossing should be at the top of the list. Accident Reduction. The speed around St. Cloud is at Minneapolis portion's already on all roads and streets. No one neighborhood will be exempt from more noise. It is part of our city now almost 7/ 24. When you add air traffic to and from hospital and airport, it is a noisy metropolitan city. The growth is undeniable. It will continue to grow. . . as an outlying 'suburb' of the Minneapolis St. Paul area. Especially with Satellite and on line working individuals in Stay at home positions. As this all gets built, what is the possibility of making the cement look as good as the corridor in Duluth along the lake? That art work, and the trees, and such, takes away the ugliness of cement, and aids in wild life. Melding Lake to cityscape to Nature. Protect the Mississippi Flyway.
- I suggest exploring a crossing South of River Bluffs Park, if at all.
- Push the bridge further south and incorporate the new bridge road into the interstate as a new exit crossing the river
- A new bridge across the River south of University Drive would be a HUGE relief for our daily commute and travel with kids for activities.
- please don't destroy that beautiful golf course and residential part of town by bridging 33d street across the river. Moving it south makes more ecological and business sense.
- I think we should consider the area south of River Bluffs Park - because that way not only would it not impinge on the residential areas on 33rd Street, but also it wouldn't cut the park in half.
- This project has been talked about for so many years now, it is way past due. Some sort of plan needs to be put into action. I grew up on the south side and I remember people talking about a bridge when it was still township on that side of town.
- "Don't add so many stop lights. You screwed up hwy 15 flow with too many lights and curb cuts. Add a service road if you want the business built so close to the roadway. Can't expand anyplace because you, the city, have allowed businesses to build so close to the road. Money, money, money at our expense as users.
- Why does my age or ethnicity (as requested at the end of survey) have to do with anything?"
- Would love to see this happen and the sooner the better for our awesome city!!!
- For the above question: "Were you familiar with the proposed Beltline roadway around St. Cloud before seeing this website?" I wasn't aware of the beltway idea, but I was aware of the plans for a bridge on 33rd.
- For the love of God please build infrastructure that will support the number of people in the 'St. Cloud Metro Area'. It takes far too long to travel

- through this town and it shouldn't. Please don't cheap this, build something that also considers the future. The above Purpose of Study clearly states that even with this new bridge, all of our bridges are over capacity. That should be unacceptable.
- ALL OTHER EXISTING RIVER CROSSINGS MUST BE 100% UTILIZED BEFORE ANOTHER CROSSING IS BUILT. THE AREA PLANNED FOR THE CROSSING IS DESIGNATED AS A NATURAL AND SCENIC RIVER.
- "More lanes from 10 to clearwater
- I fully support this project, and want to thank you for including, and please give weight to, the impact of noise from this project creation and existence. Noise decreases the quality of human life and the natural world. And thank you for including a safe and pleasant way to bike and walk across this bridge corridor.
- It is time to get this done. It has been talked about long enough. Sartell and Sauk Rapids have built new bridges/crossing and it has positively affected those cities. We need this to continue to spur growth on the south side of town.
- I feel the St. Cloud are has sufficient bridges already. The four bridges currently in St. Cloud should be sufficient for future growth. There are also additional bridges nearby and upstream n the Sauk Rapids/Sartell area.
- "The lack of information for Haven Township should be addressed. Here are some suggestions. Have the bridge access the 37th street se roadway to the 32nd street se roadway and connect to Sherburne Cty Rd 3 and designate the entire connection as Sherburne Cty. Rd. 3 to involve MnDot in the process to access more state funds for the project. That would provide better access for the future mining interest's in the area that are not identified in any of your maps.
- The roadway should be developed as a divided 4 lane with an increased speed limit and an interchange at the Cty Rd 8 crossing and the Hwy 10 crossing and determine an interchange that would provide access for the gravel interest to north and south of the suggested roadway."
- Connect 40th Street the whole way to make it easier to get thru
- I would like to see this project move forward sooner rather than later.
- I wonder on how many people would use this bridge. I wonder if you sent this survey to the businesses in the Saint Cloud area so you can
- As a life long southsider, we have been looking forward to this project to be completed the past 10-15 years. It is terrible trying to cross the river now, all bridges are over used and congested.
- Please work to preserve the natural areas and assets that we have so people don't have to keep moving out of St. Cloud to find green space.
- Make this happen - it would dramatically improve the commutability in the area
- "I am also concerned about the impact traffic has on the poor and minority communities. The south side is becoming the sartell of st cloud. Having said that, I don't think that means not building a bridge. I understand the need to invest in infrastructure to meet those needs. However, the optics of pursuing and investing in a new bridge and infrastructure into the south side which has just invested in a big, beautiful high school located in a burgeoning upper class area which has easy accessibility to them seems off. Meanwhile, Apollo HS languishes, buildings like Electrolux will be empty for years to come. The mall is suffering.
- I am in favor of some type of loop around st cloud, but am concerned it will come at the expense of those in the st. cloud core (residents and businesses). "
- How would this direct traffic into local businesses rather than steer traffic away from town?

get an idea on what their employees that commute would like do if this bridge is in place.

- I live slightly southwest of St. Cloud. This bridge would be a benefit to me when I am returning home from somewhere south of 95 but north of I-94. Currently I have to choose between going south to Clearwater, or going all the way into St. Cloud on 10.
- Better utilize the current Highway 24 bridge.
- People have chosen to live outside of the existing city limits to avoid the noise and traffic that occurs within the city limits. This needs to be considered when proposing new roads and bridges along with the impact of new construction on the rural environment.
- "Understand that a bridge crossing in this area would significantly impact the downtowns of Clear Lake and Clearwater areas as well, buy reducing travel by these existing town's businesses this existing and recently replaced Hwy 24 bridge crossing provides for the local economy.
- What happens with a belt-way is that it's sold as a fast, efficient corridor around the city core. After it's built, within ten years, more residential and commercial development occur, stoplights are installed and the route becomes longer and slower than advertised.
- Double deck university bridge.
- St. Cloud needs to figure out how to move traffic through the city while prioritizing green space, public transportation, biking and walking paths, and better managing development (most rent development is visually ugly and housing generic businesses - who needs another fast food chain or a business headquartered in the southern US?, paves over too much green space, has too much lighting and signage).
- Start designing from people out, instead of machines down. What I mean is where will people be walking, biking, what are the neighborhood streets/traffic, before designing in

ways to up the speed to get around faster and faster.

- "PLEASE PLEASE PLEASE GET THIS PROJECT GOING!
- This belt line has been planned for the city of St. Cloud for 30 years..and with Tech being built on the WEST edge of St. Cloud spurring on more building of commercial & residential building in south St. Cloud, the time is dire to get this bridge built!!!. People on the East side where not listened to during that planning. That river property along the east side of the river is RIPE for development....St. Cloud has always turned their back on the river and it is time they truly embrace it. And, the traffic in St. Cloud STINKS because of the lack of a belt line. The economic boom that would happen is a huge opportunity....again because of growing the St. Cloud Airport into an easily accessible REGIONAL airport, future development, & encouraging people from around central MN, not to mention within 10 miles of this bridge, to come to St. Cloud vs. Becker or Monticello. I would LOVE to see this bridge built in the next 3-5 years to move this town forward. Let's get this bridge built!!!
- Maybe it faster than 45 MPH and eliminate all stop lights
- I think the new bridge would cause a lot of noise for the residential areas. I think the traffic would be a huge nuisance and cause safety issues for the many, many people who walk and exercise in that area. I think it would cause property prices around 33rd, the Beaver Island Trails and Montrose and that area to plummet.
- I think the idea of making the crossing in elk river is better since the land is already developing there to more accommodate this, it would be a waist of money for the city when there are clearly other areas that need more attention then this.
- this project will outlive me but future residents will profit . work has been done neat tech also near skating place and waite park. just need to

join all together and build the bridge. i am 78 years old live in waite park.retired bnsf and quest diagnostics 11yrs.

- "My suggestion for a smaller, light duty pedestrian, bicycle and limited use bridge at 33rd would be optimal and have less economic and environmental impact. IMO I would have no incentive or motivation to use the envisioned vehicle bridge in its proposed location. "
- Secondly, the county of Stearns, surrounding counties, as well as city governments, should step down in shame for cravenly attempting to spend our moneys after withdrawing our first amendment rights with total disregard to our sovereignty as a once proud, and now empoverished peoples.
- With a greater emphasis on providing opportunities for outdoor recreation in the St. Cloud area this project undermines the progress made to date on Parks and Trails and further fragments habitat of significant biological communities.
- The sooner the better to ease traffic and speed up the process of getting to places in and around St. Cloud with the associated cities which are virtually suburbs of the Regional St. Cloud area. I see much less traffic problems and accidents, etc. with this proposal. The sooner-- the better!!!
- "A bridge over the Mississippi is an obvious need; it should be possible for innovative
- design for traffic flowage on it.
- River accessibility/use by boaters/walkers in summer and winter needs to be planned for.
- Using the new river bridge to carry fiber optic cabling (and perhaps other utilities need to be very carefully considered.) Plan for the unplanned future uses."
- more bike paths
- The COMPLETE beltline loop needs to have a bike lane in it entirety. If you build it for bikes,

bikes will use it. If you only build it for cars, people will not feel safe to use it for bikes. Do not make the mistakes previous engineering groups have by designing infrastructure for cars only. There are people who walk and bike. And the number of these people are increasing.

- I live in the immediate area of the proposed crossing (12th Ave SE). When are the residents that are going to need to be relocated going to be personally informed of this?
- We need a way to get from I-94 west of St. Cloud to Hwy 23 east of St. Cloud.
- If building a bridge, do something that allows for T.H. 23 traffic to bypass St. Cloud and replaces the need for the Clearwater 94-to-10 freeway connection which was studied. This map shows a hypothetical bridge and location, designed 10 years ago prior to new development near the CSAH 75 interchange. https://www.google.com/maps/d/edit?mid=194_Yek2Yg5EOlnuZWrT4_KhmFaw&usp=sharing
- Thank you for the opportunity to comment.
- Letting the local community help create the access to the bridge for recreation as well as transportation needs is critical to obtaining the most useful solution to many issues. e.g. Milan Bridge replacement project on the Minnesota River.
- As noted above
- Overall I support the project, with the few caveats I mentioned above. Also... dedicated bike lanes on the bridge. Please.
- Need to learn more about the specific location of the proposed 33rd Street bridge and proximity to the golf course.
- Quit wasting tax payers money with stupid designs, hopes and dreams! We are not the twin cities, and St Cloud can't even fix the road the have now!!
- This is such a dumb idea.

St. Cloud APO Mississippi River Bridge Planning Study Survey Summary June 25, 2021

- Been waiting for this project for years!!
- Build this bridge, please!! Would be awesome for companies based around mine, as well as make my daily commute much easier!
- Color lighting of the bridge such as I35W in Minneapolis could be a nice addition.
- The roads that we currently have need to be repaired/fixed before we build new ones. What about the farmland that will be lost. People move to rural areas to get away from the traffic/noise etc.
- This project sounds like another grandiose idea by St. Cloud boosters to make this city something it is very unlikely to become (remember the 35,000 supposed students at St. Cloud State that led to the decimation of the South Side?). Given recent development, it makes sense to deal with 33rd Street South, but not the bridge. By the way, the biggest congestion issue I see in St. Cloud is the congestion west of 25th Avenue S. on Roosevelt and Division, which will not be affected by the bridge. I sincerely hope that considerable further study is given to this proposal and that city leaders will respect and honor the orderly annexation agreement with Haven Township.
- Opportunity Drive
- Thank you for taking our input!
- I live off Cooper close to one of the roundabouts. I have almost been hit a few times in the past few months. Drivers do not pay attention to the road. Increased traffic would make this worse.
- As stated above a much better location is just a little further South.
- Putting it closer to I94 would make more sense in my opinion
- STRAIGHTEST ROUTE FROM 33RD TO 10
- Move the bridge further south.
- "It would be less destructive to residential already established if the bridge were moved a bit farther south by a half mile or so.
- The current report claims it is time to revisit a 30-year old idea. The development of south St. Cloud and rural Haven Township diverged considerably during that time. Why propose 20th-century solutions - more bridges, more cars, more space hungry and energy hungry expansion - for 21st-century problems. Thirty years ago St. Cloud didn't have a comprehensive transportation plan that considered light rail as it does now? How would light rail effect the dynamics of traffic and the potential labor force. How does the changing nature of work and where work takes place change the traditional planning for transportation needs?
- "Fix the far more serious problems before you wander off into ""new bridge"" territory. Crime relating to drugs and violence would be a much better fix. Government's lack of attention is very close to creating ""no-go"" zones. Yes, there are areas I would never ever go alone. Fix that, and maybe then dabble in extra bridge construction."
- This needs to be done. I have grew up in the area my whole life and st cloud traffic specifically on division has gotten much worse in my lifetime. This would help get people across town and take pressure off of division.
- St Cloud is just starting to rebuild after the pandemic - assuming there is an 'after' to it. We should be helping people in our town, supporting small businesses, finding ways for schools to get their footing, asking ourselves what lessons we have learned about self and community from the whole covid experience. I appreciate you asking for the opinion of residents on this infrastructure, but we have barely figured out the meaning of the pandemic for us, and for all we know this could be the first of many. And if we have money to spend, there is no lack of city streets in St Cloud that need major repair.

St. Cloud APO Mississippi River Bridge Planning Study Survey Summary June 25, 2021

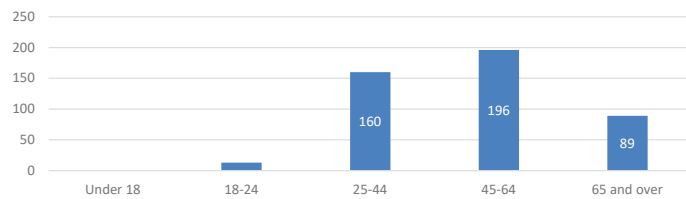
- The Traffic in St. Cloud is horrible, anything to help improve this would be great
- The sooner this project is done, the better. This project is essential to relieve traffic on Highway 23 - just like the new Highway 610 was needed to reduce traffic on 694 in Minneapolis.
- Further south off with direct access to I94 and utilize I94 as part of the circle around St Cloud area.
- I like it and have the beltway complete
- I love the idea of the beltway and a new bridge crossing since there is always congestion where I like to cross. I have been wanting this ever since I moved here 6 years ago. Would help so much!!! I also think a interchange of beltway with county road 8 would be helpful as well.
- Dont screw this up like you fools did with hwy 15.
- Long overdue
- "1. The City just invested in the regional park, which would be compromised by a bridge on 33rd. It would be slightly better if the bridge crosses south of the park, rather than dividing the area in which animals are protected by a roadway. 2. On 33rd, the bridge impacts residential areas more than if you brought this further south. Using opportunity drive would deliver employees directly to the places of employment."
- Focus on areas that actually need help.
- I would use all the bridge money to resurface roads in the area. Is it really the end of the world to spend a couple extra minutes getting to a destination? Is another bridge all that important? Are there maybe problems of higher priority in this area? Some would say it would be nice to have, but is nice to have all that important?
- "The proposed Beltline is out of date and not what one would consider a Belline. It is also way too late in coming. Also, it should be placed much further out than what is proposed."
- Noise restrictions on vehicle traveling in the area should be posted and enforced
- Bike/walking access to and across bridge is a must
- "I would like to know what research is used to substantiate the claim that the bridge and associated belt line will decrease traffic elsewhere in the city. It is my understanding that it is now solidly established that traffic increases to fill road capacity. In 15 years we'll be looking to build or widen again, with the claim that it will get traffic off St Germain.
- This creating of doughnut cities was tried throughout the United States in the 1970s through 1990s. It failed to create equitably distributed wealth, community health, or communities that are valued and attractive to a diverse and successful population. Instead, central cities are hollowed out and communities are fragmented.
- Isn't this a failed development model? What reasons do we have to believe the outcome in St Cloud will be any different? "
- Keep searching for a better crossing point. All the alternatives proposed still cross at the same point.
- In my opinion, the bridge/beltline project can't be built soon enough. I would favor finalizing a plan by the end of 2022 with construction beginning summer 2023. Let's start planning now to see if there's money that can be had for the project in the new infrastructure bill now being put forth by the current administration, so we can hopefully be as close as possible to the head of the line as soon as it's passed.
- Keep country, country & the city out.



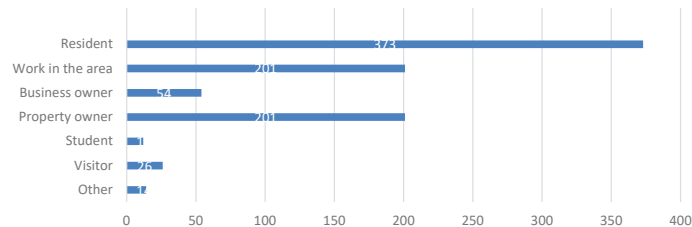
Question 13: If you want to be informed of further developments with this study, please provide your email address (optional)

- [Email addresses not included in this report to protect individual privacy]

Question 14: What is your age? (optional)



Question 15: How would you describe your affiliation to the area? (optional)

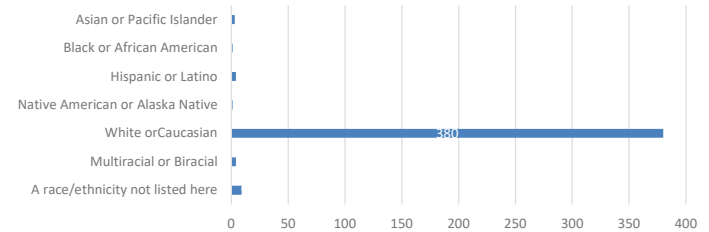


Other (some left blank):

- frequent visitor
- Airport access often
- MN Taxpayer
- Emergency Responder
- meet every other week to drop kids off at moms for her weekend



Question 16: Which would best describe your race or ethnicity? (optional)



Other Comments

- We are writing to express our support for the work the St. Cloud Area Planning Organization (APO) is conducting relating to a Mississippi River bridge crossing and new roadway corridor to be proposed in south St. Cloud with connection to US Highway 10 in Sherburne County.

We own 75 acres along US Highway 10 just south of 32nd Street SE and have that property permitted with Haven Township and Sherburne County to mine gravel with operations starting on that property soon. Parcel IDs are 25-017-4100 and 25-017-4102

We have reviewed the information background report draft that is dated March of 2021. In the transportation and bridge section of this report on page #20 there is some conceptual drawings that have been completed in the past studies. We would like to express our support for the following:

Concept #1 – St. Cloud Comprehensive Plan/Haven Township Plan (2003)

Alternative #4 – Environmental Impact Statement Scoping Decision (2005)

Each of these options have the roadway staying south of our property mentioned above in the 37th Street SE corridor. It would be important to keep the roadway south of the wetlands on our property. In addition, we could also support a plan that would bring the transportation corridor on the North side of our property staying in the 32nd Street SE alignment with the US Highway 10 connection at Sherburne County Road 3.

We would be unable to support any corridor plan that would go through our property dividing it into two pieces that would interrupt our gravel mining operations.

Thank you very much for your consideration and the opportunity offer our input regarding this important project for our community.

Cordially,

Cemstone/TCC Companies, Contact: John Pederson



St. Cloud APO Mississippi River Bridge Planning Study Survey Summary June 25, 2021

Facebook Comments

- Having to take division through St Cloud to get to the east end or vice versa sucks, especially during rush hour! Having a bypass would be great!!!
- Put it farther South, past River Bluffs Park
 - yes why not diagonal it southeast from Roosevelt Rd into the park area so it is up on the ridge and only affects Landwehr and the park!
- I am not certain that anything has changed about this since a few years ago when this was raised. One of the bottom lines is finding the money to pay for the project. The other issue is dealing with the DNR to build a bridge over the river. Both are very large barriers to getting this done.
- As long as the city doesn't try to annex Haven Township north of said belt line proposal to make this happen! They would also have to deal with the land waste disposal site and the St. Cloud country club to make this happen. This is something that has been talked about for years, but the city has always wanted to sweeten the pot for themselves and not consider the residents that it will directly affect
 - I agree. If they do this, they will want to build 20 more apartment buildings in our community. We don't need any more mass housing out here. City can't control the problems within the limits it has already.
- I would rather see Northstar rail line
- They'll just do what they want anyway.
- Gotta have funds first, can't build bridges with hopes and dreams.
- The 33rd St S extension would be the sensible location, being it would cross the 'Old Miss. River at about the narrowest spot.
- No brainer!!
- I've been hearing about this for the past 15 years and I am wondering when it's going to get done it will cut down on traffic on Division street.
 - I agree on hearing about this for a long time, but I do know when the MPLS bridge collapsed, all that bridge money went to replacing that one and replacing/fixing all the other bridges like it. It has to help with division traffic...not to mention access to the east side of St. Cloud and those along 10!
- Please try to do this for actual traffic flow. Every other by pass or pass through has been bogged down with traffic lights and intersections. Too much business and political pressure guiding these plans in the past
 - complicated by traffic lights that are not synchronized...
- Yes, do it. That's right near me. That would be awesome. From 33rd St S straight across the Mississippi river to Hwy 10.



St. Cloud APO Mississippi River Bridge Planning Study Survey Summary June 25, 2021

- GOD I HOPE THIS HAPPENS! St CLOUD IS THE WORST getting across town E-W or W-E
- Like they would actually give a craps about what the public thinks. They have a plan and they will do whatever they want. If it includes taking more land for St.Cloud even better for them.
- Need to make the University Drive Bridge 2 lanes each way before this project is even a possibility
 - Fix it first. University is one of the worst potholed roads in St Cloud
- Maybe the question should be, why did they sell all the right away on Highway 15 going thru St Cloud? It was going to be no lights and no stoping thru town. Another huge mistake by city government
 - Amen. If 15 would have been put in with overpasses instead of traffic lights, this discussion would not even be necessary.
 - it was al ringsmuth wait park mayor didn't what a over pass on division and hwy15 when it was being built
- FIX ALL OF THE POTHOLES FIRST!!!

COMMUNITY MEETINGS SURVEY SUMMARY

Community meetings for the Mississippi River Bridge Planning Study were held at the CrestView Shoppes in St. Cloud and Haven Town Hall in Haven Township on January 25 and 30, 2023, respectively. Postcards were mailed ten days prior to the meetings to **615 property owners** within a half mile of the study area on both sides of the river. The postcards advertised the meetings with a link to online information for the project.

Paper surveys were available to attendees at the meetings with six questions, plus space for other comments and contact information. There were **34 surveys** completed at the two meetings, with answers and comments detailed below. The sign-in sheets recorded **112 attendees** at the two meetings – 48 in St. Cloud and 64 in Haven Township.

Awareness of Project

The surveys show that 85% of the people answering were aware of the bridge and roadway project before these meetings.

Connection to Study Area

The surveys show that 85% of the respondents live in the area, 56% were property owners, 15% work in the area, and 6% were business owners.

Connection

The survey responses were mixed on the question of whether the new bridge would help connect them to various destinations – over half said **Other** when asked how it might connect them.

Benefits

When asked if there are benefits to the project, the results were split almost equally between Yes and No. The detailed comments reveal a more complex picture - those claiming a benefit were about **70%** of the respondents; less than **30%** saying there would be no benefits. Of those seeing a benefit, a quarter didn't offer specific details, but of the reasons given in the other responses included improved traffic and traffic flow, access, and the ability to get to specific destinations.

Concerns

The respondents who said Yes they have concerns about the project were 12 of 13 surveys, or **92%**. Among the comments with specific concerns noted, the most common were environmental impacts, traffic, noise, and land use or property impacts. Taken together with those who see benefits it is reasonable to assume most are in favor but understand there are issues to address.



January 25 community meeting

SURVEY RESULTS

Question 1: Were you aware of this proposed bridge and roadway before now?

29 Yes 5 No ___ Not sure

Question 2: What is your connection to the study area for this bridge and roadway project?

Check all that apply:

29 Live in the area
19 Property owner
2 Business owner
5 Work in the area
7 Other:

Question 3: Would this road and bridge help you in connecting to (check all that apply):

2 Work
1 School
7 Social functions
20 Other

Question 4: Do you see benefits in this project? Explain here (see full comments at end of summary):

6 Yes
5 No

From comments/answers:

20 Yes, benefits (various answers, see full comments at end of summary):

6 Traffic, traffic flow
5 Yes (no further detail)
3 Access
2 Destinations
2 Growth generally
1 Bridge crossing
1 Yes, but better location

9 No, don't see benefits (various answers, see full comments at end of summary)

8 No (no further comment)
1 Not sure of demand

Question 5: Do you have concerns about this project? Explain here (various answers, see full comments at end of summary):

12 Yes

1 No

From comments/answers:

24 Yes

6 Environment

5 Traffic

4 Noise

4 Land use impacts

2 Yes (no further detail)

2 Cost

2 Timing

1 Property values

1 Unsure

1 Multimodal

1 Location

3 No concerns

Question 6: Do you have suggestions for improving the plans for the project? Explain here (see full comments at end of summary):

Suggestions included considering other routes, such as south of the quarry pond, at I-94, or much farther downriver. Several comments mentioned bicycle, pedestrian, and transit (multi-modal) access. A few mentioned the need for noise reduction, paying property owners for loss of property value, environmental impacts, that the project is a waste of money, and getting the project done sooner.

Other comments (see end of summary):

Other comments included issues already mentioned – noise, staying away from the Country Club, impact on property values, environmental impacts, loss of agricultural land, that it would be better to spend the money elsewhere, and that it is not needed.

RAW SURVEY COMMENTS**Question 4: Do you see benefits in this project?**

- Yes.
- Yes.
- Yes.
- I understand it. I see why it is needed.
- Absolutely.
- Better traffic flow.
- Traffic flow, local benefits to get off Hwy 10 sooner; night lessons traffic on Division; East/West connectivity
- More accessibility for residents and businesses in this area.
- Yes, reducing trips into downtown to cross bridge at SCSU to get to the east side.
- Yes, it will significantly reduce traffic on residential streets.
- Yes, with Tech HS over there now.
- Yes, St. Cloud area has grown substantially, and we need more crossing opportunities.
- Yes, good potential growth for the City of St. Cloud.
- Yes, for future growth south side.
- Yes, for people further down Cty Rd. 8.
- Yes, for people south of St. Cloud.
- Yes, but think there is a better location.
- Better balance of traffic in the Central MN area and balancing/efficiency of traffic for commerce and shipping.
- Yes, it takes the same time to drive to Monticello as it takes to get on west side of St. Cloud.
- Yes, for people further down Cty. Rd. 8.
- No.
- No.
- No.
- No.
- None.
- Not for us.
- Absolutely none.
- None, awful.
- Not sure the demand is there.

Question 5: Do you have concerns about this project?

- Yes.
- Yes.
- Noise from the bridge affecting residents and River Bluffs Park
- Possible noise pollution.
- Yes, traffic noise near home will there be noise barriers as part of construction plans?
- Yes, road noise from additional commercial traffic.
- Yes, it would be in our backyard (country club area) noise, traffic, disrupt golf course, nature.
- Timing – takes too long.
- Timing?
- Traffic.
- Yes, congestion, school safety concerns.
- Yes, congestion rises traffic in neighborhood – valley view.
- The traffic it will bring to our neighborhood.
- Hoped for strong emphasis on multi-modal connectivity (MRT, local bike paved shoulder routes, bus transit, etc.)
- More southern route west of river intrudes more into wooded park area – less desirable – especially considering more northern route still locates farther south of high end residential area than existing 33rd St.
- Environment.
- Yes, environmental impacts, noise, population of MN is static so it is an unnecessary disruption.
- Wildlife, infrastructure (sewage in river), land taken out of agriculture, water purity.
- Environment, home, \$.
- Yes, we live in the country club neighborhood. This is in our backyard. Would like this as far away from country club as possible.
- Yes, the value or de-value of my property/home.
- Yes, I think a bridge coming off I94 would make more sense.
- Wasted funds
- Unsure yet.
- None.
- No.
- Not really.

Question 6: Do you have suggestions for improving the plans for the project?

- No.
- Don't do it.
- Keep Co Rd 65 as partial bypass for residents and business. 4-lane divided Hwy so 23 65 mph bypass 1 exit each for CR 5 north Hwy 10 airport get traffic out of town no roundabouts for some movement and safety greatly improved bypass.
- Additional routes to freeway other than 33rd.
- Work on noise reduction.
- Highlight the transit, trail and bike corridor crossing. Source needed amenities for multi-modal – (parking, water, public toilets).
- Bike trail under bridge.
- Add dedicated lanes on Cheryl Drive (west) and Sportsman's Island Rd (east) of Cty Rd 75. I believe t is very important to connect Clearwater Rd. with a curve to what should remain of 33rd St. east of Cty 75
- The city is going to develop further South if it grows as planners seem to think. 33rd St. won't be a 'belt'.
- Link to I94 near McStop.
- Despite this passing right through my backyard, it seems to be placed for the best impact on environment.
- South of Harddrives. Why not further down by fire station so it doesn't disrupt homes. South of pond.
- Be prepared to compensate homeowners for significant --- of their property.
- Consider options south of pond south of hard drives.
- Move the bridge to Becher!
- Moving the location more south.
- Stop wasting taxpayer funds on this boondoggle.
- Sooner is better.
- Pedestrian traffic across or bike lanes.
- Move project south near Ramsey/Anoka.

Other comments:

- Keep up the great work!
- The noise of traffic will reduce property values and will not be conducive to a peaceful future park.
- This meeting was horrible to find. Not even signs pointing to it. Google took me to the apt. building entrance! Awful!
- I am glad to have the discussion.
- Don't feel this extra bridge is necessary.
- Please don't disrupt the serene area of the Country Club. It is a beautiful spot in our city that a lot of people utilize it.
- I doubt I could be able to sell my house (at the city's current value) with this project in place or under construction.
- Considering the high expected traffic counts 40K + up this would be detrimental to the country club and our home values if too close to us.
- Other area need \$ spent elsewhere.
- Negatives: river sensitivity to pollutants, loss of agriculture will impact food source for people and wildlife, noise level along river corridor, additional lighting in wild areas.

Intersection of Cheryl Dr W of Co 75 & Sportsman Island Rd E of Co 75 needs improvement, dedicated L turn lands, signals w/ warrants

Build bus/bike crossing; design and roundabout west

Staff of Northland Bible Church Baptist are in support of it - Tom Cucuzza

40k cars per day would drive my property values down 1780 37th St SE

I am disappointed that the "Large" landowners were contacted prior to the "little" landowners. Please fee free to call - Bryan 320-533-9395

I believe it is important to keep Clearwater Rd connected to 33rd St S east of Co Rd 75

If this plan goes through, noise abatement will be needed between road + townhouses

Please reconsider where to put a bridge. Opportunity Drive is where big businesses are + there's an interchange to 94

500' from my family's home w/40k cars per day - terrible

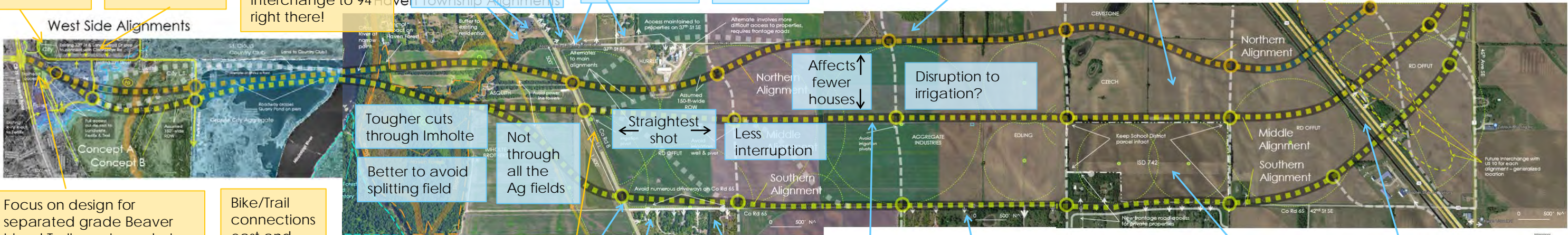
Will 37th St SE be turned into a dead-end road on the W where it connects w/ Co Rd 8

Avoid solar farms

Not too keen on road bordering property - boxed in w/gravel pit, possible road

Northern/Middle maybe better for avoiding residential

Residential S of CR 65 - prefer Middle to upper [Northern] alternative



Focus on design for separated grade Beaver Island Trail crossing - design trailhead or parking facility, water toilet

Bike/Trail connections east and west bound

Tougher cuts through Imholte
Better to avoid splitting field

Not through all the Ag fields

Straightest shot

Less Middle interruption

Affects fewer houses

Disruption to irrigation?

Makes easier to get to St. Cloud, clinic, Skating Place

Avoid 42nd St (Co Rd 65)

CSAH 8 is MRT route. Connect MRT N & S bound to new road corridor

Prefer alts further north

Don't want in front of house

Best option straight shot & least residential impact

Doesn't matter too much - I'm setback from road

Why split up personal people's property and not the school's property

Will there be an overpass over the passing railroad crossing

Post-It Comments on Corridor Map at Community Meetings

St. Cloud 1-25-23

Haven Twp 1-30-23

The above comments were transcribed verbatim from post-it notes placed on large maps of the Study Area corridor at the meetings. They are located more or less in the spots on the map where they were originally placed

St. Cloud APO Bridge Planning Study - Map Comments 1-25-23 & 1-30-23

FACEBOOK COMMENTS

Information on the Bridge Study and community meetings was posted online on the St. Cloud APO Facebook page in January 2023, with an invitation for comments and a link to the online story map and survey. There were **78 comments** posted, **59 “Likes”** of the post, and **50 shares**, meaning the page was passed on to other Facebook users.

Among the written comments there were **18 comments favoring** the bridge as proposed and **14 opposed**. A few issues stood out in the comments and conversation:

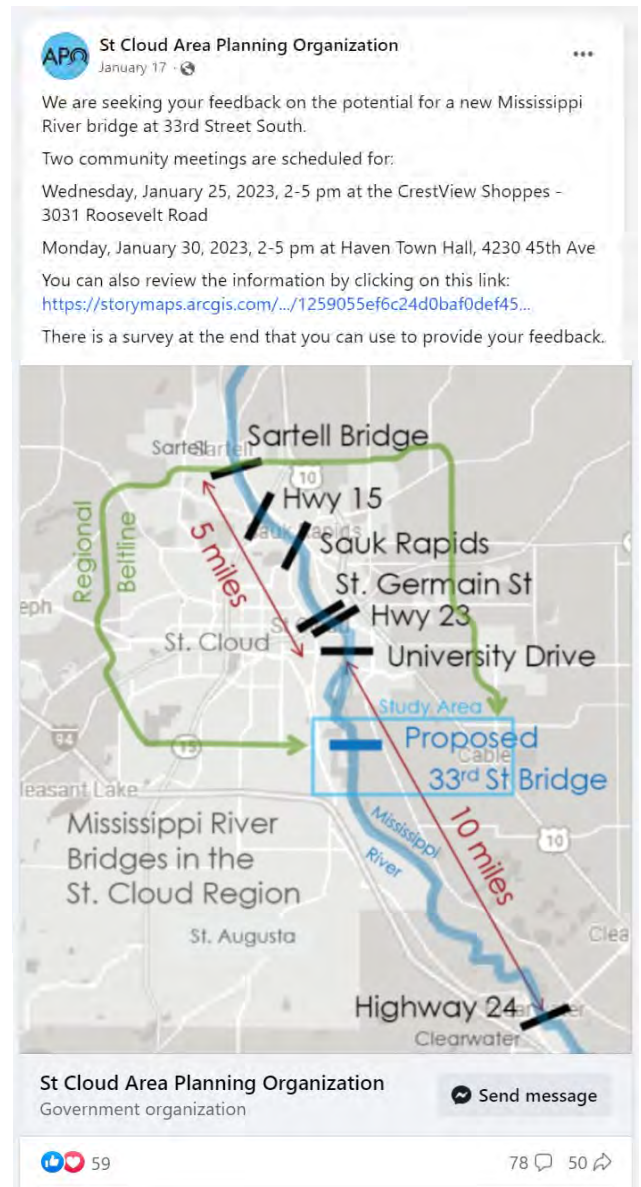
- Ease congestion. Many people commented that the bridge was needed and would ease congestion elsewhere, especially on the other bridges serving St. Cloud.
- Other bridge locations. Many people thought other locations would be better – some suggested further south, connecting I-94 across the river to Highway 10, others suggested another bridge on the north side serving Sartell.
- University Drive bridge. A number of comments mentioned the discussion and agreements concerning the University Drive bridge, that it was agreed that it needs to be expanded to four lanes before a new river bridge is built.
- DNR Scenic River Corridor. Some comments noted that the Mississippi River corridor in this part of the region from St. Cloud to Clearwater is designated Scenic and efforts should be made to protect wildlife in the corridor from the impacts of a new bridge, or not have a bridge at all.
- Repair existing. Some comments suggested repairing existing infrastructure before spending money on a new bridge and roadway.
- Cost. A number of comments noted the cost and questioned whether spending on the bridge and roadway was needed.
- Regional Park. A few comments noted the River Bluffs Regional Park near the proposed bridge corridor and urged protecting the park from impacts.

Mississippi
River Bridge
Planning
Study



APO

Stantec



St. Cloud Area Planning Organization
January 17 · 🌐

We are seeking your feedback on the potential for a new Mississippi River bridge at 33rd Street South.

Two community meetings are scheduled for:

Wednesday, January 25, 2023, 2-5 pm at the CrestView Shoppes - 3031 Roosevelt Road

Monday, January 30, 2023, 2-5 pm at Haven Town Hall, 4230 45th Ave

You can also review the information by clicking on this link:
<https://storymaps.arcgis.com/.../1259055ef6c24d0baf0def45...>

There is a survey at the end that you can use to provide your feedback.

Mississippi River Bridges in the St. Cloud Region

Map labels: Sartell, Sartell Bridge, Hwy 15, Sauk Rapids, St. Germain St, Hwy 23, University Drive, St. Cloud, St. Cloud, Proposed 33rd St Bridge, Study Area, Mississippi River, 5 miles, 10 miles, Highway 24, Clearwater, St. Augusta, Pleasant Lake, Regional Beltline.

St. Cloud Area Planning Organization
Government organization

Send message

👍❤️ 59

78 💬 50 ➦

Facebook Comments

- This would be extremely helpful for us southern residents! It is very inconvenient and time consuming to cross over the most congested parts of town. I hope to see this happen.
- I like it
- Yes!! <name>
- <name>
- <name>
- I'd rather see a bridge North of the only bridge in Sartell. We wouldn't use another one South of Sartell, we prefer to get on Highway 10 rather than driving through St Cloud when going South
 - <name> that's Sartell's problem, not St. Cloud. Wrong fb page
- Yes. Yes. A thousand times yes. Not having to go into town or all the way to Clearwater to cross is a great plan and prepares us for future southern grown
- I have been told by some City Staff that in order for this to be eligible for federal funding, that other avenues would need to be exhausted or done first, such as adding four lanes to the University Drive bridge, which it was designed for. With that said, it's more like 20 years out.
- The 33rd St. Bridge is needed to reduce the amount of traffic in the downtown corridors. However the 33rd St. Project should be ramp on and off or round the Controlled. There should be no stop lights along the corridor
- That be so awesome if that passed
 - Each his own
- Yes please
- Yes
- As someone who lives on this end, that would be awesome. Been wishing this for many years.
- Get it done
- With the shape of the roads and infrastructure in St Cloud currently, I cannot believe someone is even thinking about spending money on this at this time.
 - <name > so true. Just awful. Everyone on this project should just take a day to drive around town and notice. Get out and see how it is just horrendous.
- Bumpity bumpbity bump!!! Not fun. But yes we need another bridge. Forsure.
 - <name > maybe having this new road system would lighten the load on existing roads? So many people fail to see the big picture.
 - < Could be <name>, Or it opens the way to more Spending and we continue to degrade and spend more. Live within the means, something the current government knows nothing about when it's someone else's money,. So many people fail to see the big picture there as well
- <name> current government? Are you talking about our city government? Lol sounds to me like you're projecting, the city of St. Cloud and the state of MN have to have balanced budgets by law.
- Definitely could use a bridge on the south side of St. Cloud. I believe this new bridge would relieve the stress on roads and bridges through the city.
- Looks like there's enough bridges already. Why would you need another?
 - <name> you clearly don't live here.
 - <name> close enough
 - <name> then you should know that it is needed and why...
 - <name> yes so they can charge you more taxes.
 - <name> st cloud is growing. So much.
 - <name> yeah, you would think 6 bridges is more than plenty!
- Not till they complete the 4 lanes on the university bridge, that was supposed to happen back around 2000. How about a state highway that bypasses st. Cloud to the north OR south to tie 94 and 10 together without stop lights? Maybe off 94 and 23 around Sartell to 10? Or off opportunity dr over to 10?
 - <name> that will never happen on both. St. Cloud state won't give up any land and then you have Munsinger gardens and the park and all those houses they won't give up any property either. 10th street bridge doesn't need to be 4 lanes. The bridge (overpass) that goes over

- hwy 10 and 23 will be getting worked on this year pretty soon in fact they didn't meet their inspection
- <name> do you think I mean to make the University bridge the bypass? I mean bypass the entire city down by opportunity dr. Connecting over near cr 3 and hwy 10. University bridge was supposed to be a 4 lane bridge. Look at it on google maps, on both ends its 2 lanes each direction. The land work is done already. Footings are for 4 lanes.
 - <name> well apparently city of St. Cloud has different plans and ideas. And no I didn't think a bypass.
 - I am trying to find this meeting, and it takes me to an apartment building??
 - They should not go through the park by the boat landing if that is what they are planning. It is a wonderful gateway full of deer and other critters
 - <name> this would be to the north of the park, near the channel that runs south of the golf course. It could still impact the fishing and wildlife, so I'd like to see the city acquire all of that area and preserve it as a park and open public access to the gravel pit lake there.
 - <name> please leave everything alone.
 - <name> wildlife get use to it
 - Great but can you also run one over veterans drive as well and continue the bike trails and then double the bike trail back over west on the old foot bridge north of the Sartell bridge and pave the trail to hook up with other state trails north please pretty please
 - Yes! Having lived in the St Cloud area 36 years, and in Haven Twp for the last 20 years, it is ridiculous that all the traffic east of the river and south of SCSU has to be routed through one of the three St Cloud bridges or drive all the way down and back to the Hwy 24 bridge in Clearwater just to get anywhere on the west side of the river. Get this done! There is no need for a 4 lane bridge on University. In the many thousand times I've crossed it, there is nothing that shows that to be a problem.
 - I support this project. A bridge there would help flow and be a time saver getting from south St. Cloud to highway 10.
 - How much will our taxes go up
 - The city of St. Cloud agreed back when they changed the 10th Street bridge from a four lane to a two lane bridge they wouldn't seek or be eligible to receive Federal money for any future River crossing until they convert said bridge to a four lane with the cities own funds. I believe that would mean any future river crossing would be the total expense of St. Cloud's tax payers. I used to live on the Southeast side of St. Cloud and I attended these planning meetings then... 25 or so years ago. Everything was tabled then. The city also should disclose that the area between 10th street/University bridge crossing down to Champlin is DRN protect plant and wildlife zones.
 - <name> I don't even remember 10th street bridge being 4 lanes I've driven on that bridge for 50 years it's always been 2 lanes
 - <name> it was originally designed and planned to be a four lane back when the old 10th street bridge was replaced. The southside neighborhood fought the four lane design because they worried that it would increase traffic. The city still got the Federal funds with the understanding that it must be still designed to carry four lanes. Should the city want future funds for river crossings they must first convert the 10th street/University bridge to a four lane at the cities expense or pay for the new river crossing at the cities expense. If you look at the bridge in its current state you can see where the other two lanes would go.
 - <name> that's what I recall too.
 - <name> it was always a lane and a half.
 - <name> "The city also should disclose that the area between the 10th street/University bridge crossing down to Champlin is DNR protect plan and wildlife zones." Where can we learn about this? Some of the nicest local area river canoeing is between SCSU and Clearwater – quiet. A bridge would

- surely change that, not to mention the habitat of plants and wildlife. And why isn't this planned for a more commercial zone between I-94 and Hwy 10?
 - [link dnr.state.mn.us/.../wsrivers/Mississippi.html](http://link.dnr.state.mn.us/.../wsrivers/Mississippi.html)
 - All for it. Born and reared near St. Cloud. Just don't put another useless bridge over the Northside railroad tracks. Ridiculous... My husband is a native too.
 - We are in our seventies
 - You were ready to do this 10 to 15 years ago it was even voted on. So what happened
 - This bridge needs to be connected to 94 & Hwy10.
 - <name> about time eh?
 - <name> it will happen. And need to.
 - Can't seem to find enough ways to kill nature so might as well put it there, they are going to do it weather you like it or not. Asking people's opinions is politics so they can cherry pick the supporters and say....."see"
 - Next
 - Sartell needs another bridge north!!
 - Why not put a bridge just north of the 94 exit at St. Augusta? That seems to be the most direct and least intrusive.
 - <name> what's wrong with that overpass there
 - No!
 - Put it on 436 5th ave Se Straight across
- We don't need another bridge we need are roads fixed better don't waste the money
 - <name> it isn't a waste of money if people use it...and they would. Your backwards thinking is what made this town a logistical mess to begin with.
 - <name> let's think over ahsim we need the darn roads fix before all are cars go to heck because of the dam holes in the road may you can for the new car will I can't be in a senior citizen on a poor system social security check
 - Not sure why your asking opinions. When your just gonna build it anyway
 - With driving my son to Tech it would be nice to not have to go by SCSU.
 - When did St. Cloud start planning? I thought they just "winged it."
 - People's use of words. Maybe use the correct spelling/usage before putting your two scents in about a new bridge... I mean cents.
 - How about maintaining and fixing the roads we have?
 - No
 - Should change the approach to the university bridge to four lanes and make it 4 lane brudge.it would reduce the jerk behavior which happens most times that I travel it.
 - Why isn't connecting Opportunity Drive with Hwy 10 ever considered?



Division of Ecological and Water Resources
Region 3 Headquarters
1200 Warner Road
Saint Paul, MN 55106

Transmitted by Email

July 18, 2023

Brian Gibson, Executive Director
St. Cloud Area Planning Organization
1040 County Road 4
St. Cloud, MN 56303

Dear Brian Gibson,

For over 30 years, the City of St. Cloud has explored the possibility of developing an urban beltline roadway surrounding the urban core as a part of the long-range plan for the St. Cloud region. This beltline would require a new bridge crossing of the Mississippi River, a state designated Wild and Scenic River, south of St. Cloud connecting CSAH 75 with US 10. The St. Cloud Area Planning Organization (APO) has conducted many studies and reports on various aspects of the project and has engaged extensively with the Department of Natural Resources (DNR) in early coordination over the years.

The City of St. Cloud initiated an early coordination meeting with DNR in May of 2021 to gather information for a planning level study focused on the south portion of the St. Cloud beltway along the 33rd Street corridor that includes a new crossing of the Mississippi River. The stated goal of the study is to review existing conditions and identify an environmentally and culturally sensitive alignment within the study area so that the alignment can be preserved from development.

DNR staff have completed a preliminary review of the potential natural resource impacts and regulatory implications of a new bridge/road crossing within a Wild and Scenic River (WSR) District. The route of the future beltway has not been finalized, but there are multiple sensitive resources in the vicinity of the proposed beltway including multiple MBS Sites of Biodiversity Significance, the Beaver Islands, Sand Prairie WMA, Quarry Park SNA, Aquatic Management Areas, and numerous rare species. To our knowledge, three separate environmental review documents have been published for sections of the larger beltline, but it is unclear if mandatory environmental review has been conducted for the entire beltline project, or if some segments are being developed without going through the formal environmental review process.

Permitting Considerations

A new road crossing located within a WSR designated river must meet the criteria of Minn. Stat. § 103G.245 and Minn. R. 6115.0230 and .0231, which require that a permit may only be issued if “the proposed crossing is consistent with applicable floodplain, shoreland, and wild and scenic rivers

management standards and ordinances for the waters involved.” Minn. R. 6115.0230, subp. 5C; Minn. Stat. 103G.245, subd. 6.

The WSR rules also make explicit that any crossings of a WSR designated river will require a DNR Public Waters Work Permit. See Minn. R. 6105.0190, subp. 1 (“A permit as established in Minnesota Statutes, Section 103G.245, is required for the construction or reconstruction, removal, or abandonment of any road or railroad crossing, of a public water.”); .0200, subp. 3E (“With regard to crossing of public waters, a permit from the commissioner is required for a road or railroad crossing, or reconstruction, removal, or abandonment of any existing road or railroad crossing, of a public water.”). Therefore, in evaluating a permit application for the proposed project, DNR will need to review the proposal for consistency with both the scenic river management standards contained in Minn. R. Chapter 6105, as well as standards contained in Minn. Stat. 103G.245 and associated administrative rules under Minn. R. Chapter 6115.

The bar for new bridge/road crossings is very high. For instance, under Minn. R. 6105.0190 it states that “[i]n reviewing permit applications required for road ... crossings, primary consideration shall be given to crossings located with or adjacent to existing facilities, such as roads and utilities.” Furthermore, Minn. R. 6115.0230, subp. 1, provides that it’s DNR’s goal to allow crossings “only when less detrimental alternatives are unavailable or unreasonable.”

When reviewing a public waters work permit application, the DNR is often required to permit the least impactful alternative and cannot issue a permit without a meaningful discussion of alternatives that address why the Proposed Project is the minimum impact solution with respect to all other alternatives. The alternatives analyzed in the upcoming Environmental Impact Statement (EIS) will be used by all regulatory agencies during the permitting process and should be comprehensive enough to meet the applicable state and federal standards in order to be useful to those agencies in their permitting process.

Environmental Review Considerations

Based on the project description in the 2021 APO Mississippi River Bridge Planning Study Background Report, the bridge/road crossing has apparent connections to the larger highway project and is only necessary because of the creation of the larger beltline. This appears to meet one or both definitions of Phased Actions and Connected Actions according to Minn. R. 4410.0200 Subparts 60 and 9c, respectively, and according to Minn. R. 4410.1000 Subpart 4.

“Multiple projects and multiple stages of a single project that are connected actions or phased actions must be considered in total when determining the need for an EAW, preparing the EAW, and determining the need for an EIS.

(...) For proposed projects such as highways, streets, pipelines, utility lines, or systems where the proposed project is related to a large existing or planned network, for which a governmental unit has determined environmental review is needed, the RGU shall treat the present proposal as the total

proposal or select only some of the future elements for present consideration in the threshold determination and EIS. These selections must be logical in relation to the design of the total system or network and must not be made merely to divide a large system into exempted segments.”

To our knowledge, no other highway projects related to the beltline have undergone formal environmental review other than the 33rd Street South Corridor EA/EAW (2008), Southwest Beltway Project (Future CSAH 84) Scoping Decision Document (2008), I-94/ TH 10 Interregional Connection DEIS (2001). The Draft 2023 Mississippi River Bridge Planning Study currently being prepared by the APO references the 2005 St. Cloud Metropolitan Area Mississippi River Crossing Environmental Impact Statement Scoping Decision Document, but no EIS was actually prepared for the project. Previous studies and environmental review documents have struggled to demonstrate adequate need for the bridge crossing separate from the beltline project, and DNR has stressed in our comments that these projects must demonstrate independent utility and not hinge solely on the need for the bridge or contribute to the need for the bridge without considering cumulative effect. The RGU (Joint Stearns/Sherburne Counties and DOT) responded to DNR comments (Stearns County, 2009) by stating that, “The FHWA has determined that a Tier I EIS will be required for the future river crossing when the project enters the predesign phase. The cumulative impacts section of the DEIS will discuss the impact of our project (Southwest Beltway Project) and others along the beltway in addition to the possible impacts from the river crossing itself.” The current project study area only looks at the Mississippi River Bridge Crossing and the adjacent area to the east. Since this study is to inform the creation of a federal Environmental Impact Statement (EIS), it is still unclear how state environmental review needs will be met.

Applicable Thresholds

Due to the proposed four-lane highway and the new roads that will be created, the entire project appears to exceed a mandatory state EIS category according to *MN Rule 4410.4400*, Subp. 16. Highway projects.

“For construction of a road on a new location which is four or more lanes in width and two or more miles in length, the DOT or local governmental unit is the RGU.”

DNR has stated previously in multiple early coordination and EAW comment letters (2001, 2008, 2009) that an EIS considering all portions of the proposed beltline is warranted due to the potential cumulative effects of the project in creating the need for a new bridge crossing.

Relationship between Federal NEPA and State MEPA Requirements

A federal EIS under the National Environmental Policy Act (NEPA) does not automatically fulfill the requirements of MEPA due to a difference in the definition of cumulative impacts as well as a difference in procedural requirements. These differences will need to be addressed if the APO envisions the Tier 1 federal EIS as satisfying the state MEPA requirements. The RGU has several options

to meet this environmental review need as triggered by MEPA, but it is important that the RGU be transparent in their analysis of how MEPA will be met. DNR staff have noted that it appears additional sections of the beltline have been completed incrementally without formal environmental review. It is important that robust environmental review be conducted for the project as a whole and that smaller sections of the beltline are not completed without environmental review because taken together, these segments create a cumulative effect and develop the need and basis for the bridge crossing. The total scope of the project must be analyzed through robust environmental review in order to inform DNR's decision making process in considering the bridge.

Natural Resource Concerns

Potential route considerations will need to comprehensively consider potential impacts to fish, wildlife, plant communities, sensitive ecological features, as well as federally-listed and state-listed rare species. There are many ecologically significant and/or protected features within the proposed beltline and bridge crossing corridors including: wetlands, public waters, Minnesota Biological Survey (MBS) Sites of Biodiversity Significance, DNR Native Plant Communities (NPC), State-managed land (Scientific and Natural Areas and Wildlife Management Areas), state trails, county parks, the Beaver Islands, St. Cloud Game Refuge, and numerous rare species.

One example to note is that by adding the proposed beltline along the western edge of the Saint Cloud Regional Airport, where future cross runways are proposed to occur, this would severely impact the Outstanding and High MBS Sites of Biodiversity Significance found there and dramatically increase impacts on game and non-game species commonly found in this area, including Blanding's turtles and Sandhill cranes.

The current beltline route also proposes to impact an MBS Site of Outstanding Biodiversity Significance at and around Quarry Park Scientific and Natural Area (SNA), as well as Stearns County Park's Quarry Park and Nature Preserve, both of which contain multiple state-listed threatened and endangered species that are protected by law. The DNR is unlikely to grant any sort of land rights agreement to allow the road, ROW, or any construction activities to cross the border into the SNA. The road extension in this area will need to be planned with that in mind. There is also a trail running the length of Quarry Park's southern border (part of the system that connects to the County Park). The viewshed should be considered in order to preserve the recreational quality of this important recreational area.

Extensive coordination will be needed with DNR regarding any potential impact to public waters, state lands, and rare features. Mitigation for ecological impacts will be an important aspect of DNR permitting considerations and should be thoroughly described in any formal environmental review documents.

Thank you again for your ongoing coordination. Please let me know if you have any questions.

Sincerely,



Dan Lais

Central Region Manager - Ecological & Water Resources Division
Minnesota Department of Natural Resources

CC: Theresa Maahs, Stantec

Phil Carlson, Stantec

Vicki Johnson, Senior Transportation Planner

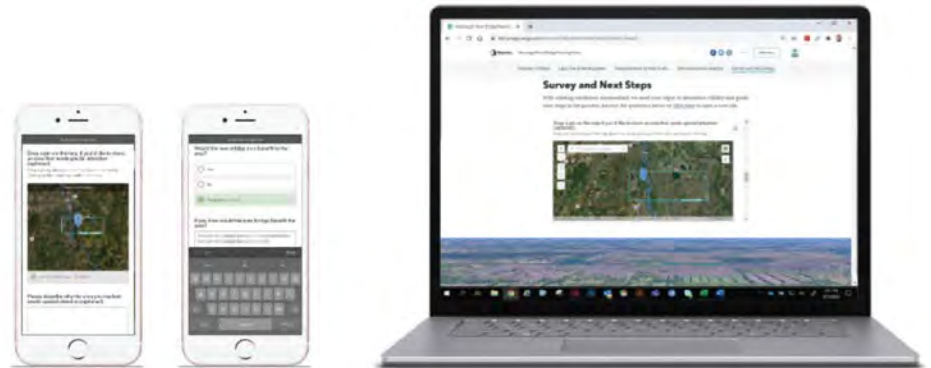
Tim Crocker, R3 North District Manager

Constance Holth, DNR North District Hydrologist Supervisor

Nicola Blake-Bradley, DNR Area Hydrologist

Jen Shillcox, DNR Land Use Section Supervisor

Melissa Collins, DNR R3 Environmental Assessment Ecologist



ONLINE SURVEY SUMMARY

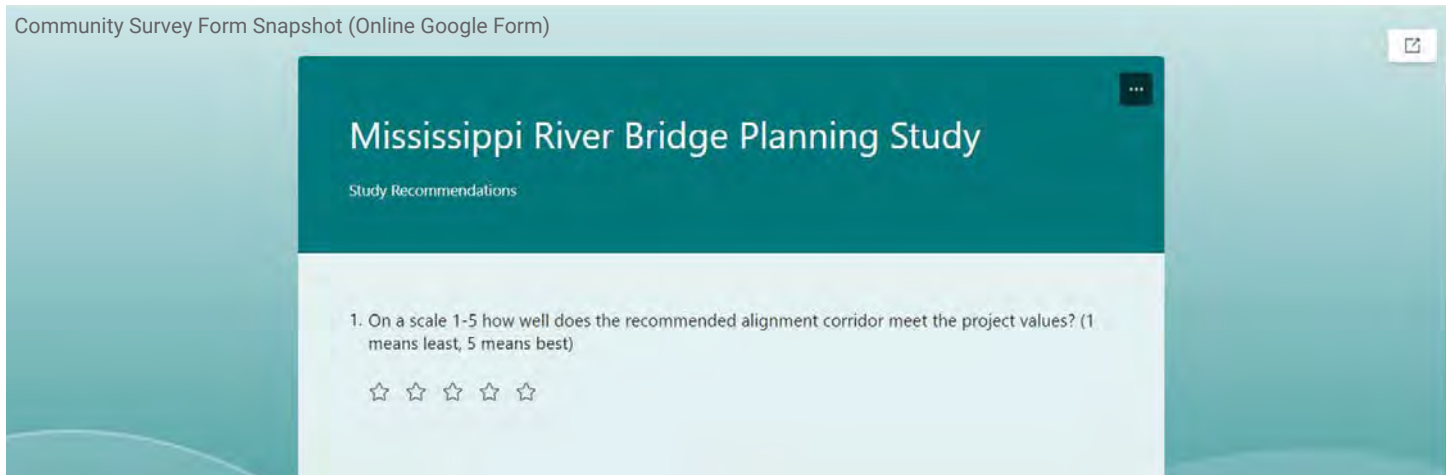
ONLINE COMMUNITY ENGAGEMENT

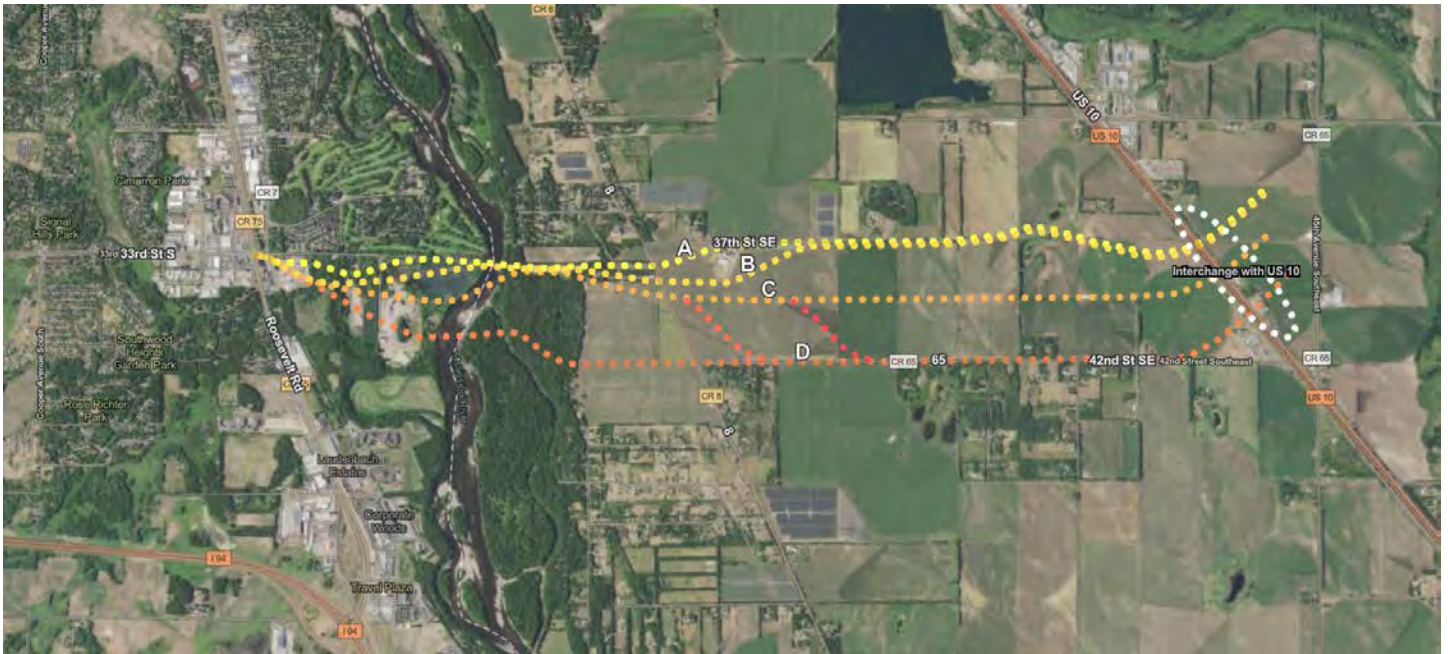
PROJECT:
St. Cloud APO Mississippi River Bridge Planning Study

PREPARED BY:
Stantec Consulting Ltd.

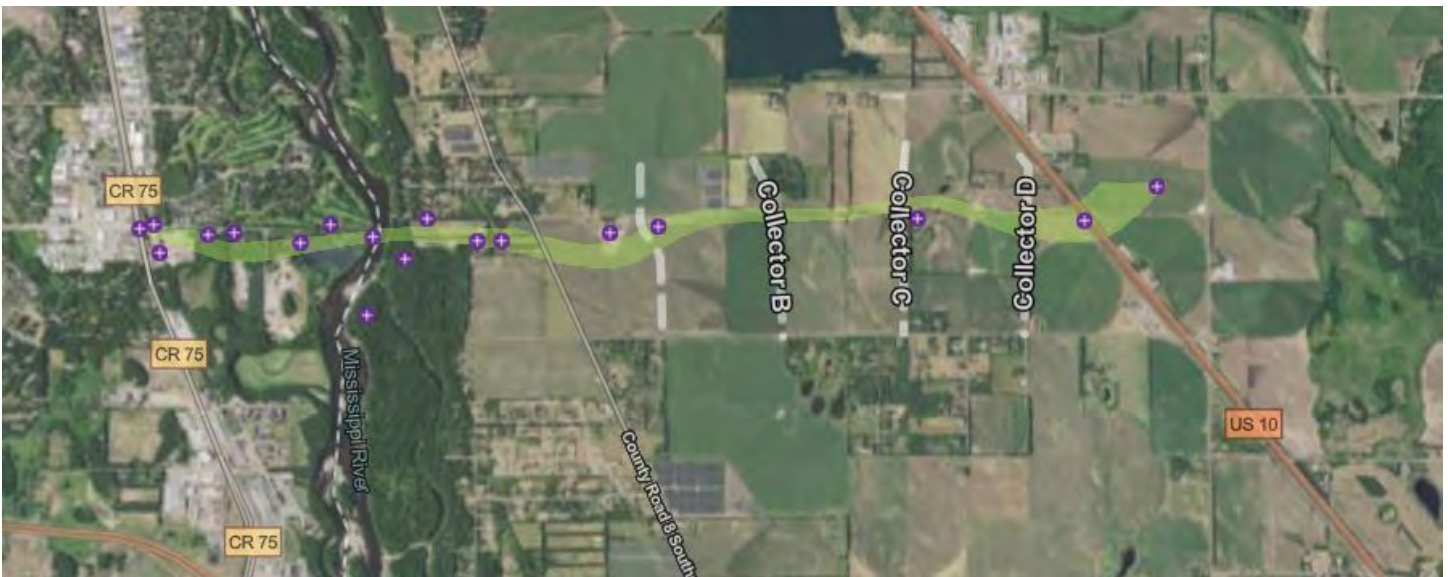
INTRODUCTION

An online survey that was open to all was conducted in August 2023 on the study recommendations for the St. Cloud APO Mississippi River Bridge Planning Study project. This was a google form survey as part of the storymap published on an online website that was shared with the community through various means. While the story map published information on the project values, the four alternatives, design criteria & rankings, and recommendations for the preferred corridor alignment, the online survey form provided participants the opportunity to voice their opinion and put forward their thoughts and suggestions on the study recommendations.





The four alignment alternatives (A, B, C and D) for the roadway and river bridge



The recommended alignment corridor for the roadway and river bridge

SURVEY RESPONSES

Question 1: On a scale of 1-5, how well does the recommended alignment corridor meet the project values? (1= least recommended, 5= highly recommended)

Analysis:

An average rating of 2.33 was received from the collective responses on this question about the community opinion on recommended corridor alignment meeting actual project values (environmental, social and economic). The highest response was with half the people (6 from total 12 responses) answering as 'least recommended'. This was followed by a rating of 4 on the scale of 1 to 5, with 3 responses stating the recommendation does satisfy the project values.



Question 2: Please expand on your answer.

Analysis: Elaboration on the above question by the community has been recorded below. The general sentiments gathered through these responses are concerns on the increase in traffic & noise issue in future, effect on the residential properties and natural habitat & environment. With only two responses affirming the recommended roadway and bridge alignment corridor, others mention to propose the bridge at another location. Please see the online written responses below-

- I don't want more traffic around my home. Go down by the opportunity drive and do it.
- Does not include sensitivity to existing housing on southeast St. Cloud. Noise impact is huge. Loss of property value is huge.
- Do not build this bridge
- Growing east is not desirable
- I would rate zero stars if that were an option. This area should be protected by the state's "Scenic River" designation! The bridge will not reduce traffic congestion (see website about "Induced Demand") and will destroy the serenity, wildlife habitat, and quality of life for those who live in this area.
- Everything makes sense for me except right near the intersection of 33rd and Clearwater road (west end of the project) why does the alignment go south of 33rd and not use the existing roadway land of 33rd Street?
- All options will destroy a significant amount of natural surface trail including hiking trails in the river bluffs and mountain bike trail around the compost site
- I believe the targeted areas for river crossing are best options
- It's a bad look to spare the country club by destroying more of a public recreation area (Plum creek bike trails) plus it seems like excessive bridge density environmentally. A new bridge should be farther from the university bridge than this.

Some of the keywords highlighted from the responses received are mentioned in the word cloud below-

11
 Responses

Latest Responses
 "No comment"

"It's a bad look to spare the country club by destroying more of a public recr..."
 "I believe the targeted areas for river crossing are best options"



Question 3: Are there elements of Alternatives A, B, C, or D that you would prefer to the recommended alignment corridor?

Analysis: The responses to this question on the preferred elements of the four alternatives (A, B, C and D) seem to be mixed. While some mentioned impacts to property and recommended option D further away from their homes, some opted for A considering the regional park and bike trails that need to be preserved to the maximum extent possible. Some were not up for the idea of a ‘bridge’ altogether from the 12 responses received.

- No corridor near me
- Alternative D loses consideration due to trees, splitting Landwehr property and cost. These seem to rank higher than the value of existing housing communities, air quality and noise pollution for life/people already living in the areas of A and B proposals.
- Do not build.
- Current bridges were under built and have caused concern
- No. We should be providing alternatives to road traffic. Commuter rail options should be our top priority. See this website: <https://interestingengineering.com/video/heres-why-traffic-congestion-happens>
- Alternative A is the least destructive, but the best option would be to use the existing roadway to minimize any changes to the current park.
- Yes, I would prefer D to keep traffic futher from residential area.
- Probably more A and not B? My concern is for the regional park and the bike trails. I don't want to see them degraded.
- All elements of the recommended alignment corridor "A" is good.

Some of the keywords highlighted from the responses received are mentioned in the word cloud below-

12 Responses

Latest Responses

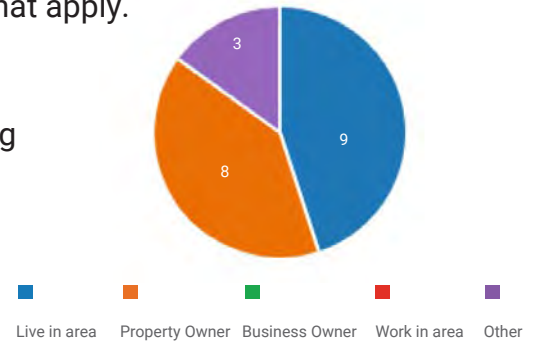
"All elements of the recommended alignment corridor "A" is good."
 "Probably more A and not B? My concern is for the regional park and the bik...
 "Yes, I would prefer D to keep traffic futher from residential area."



Question 4: What is your connection to the study area? Check all that apply.

Analysis: Multiple choices were selected to answer this question. The majority either 'live in the area' or are 'property owners'. There were no responses mentioning being a 'business owner' or 'working in the area'. Some said 'other' and elaborated further-

- As a professional Ecologist, I understand the value of this area
- Other- biking
- Hike in the area



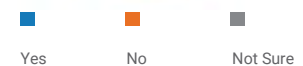
Question 5: Were you aware of this proposed bridge and roadway before now?

Analysis: Almost all respondents said they were aware of the proposed bridge and roadway (11 responded 'yes'). There was only one person with no prior knowledge about it.



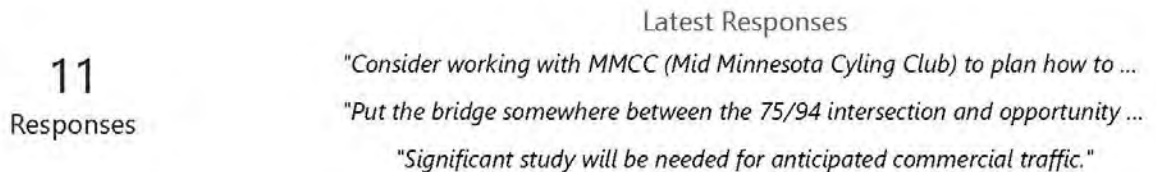
Question 6: Do you have suggestions or other comments for improving the plans for the project?

Analysis: Below are the 11 responses from the online survey. Most responses suggest moving the bridge south to avoid existing properties. There are suggesstions from the community regarding working in collaboration with other organizations to mitigate the effects of future development, while some advised to improve existing infrastructure rather than build a new bridge and roadway.



- Stop trying and move south to opportunity drive.
- Move South
- Reconsider the damage you will do to existing community. Reconsider C or D which will put the air and sound pollution into underdeveloped area and will not damage health of existing residents.
- Do not build a bridge
- Add no build plan for Haven to stay non development area
- Southeast St. Cloud should have fire and emergency services built on the EAST side of the river, rather than building a bridge to existing services of the west side.
- Why can't the environmental study begin right away but instead you say it cannot start until 2025 and will take a further two years to complete? There are many things in this project that if taken seriously would have this entire project completed in less than 10 years, yet you are saying 20 for some reason.
- As a community, we need to stop destroying natural areas in the name of "progress." If a bridge must be built it should have the smallest impact possible. Traffic studies generally show that any increase in infrastructure only produces a temporary relief in congestion, but traffic will quickly increase in all areas to reach the same level as before. We already can't afford to take care of the roads we have, a lot of them are literally falling apart, where is the money to maintain this new section coming from? Maybe instead of building more roads we should focus on fixing what already exists and finding ways to make the existing infrastructure more efficient.
- Significant study will be needed for anticipated commercial traffic.
- Put the bridge somewhere between the 75/94 intersection and opportunity drive instead of going through an existing recreation area
- Consider working with MMCC (Mid Minnesota Cycling Club) to plan how to minimize effects to the existing mountain bike trails & be involved with future expansions of mountain bike trails into the river bluffs.

Some of the keywords highlighted from the responses received are mentioned in the word cloud below-





IN-PERSON MEETINGS SURVEY SUMMARY

COMMUNITY ENGAGEMENT MEETING - SEPTEMBER 19 AND 20, 2023

PROJECT:
St. Cloud APO Mississippi River Bridge Planning Study

PREPARED BY:
Stantec Consulting Ltd.

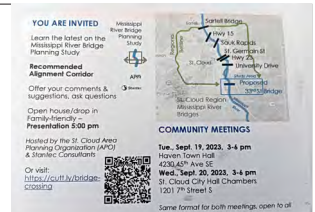
INTRODUCTION

Two community meetings were held to review the study recommendations - September 19, 2023 at Haven Town Hall, and September 20, 2023 at St. Cloud City Hall. Each meeting included mostly people who live either on the east side in Haven Township (September 19) or who live on the west side in St. Cloud (September 20) near the project corridor.

Community Survey Form and meeting invitation distributed (Hardcopy)

MISSISSIPPI RIVER BRIDGE PLANNING STUDY

(Online Survey Form link: <https://cutt.ly/bridge-crossing>)



1. On a scale of 1-5, how well does the recommended alignment corridor meet the project values? (1= least recommended, 5= highly recommended)

- 1
- 2
- 3
- 4
- 5

2. Please expand on your answer.

3. Are there elements of Alternatives A, B, C, or D that you would prefer to the recommended alignment corridor?

4. What is your connection to the study area? Check all that apply:

- Live in the area
- Property owner
- Business owner
- Work in the area
- Other

5. Were you aware of this proposed bridge and roadway before now?

- Yes
- No
- Not sure

Public Engagement at the St. Cloud City Hall Chambers, September 20, 2023

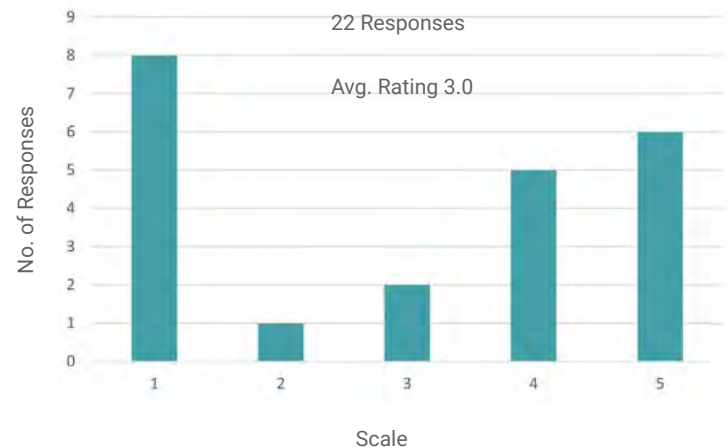


SURVEY RESPONSES

Question 1: On a scale of 1-5, how well does the recommended alignment corridor meet the project values? (1= least recommended, 5= highly recommended)

Analysis:

Of the 22 responses to the question of the recommended alignment meeting project values, the average was 3.0. More people (8) said the proposed alignment was least recommended, followed by 6 ratings of 5, and 5 responses of 4. The recommended alignment corridor is a combination of options A and B.”



Question 2: Please expand on your answer.

Analysis: Below are the responses received on the above question. The explanation seems contradictory, with responses tending to express concerns for residential and environmental impacts generally and specifically on alternatives A and B.

- The mountain bike trails will be affected. Option A seems to make the most sense.”
- ‘Minimize environmental impact’ goal is not met. Water identified as most important ranking criteria does not meet the goal.
- Not necessary- please propose the one that impacts the neighborhoods the least. Very strong community feeling this development would negatively impact the area.
- Aesthetic and environmental not fully considered. More concern given to potential large commercial property than any prior consultation with current residential.
- Not sure ‘residential impact’ was considered
- Alternative A is too close to neighborhoods and wildlife habitat on west side of river
- Alternative A makes sense for the river and existing roads, properties. Still unsure how it would impact the Haven Solar Farm (Miller Trust).
- Emphasis on alternatives A and B are not environmentally or community minded best options- simply the least expensive.
- Pros include improved connectivity, reduced traffic and cons include environmental impact, disrupting the river aesthetics and distracts view of the city.
- Community impacted by the project
- More research required- proposed v/s actual are rarely the same.
- A bridge/corridor is not needed to support the needs of the community
- Unsure about the connections and roundabouts
- The placement of the bridge will make the route more direct to businesses of the area
- A or B least impact the homes in the area.
- Increases traffic in front of my house
- All choices within 500 ft of my property and I am concerned of noise pollution
- Important for St. Cloud residents to cross river easily
- Propose straight road

Question 3: Are there elements of Alternatives A, B, C, or D that you would prefer to the recommended alignment corridor?

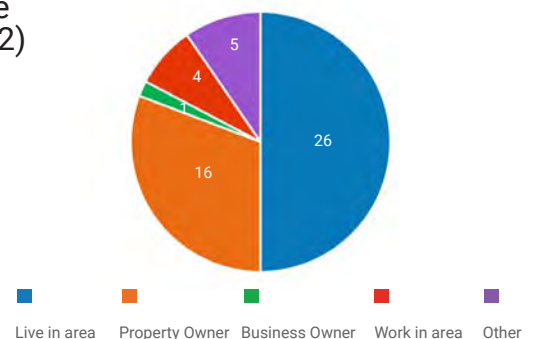
Analysis: The survey answers were more or less balanced between options C and D (7 responses) and options A and B (6 responses). There were very few with a hard answer of yes/no for any particular option. While options A or B were preferred as less invasive environmentally, there was a concern among the community on their properties being affected. Thus, half of them were positive for options C or D, as the intrusion was further away from their homes. Below are the answers recorded-

- No.
- From a cost basis, A makes the most sense. Stick to the north on the west side of the river over the land bridge.
- Options C & D avoids family disruption (3 responses)
- Option C is preferred as it gives distance to neighborhood and looks out for the wetlands and stream.
- Option B would be slightly further from the homes. But cannot tell from the wide ribbon proposed.
- Options B or C
- Of the bridge is built, alternative B is less of a problem that A for both sides of the river.
- Options A or B (3 responses)
- Options C or D as they are placed further south from the residential neighborhoods
- I would prefer option A as it seems less invasive. Options B, C and D have invasive elements to it.
- Alternative C, reasons being- use of existing road, very little property impact, avoids the wetlands and shortest over the river.
- Options C or D. Please keep the intrusion further away from houses and help retain property value.
- Option A for sure.
- Please avoid alternative D. Too many properties have already given up land for the road widening!
- Preferred option is D.

Question 4: What is your connection to the study area? Check all that apply.

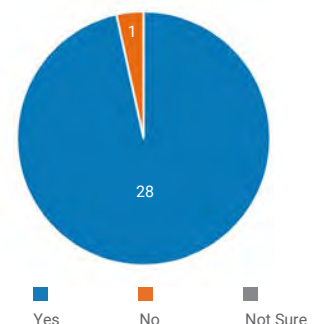
Analysis: There were five multiple choices to this question. Half the responses (26 of 52) said they 'live in the area', about 30% (16 of 52) are 'property owners', with only a few responding that they work in the area or are business owners. While people did respond to the 'other' category, they provided the following further information-

- Part of Mid-Minneapolis Cycling Club that maintains mountain trails in the compost and river bluffs, creek.
- Cycling on trails
- Recreational Use (2 responses)



Question 5: Were you aware of this proposed bridge and roadway before now?

Analysis: All but one of the 29 responses said they were aware of the bridge and roadway



Question 6: Do you have suggestions or other comments for improving the plans for the project?

Analysis: Varied suggestions were received from the community ranging from collaborations/ approvals from other agencies, undertaking studies to consider ‘other’ aspects of the project, public engagement request in further stages of the project, to suggesting relocating the project altogether. All the suggestions are recorded below-

- Partner with MMCC regarding how this will affect the trail. Expansion of the mountain trail is in the planning stages.
- Please do environmental impact statement (considering all portions of the proposed belt are phased together) and connected actions that should be considered cumulatively together. Wild & Scenic permit considerations, Bridge Public Waters regulations appear to have had little consideration for the proposed 33rd Street alternative.
- Need to get an approval from the DNR and LPA. Already lot of money has been spent, so why move forward with some approvals in place?
- Consider the neighborhood and impact on people.
- Agree with the current bridges. Any further bridges should be further south- Opportunity drive for example.
- It would be a good idea to meet with the residents of 33rd as done with the Landwehr.
- Please do not propose A or B alternatives. St. Cloud has many ‘urban’ appearing roadways. For example, highway 75 from Mcstop/94 into ‘town’ when was redone, no attempt was made to make it more appealing to residents and visitors coming into St. Cloud. The bridge corridor proposed at A, B will reduce the beautiful established neighborhood area in St. Cloud- so not a desirable choice.
- Conduct a feasible plan with community engagement.
- Concern on traffic on County Road 8- will there be a significant increase? What about signal lights? Other concern is accessing Couty Road 8 from 47th St. SE and other connecting streets.
- Relocate all together
- Keep it as far away from 37th St. as possible
- Would like to be kept informed.
- Make County Road 8 4-lane. Please think about moving the bridge further out towards the east sbut 7 or 8 miles.
- Studying the impact, collaborate with the region to see how the project addresses key priorities or if it is just another project without return on investement/support.
- We understand University bridge was built to support 4 lanes. The City/State already has a corridor identified between University bridge and Highway 10. University bridge should be expanded to 4 lanes and road built to Highway 10 before building a new bridge.

