

AGENDA

APO ACTIVE TRANSPORTATION ADVISORY COMMITTEE AND AGE- FLOURISHING SAINT CLOUD – TRANSPORTATION AND MOBILITY WORKGROUP

FRIDAY, JAN. 26, 2024 – 9:00 A.M.
*SAINT CLOUD AREA CHAMBER OF COMMERCE OR
ONLINE - ZOOM*

1. Introductions
2. Minutes from Jan. 24, 2023, ATAC Meeting (Attachment 2A).
3. Minutes from Dec. 15, 2023, Transportation and Mobility Workgroup Meeting (Attachment 3A).
4. Transportation Alternatives (TA) Project Rankings (Attachments 4A-4G).
 - a. Suggested Action: Recommend Ranking to TAC.**
5. ATAC Representative for TAC. (Attachment 5A)
 - a. Suggested Action: Recommend an ATAC Representative to the TAC.**
6. Other Business & Announcements.
7. Adjournment.

English

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Somali

Ururka Qorsheynta Deegaanka ee Cloud Cloud (APO) wuxuu si buuxda u waafaqsanahay Cinwaanka VI ee Xuquuqda Xuquuqda Rayidka ee 1964, Cinwaanka II ee Sharciga Naafada Mareykanka ee 1990, Amarka Fulinta 12898, Amarka Fulinta 13116 iyo qawaaniinta iyo qawaaniinta la xiriira. APO waa u furan tahay dhammaan dadka awooda oo dhan. Qofka u baahan dib-u-habeyn ama dejin, caawimaad gargaar ah, adeegyo turjumaad, adeegyo turjubaan, iwm, si uu uga qeyb galo kulan dadweyne, oo ay ku jiraan helitaanka ajendahaan iyo / ama ku lifaaqan qaab kale, ama luqadda fadlan la xiriir APO. 320-252- 7568 ama at admin@stcloudapo.org ugu yaraan toddobo (7) maalmood kahor kulanka.

Spanish

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Active Transportation Advisory Committee (ATAC) Meeting
Virtual Meeting via Zoom
Jan. 24, 2023

Attendees

- Alex McKenzie (Chairperson)
- Vicki Johnson
- Dave Broxmeyer
- Jenny Lezer
- Larry Hosch
- Sarah Weed

The meeting was called to order at 10:30 am. Chairperson Alex McKenzie presided. Introductions were made.

FY 2027 Transportation Alternatives (TA) Prioritization

Mr. McKenzie began by discussing an overview of how the Metropolitan Transportation Plan (MTP) vision guides selecting MTP projects that can then be funded through the Transportation Improvement Program (TIP).

Mr. McKenzie explained that TA funding is used for projects such as creating facilities for pedestrians and bicycles, environmental mitigation or habitat protection related to highway construction or operations, and infrastructure and non-infrastructure related to Safe Routes to School (SRTS) activities.

Mr. McKenzie described how TA federal targets for Minnesota are split between the Twin Cities and Greater Minnesota and how the funding is competitive across the district. Mrs. Johnson clarified that because of the Infrastructure Investment and Jobs Act (IIJA), there is an increase in funding, so the ATP's \$2.5 million target is higher. Mr. McKenzie explained how TA projects are scored and ranked and what role the APO plays in the process. He stated that 10 regional priority points are given to the number one project and five points for the number two project, which will be added to the technical scores.

Mr. McKenzie began to describe the two TA projects within the APO area. The first project was the City of Waite Park's 15th Avenue N Trail. He explained the nature of the project and why it is important in a regional context. Mrs. Johnson said that the TA application scoring is different this year compared to years prior.

Mr. McKenzie described the City of Sartell Trail and sidewalk improvements projects. He explained the Heritage Drive connection and the Riverview Intermediate School sidewalk project and why they are essential. Ms. Weed asked if residential neighborhoods are near the Heritage Drive project, and Mr. McKenzie confirmed that. She also wondered if this project was a sidewalk or shared use path, and Mr. McKenzie commented that it is a shared use path being proposed. Ms. Weed also asked if the Intermediate School project was a sidewalk or shared use path, and Mr. McKenzie commented that it is a sidewalk that connects to a shared use path on 5th Street N.

Mr. McKenzie opened up the group to discuss which project should get the regional priority points. Ms. Weed suggested that the Waite Park project receive the 10 regional priority points and the five points to Sartell. Mr. Hosch agreed with that statement and added that Waite Park's River's Edge Park is a regional hub for activity. Mr. Broxmeyer agreed that Waite Park should receive the 10 points since it's a regional trail that aims to close gaps. Ms. Lezer thought Sartell should receive the 10 points since Waite Park's project is

recreational, while Sartell's project provides student access, but she was OK with what the group decided.

Mr. McKenzie explained that he would relay the comments to the TAC.

Surface Transportation Block Grant Program (STBGP) Active Transportation Review

Mr. McKenzie explained that the STBGP funding could be used to preserve and improve the conditions and performance of any Federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, etc. He then clarified that applications are submitted from member jurisdictions and evaluated based on technical criteria. Mrs. Johnson explained that because of the IIJA, the funding amount for STBGP has gone up.

Mr. McKenzie described how active transportation/multimodal connections are scored in the applications. He explained that the ATAC will review only the multimodal section of six STBGP applications staff reviewed during the FY 2027 solicitation. He asked the ATAC to address how to improve active transportation in the applications.

The first project Mr. McKenzie explained was Benton Counties CSAH 3 full-depth reclamation and bituminous surfacing project. He said the project would pave the gravel shoulder for active transportation users. Ms. Lezer stated she drives this route almost daily and has biked/walked this route before. She expressed that it is not a fun place to walk or bike and that paved shoulders would significantly improve and suffice because of the low residential density. Ms. Weed agreed that anything is better than a gravel shoulder, especially regarding active transportation users and farm equipment. Mr. McKenzie said that a shared use path would be best, but a paved shoulder would be sufficient due to the land use context.

Mr. McKenzie explained the next project for the City of Saint Cloud, 22nd Street S. The city, plans to reconstruct 22nd Street S from County Road 136/Oak Grove Rd to Cooper Avenue S. This will include 6-foot bike lanes in each direction, new sidewalk, curb ramps, intersection crossing infrastructure, signage, and street lighting. Ms. Weed commented that this corridor is a direct route to Quarry Park, with a high residential density along the route. Mr. Broxmeyer says he avoids this section of 22nd Street S because it is narrow, has aggressive drivers, and is unsafe. Ms. Weed agreed with Mr. Broxmeyer, added that people are speeding, and suggested lowering the speed limit. Mr. McKenzie asked the group if anyone had had a car come into the bike lane on a curve. Mr. Broxmeyer commented almost every day by the University Drive bridge. Mr. McKenzie suggested bollards on curves to keep cars out of the bike lanes.

The next project Mr. McKenzie explained was the City of Sartell's 15th Street N corridor expansion. The roadway will expand from Pinecone Road N to 19th Avenue N. The project will include a shared use path connecting 19th Avenue N and Pinecone Road N shared use paths. Ms. Weed commented that the City of Sartell's population is growing. Ms. Lezer asked if the residential developments must drive south to go north on Pinecone Road. Mr. McKenzie confirmed. She then stated that an alternative corridor would help with congestion on Pinecone Road, especially during school arrival and dismissal. Mrs. Johnson noted that this shared use path would connect to the 12th Street N sidewalk, which then connects to the River Road, reconstructed last year with bicycle lanes and a shared use path. Mr. Broxmeyer asked if the alignment in the map was the final alignment, and Mrs. Johnson stated no. Mr. Hosch asked if 30th/Townline Road would be reconstructed before this

expansion. Mrs. Johnson explained that it hadn't been clarified, but there are discussions on funding the reconstruction of 30th/Townline Road. She explained that only phase one of the project is being proposed and phase two from 19th Avenue N to 30th/Townline Road would come later.

Mr. McKenzie explained the City of Sauk Rapids 2nd Avenue S project. The city proposes reconstruction from 10th Street S to the south city limits, including roadway, sidewalk, lighting, stormwater, sanitary sewer, and water main improvements. Mrs. Johnson stated that the city had concerns about speeding, so they recommended traffic calming strategies. Ms. Weed expressed concern about narrowing the roadway since it would move cyclists closer to drivers. Mrs. Johnson commented that they would not be physically altering the width of the roadway, instead striping the driving lanes narrower.

The next project Mr. McKenzie explained is Stearns County CSAH 1 project from Rice Bridge to Stearns/Morrison County line. They are proposing wider, signed paved shoulders for bicyclists. Mr. Hosch stated he uses this corridor all the time, which would be very nice to have, as he uses this route for trips up to Little Falls. He added that this route is part of the Mississippi River Trail (MRT). Ms. Weed agreed with that statement. Mr. Broxmeyer asked when a decision will be made about STBGP funding. Mrs. Johnson stated that STBGP funding would be discussed at TAC on Feb 2 and at the Feb 9 Policy Board meeting.

Other Business and Announcements

Mr. McKenzie went on to the other business and announcements. He stated that the APO is conducting Safety Town with Saint Boniface Catholic School, Saint Peter & Paul Catholic School, and Richmond Elementary School. The setup will be Friday, May 12, and the event will be on Monday, May 15, and the APO is looking for volunteers. He talked about the Winter Safety Fair at the Whitney Senior Center on Wednesday, February 8, from 10 am -12 pm. He then gave updates about SRTS planning efforts. Mrs. Johnson went over the 2050 MTP updates.

The meeting adjourned at 11:36 am.

Minutes respectfully submitted by Alex McKenzie.

AGE-FLOURISHING SAINT CLOUD – TRANSPORTATION AND MOBILITY WORK GROUP MEETING

Friday, December 15 @ 9:00 a.m.

A meeting of the Age Flourishing Saint Cloud – Transportation and Mobility Work Group Meeting was held at 9:00 a.m. on Friday, December 15, 2023, at Whitney Senior Center in Saint Cloud. Chairperson Alex McKenzie presided with the following people in attendance:

Zoom Attendees

| | |
|-------------------|---|
| Todd Holman | Citizen/Advocate |
| Jennifer Wucherer | RSVP Program Director – City of Saint Cloud/Co-Chair of Age-Flourishing |
| Debbie Anderson | Community Outreach Mobility Manager – Metro Bus |

In-Person Attendees

| | |
|----------------|------------------------------------|
| Andrea Nistler | Citizen/Advocate |
| Joe Chovan | Natural Trails and Parks Coalition |

Introductions were made.

Sidewalk Clearance

Clearing snow and ice from sidewalks can be challenging for certain populations, including older adults and people with disabilities. One of the goals of this group is to maximize sidewalk clearance and explore options with City leaders for individual residents who cannot clear their own sidewalks.

Goal 2B of the group is to maximize sidewalk clearance. Our first action was to discuss the current process with the appropriate city representative. At last month's meeting, we listened to a presentation by Dave Broxmeyer on the policy of sidewalk clearance within the City of Saint Cloud. Our other action item is to explore options with city leaders for individual residents who cannot clear their own sidewalk.

Existing volunteer programs in the area include: Assumption Community Faith in Action and ConnectAbility of MN.

Examples of City snow removal programs include the City of Moorhead and the City of Duluth. Mr. McKenzie asked the group if they knew of other organizations within the community that have snow removal programs. Ms. Wucherer commented she couldn't think of any other organizations but would be curious to know the demand and volume of the current programs and if they are keeping up with the demand. She stated RSVP works with both programs, and Ms. Wucherer is willing to get more information from them. Ms. Nistler asked if there was a way to set up a list of volunteers within neighborhoods. Mr. Chovan agreed that a list of volunteers and

organizations within neighborhoods would be helpful. Mr. Holman stated that there is a system to report potholes; residents could call in and report a snow clearance issue. Mr. Chovan added that salt should be used more frequently, and residents who need it should be given a bucket of salt. Ms. Nistler added that there could be a paid list of contractors as a resource. Ms. Wucherer added that managing a volunteer program would be time and resource-intensive, and an alternative would be to present to the city best practices from an age-friendly perspective. Mr. McKenzie added the city could run a PR campaign around snow shoveling and have other resources available for residents.

Safe Routes for Older Adults

A Safe Routes for Older Adults Plan would look very similar to a Safe Routes to School (SRTS) Plan. There are examples of SRTS plans located on the APO's website. A Safe Routes for Older Adults Plan would aim to make it safer for older adults to walk, bike, or roll to their destinations where safety is not a barrier. In the spring of 2024, this group will start data collection for our first plan. Mr. McKenzie asked What type of infrastructure is needed for older adults who drive, walk, bike, roll, or want to use transit? Ms. Nistler commented on the location of pick-up and drop-off for Dail-A-Ride users. Mr. Holman suggested in addition to Metro Bus routes, and frequency, public water and bathrooms would be a good layer to have. Ms. Nistler added bike maps and way-finding signage for community members and tourists. Mr. Chovan included that closing gaps within the active transportation network is important. Mr. Holman asked if the Beaver Island Trail gap between Opportunity Drive will be constructed next year. Mr. McKenzie stated it is not going to be down next year, but once Heatherwood Road is complete, the trail will go in simultaneously. Mr. Holman stated the project should be moved up the list since there's a gap in the network and asked who determines what goes into the CIP. Ms. Nistler added there should be an alternative map at the end of the Beaver Island Trail to show people how to get around the gap. Mr. Holman suggested taking the planning commission on a bike ride through the intersection of CSAH 75 and I-94 to show how dangerous it is and how much the Beaver Island Trail gap needs to be completed. Mr. Holman thinks the outreach for this project is very important. First, knowing where the facilities are, second, the safety of those who are walking and biking, such as safety vests and reflective clothing. Ms. Anderson stated that Metro Bus has a free traveling training program to help teach people to ride the bus.

Next Steps

Mr. McKenzie told the group the next meeting will be on Friday Jan. 26.

Other Business and Announcements

None

ADJOURNMENT

The meeting adjourned at 9:50 a.m.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Active Transportation Advisory Committee (ATAC) and the Age-Flourishing Saint Cloud – Transportation and Mobility Workgroup

FROM: Vicki Johnson, Senior Transportation Planner

RE: FY 2028 Transportation Alternatives Prioritization

DATE: Jan. 16, 2024

As a comprehensive, intergovernmental transportation planning agency for the Saint Cloud Metropolitan Planning Area (MPA), the Saint Cloud Area Planning Organization (APO) works with member agencies and jurisdictions to facilitate local, state, and Federal funds for programs and surface transportation improvement programs. In order to accomplish this, the APO is tasked with prioritizing projects that align with its long-range transportation vision for the region.

The Metropolitan Transportation Plan (MTP) is a long-range, multimodal, surface transportation plan that identifies a regional vision for transportation and the steps necessary to achieve that vision. Part of those steps includes the identification of various transportation improvement projects within the Metropolitan Planning Area (MPA).

In order to carry out the vision of the MTP, the APO develops and maintains a Transportation Improvement Program (TIP). The TIP is a short-range (four-year) programming document that reports on how the various agencies and jurisdictions within the Saint Cloud MPA have prioritized their use of limited Federal highway and transit funding. This document is updated on an annual basis.

Projects contained within the TIP must either be identified within the MTP or align closely with the goals and objectives of the MTP. In addition, these projects are funded in part by the Federal Government or are projects sponsored specifically by the Minnesota Department of Transportation (MnDOT).

One of the sources of transportation funding the Federal Government uses is Transportation Alternatives (TA). Projects eligible for TA include, but are not limited to, the creation of facilities for pedestrians and bicycles, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related to Safe Routes to Schools (SRTS) activities. States and localities are responsible for a minimum 20% share of project costs funded through this program.

Every year, MnDOT receives a projected TA funding target which is for four fiscal years out (example: this year we are looking at FY 2028). These funding targets are then divided amongst the Twin Cities metro and the greater Minnesota Area Transportation Partnerships (ATPs). The Central Minnesota ATP receives approximately \$2.78 million.

To be considered for TA funding within the Central Minnesota ATP, applicants must complete and submit a letter of intent to the MnDOT District 3. Once the letter of intent period has passed, District 3 staff distribute those letters to their respective regional planning body – Region 5 Development Commission, East Central Regional Development

Commission (7E), Region 7W Transportation Policy Board, and the Saint Cloud APO.

The APO Senior Transportation Planner works with prospective applicants that have projects identified in the planning area on their applications which are due to MnDOT District 3 staff in mid-January. Attached are the applications from the City of Saint Cloud, City of Sartell, City of Sauk Rapids, and City of Saint Joseph.

All applications across the Central Minnesota ATP are scored and ranked by a committee comprised of regional planning representatives which includes one planner and one engineer from the Saint Cloud APO. Once these scores are compiled, a prioritized list is brought before the ATP board for approval and incorporation into the State Transportation Improvement Program (STIP) – a document like the TIP, but which encompasses the entire state of Minnesota.

Aside from participation in the ranking and scoring of all Central Minnesota ATP regional projects, the APO – along with the other regional planning bodies within the ATP – have a very minor role in addressing their own regional priorities for TA funded projects.

To address this concern, MnDOT District 3 has allowed for regions like the APO to assign regional priority points to projects being completed within their planning area. These points, combined with the average scores from the TA scoring committee and regional equity points, can influence the final score and ultimate ranking of a project. Regional priority points are assigned to the top two projects – the number one project receives 10 points, the number two project receives five.

Each regional planning body is able to rank their projects and assign these regional priority points accordingly.

At the APO, TA applicants within the MPA will have the opportunity to present on and answer questions pertaining to their proposed projects at the APO's January Active Transportation Advisory Committee (ATAC) meeting. ATAC members will be given the opportunity to discuss and ultimately recommend the assignment of regional priority points for proposed TA projects to the APO's Technical Advisory Committee (TAC). These recommendations will ultimately be presented to the APO Policy Board in February.

Policy Board approval of the regional priority points will be submitted by the APO Senior Transportation Planner to MnDOT District 3 and will be factored into the scoring and ranking of TA projects within the Central Minnesota ATP.

If a project within the MPA is selected to receive TA funding from the Central Minnesota ATP, that project will be incorporated into the APO's TIP.

Suggested Action: Recommend a final prioritization including the assignment of regional priority points for TA projects for APO TAC consideration.



Greater Minnesota Transportation Alternatives Solicitation

(BIKE / PEDESTRIAN GROUPING)

2023/24 Full Application

Funding in year 2028

APPLICANT: City of St. Cloud

PROJECT: 22nd Street South from County Road 136 to Cooper Avenue South

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Notes: The solicitation for Transportation Alternatives funding for the seven-county Twin Cities metropolitan area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties) is conducted by the Metropolitan Council and the Transportation Advisory Board. For more information about the metro area solicitation, visit the [Met Council website](#).

Overview

For the 2023/24 application cycle, MnDOT is conducting a solicitation for Transportation Alternatives (TA) projects. Important eligibility requirements to be aware of are noted below.

- The TA funding available through this solicitation is for project construction in fiscal year 2028. TA funding requires a 20 percent local match. Only projects located outside of the seven-county metropolitan area are eligible for TA funding. Maximum funding awards are set by each Area Transportation Partnership.

See the TA Solicitation Guidebook for more information about the program and additional eligibility requirements.

2023/24 Solicitation Timeline

- **Monday October 2, 2023** – Announce TA solicitation. Open letter of intent period.
- **Friday, November 3rd, 2023** – Deadline for applicants to submit letters of intent.
- **Monday, November 20th, 2023** – Deadline for RDO/MPO/district review of letters of intent. Recommendation to proceed forward with full application given to applicants.
- **Friday, November 24th, 2023** – Official start of full application period.
- **Friday, January 12th, 2024** – Deadline for applicants to submit full applications.
- **Friday, April 12th, 2024** – Deadline for ATPs to select TA projects.

Related Documents/Resources

- **TA Solicitation Guidebook** – includes information related to the overall solicitation process and eligibility requirements for TA funding.
- **Available Environmental Justice (EJ) Tools for answering Criterion #3.**
Detail how this project may adversely impact traditionally underserved or marginally disadvantaged populations including the following: People with Disabilities, Total Percent in Poverty, Percent of People of Color, Youth Population, Elder Population; and Zero Vehicle Households and describe mitigation strategies (if any) to prevent adverse impacts.
 - **MnDOT's Office of Transit and Active Transportation (OTAT) Suitability for Pedestrian & Cycling Environment (SPACE) analysis tool** - <https://mndotspacedev.mn.gov/>
DIRECTIONS:
 - Click on the Layer's graphic (on left side).
 - Click on the "SPACE scored Hexagons."
 - When the hexagons appear, zoom to any area where a proposed project would be, click on it and get the hexagon information, which includes youth population, elderly population, people with disabilities, poverty, etc.

- **U.S. Environmental Protection Agency - EJScreen: Environmental Justice Screening and Mapping Tool | US EPA.**

DIRECTIONS:

- Click on the “*Launch the EJScreen Tool.*” (on right-hand side)
- At the Mapping Tool, Click on the “*Socioeconomic Indicators*” tab to the left of the screen.
- Navigate to the screen location on the map where the project is located.

Transportation Alternatives Full Application

General Information

Notes:

- Applications are reviewed and scored by the Central MN Area Transportation Partnership (ATP-3) Transportation Alternatives (TA) Committee. The 14 TA Committee Members are from a cross-section of the 12 counties located in ATP-3, consisting of state, regional planning organizations, tribal nation, local civil engineers, trails, parks, school districts representation and MnDOT. NOTE: TA Committee members may not be familiar with project details and the local community. Applicants are encouraged to be specific and descriptive in their answers to aid the TA Committee in scoring your application.
- If the overall project contains ineligible elements, please mention the entire project in the brief project description but concentrate the application and budget on the elements that are eligible for the funding you are seeking.
- Sponsoring Agencies, if sponsoring for another project applicant, are advised to have dialog with the project applicant to ascertain the level of commitment by the applicant to follow through on delivery of the project, including the potential use of eminent domain.

Project Information

Name of project: 22nd Street South Reconstruction from County Road 136 to Cooper Avenue South

Project is located in which county(ies): Stearns County

Brief project description (100 words or less): Reconstructing 0.75 miles of multi-modal roadway (22nd Street South) including 6’ wide sidewalk and 6’ wide bike lanes, curb and gutter and public utilities from County Road 136 to Cooper Avenue South. This project seeks funding to enhance connectivity and urbanize a rural area by adding a pedestrian and bicycle connectivity and constructing an urban section that addresses active transportation and safe route to school objectives in the City’s primary residential growth area.

Project applicant: City of St. Cloud

Previous Application:

- **Has this project been previously submitted to the ATP-3 for TA funds and not awarded?** ☒ No ☐ Yes
If so, what year(s)? [Click here to enter text.](#)
- **Explain if the comments provided to you from ATP-3 have been addressed and describe any other activities that have taken place to advance the project:** Project was awarded \$1.8 Million in federal aid funding via a STBGP grant in 2026 & 2027.

Contact Information

Contact person (from applicant agency/organization): Zachary Borgerding

Mailing address: 1201 – 7th Street South

City: St Cloud **State:** MN **Zip:** 56301

Phone: 320-255-7243 **Fax:** [Click here to enter text.](#) **Email:** zachary.borgerding@ci.stcloud.mn.us

Sponsoring agency (if different than applicant): [Click here to enter text.](#)

Contact person (from sponsoring agency, if different than applicant): [Click here to enter text.](#)

Project Budget

Notes:

- Identify estimated project costs, using the following budget categories as a guideline. Where appropriate, break down your costs by units purchased. For example: number of acres, cubic yards of fill, etc. Attach additional sheets if necessary.
- Cost estimates are to be submitted in funding year dollars.**

Table A – Eligible Items¹

| Eligible work/construction item | Estimated quantity | Estimated Unit cost | Total cost |
|---------------------------------|--------------------|---------------------|----------------|
| Aggregate/Base/Wear (Bike Lane) | 1 | 155,000 | 155,000 |
| Concrete Sidewalk | 1 | 175,000 | 175,000 |
| TOTAL TABLE A: | | | 330,000 |

Table B – Ineligible Items²

| Ineligible work/construction item | Estimated quantity | Estimated Unit cost | Total cost |
|--|--------------------|---------------------|------------------|
| Mobilization/Clearing/Grubbing/Removals | 1 | 425,000 | 425,000 |
| Excavation/Subgrade | 1 | 630,000 | 630,000 |
| Agg Base/Bituminous Surface/Tack/Wear | 1 | 360,000 | 360,000 |
| Concrete Curb & Gutter | 1 | 150,000 | 150,000 |
| Adjusting Public Utilities | 1 | 40,000 | 40,000 |
| Drainage/Erosion Control/Retaining Wall | 1 | 190,000 | 190,000 |
| Public Utilities (water, san, storm) | 1 | 3,200,000 | 3,200,000 |
| Traffic Control/Lighing/Signing/Striping | 1 | 275,000 | 275,000 |
| Ineligible Construction Costs | | | 5,270,000 |
| Design, Engineering, Construction Mgt. | 1 | 1,400,000 | 1,400,000 |
| TOTAL TABLE B: | | | 6,670,000 |

¹ See the [ATP Project Evaluation section](#) of this document for any additional requirements related to project costs.

² Includes Right of Way or Land Acquisition (e.g., appraisal fees, legal fees), Administrative Costs (e.g., preliminary and construction engineering and contingencies).

Total Project Budget

1. Total cost (**Total Table A + Total Table B**): \$7,000,000
2. Total eligible costs – recommended range \$100,000 to \$800,000 (**Total Table A**): \$330,000
3. Applicant's contribution toward eligible TA costs – minimum 20% match required: \$66,000
4. Total amount requested in TA funds (**#2 minus #3**): \$264,000

ATP Project Evaluation

Eligibility

Federal legislation requires that the project be an “eligible activity.” The project must fall within one of the eligible activities listed below. (Check all appropriate categories.)

- ☒ On-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- ☒ Transportation projects to achieve Americans with Disabilities Act of 1990 compliance.
- ☐ Safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- ☐ Conversion and use of abandoned railroad corridors.
- ☐ Construction of turnouts, overlooks and viewing areas.
- ☐ Inventory, control, or removal of outdoor advertising.
- ☐ Historic preservation and rehabilitation of historic transportation facilities.
- ☐ Vegetation management to improve roadway safety, prevent against invasive species and to provide erosion control.
- ☐ Archaeological activities.
- ☐ Environmental mitigation related to storm water management and habitat connectivity.
- ☐ Reduce vehicle-caused wildlife mortality or restore/maintain habitat connectivity.
- ☐ Safe Routes to School (SRTS) project.

Project Information Overview

- Describe why this project is important to your community and quality of life ([elaborate in Criteria #1](#)) and how it will improve existing conditions ([elaborate in Criteria #2](#)) and in safety ([elaborate in Criteria #4](#)) (**Limit to 300 words**): The City of St. Cloud has made it a priority to include multi-modal aspects to reconstruction projects via their Complete Streets Policy. Currently, there are multi-modal features on County Road 136/Oak Grove Road that make connections to the 33rd Street South corridor and CSAH 75 and TH 23 corridors, along with Oak Hill Elementary on County Road 136. There are also multi-modal features on 22nd Street South from County Road 136 to County Road 74, where the multi-modal features once again connect to the TH 23 corridor. Cooper Avenue has multi-modal features that connect to the 33rd Street South corridor, and the CSAH 75/University Drive multi-modal infrastructure.

The stretch of roadway is the missing piece that can connect all in place multi-modal infrastructure and allow pedestrian and bicyclists to safely navigate these areas.

The existing corridor is currently a rural section with steep ditches, and no shoulder for eastbound users. This makes walking and biking difficult in ideal conditions, but dangerous and near impossible in winter conditions. Transit users taking the Metro Bus do not have safe conditions to wait at their stops due to the vicinity of traffic and rural nature of the roadway.

- Describe the main users by type or classification and the approximate number of users to be served by the proposed project ([elaborate in Criteria #3](#)) (**Limit to 200 words**): Students to the east of County Road 136 would benefit from having a pedestrian or bicycle option to get to and from Oak Hill Elementary School. Recreational walkers and bicyclists would also benefit from the improvements that would connect two existing pedestrian and bicycle facilities, creating a larger connected multi-modal network, and therefore providing pedestrians and bicyclists access to many more destinations throughout St. Cloud. Transit users would be another group that would benefit from the proposed improvements. The conversion from a rural section to an urban section would provide traffic calming features, as well as infrastructure to allow for buffers (bike lane) and barriers (curb and gutter) from traffic while they wait.
- Explain current and future ownership of the property ([elaborate in Criteria #6](#)) (**Limit to 100 words**): Currently, much of the property is platted as metes and bounds. The City is in the process of platting the corridor. An 80' right-of-way is anticipated based on the roadway classification and multi-modal needs. The City will purchase and own all right-of-way necessary for the improvements.

Evaluation Criteria

Criteria #1 Plan Identification: 20 possible points

Describe the level of identification of your project in one or more regional, tribal, or local plan, which has been adopted by federal, state, regional or local agencies.

- Describe why this project is important to the community through the following means:
 - Explain how the project is either specifically identified in the plan(s) or consistent with these plans and objectives, providing direct reference to specific sections of the plan.
 - Detail the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference.

The proposed reconstruction of 22nd Street South from County Road 136/Oak Grove Road to Cooper Avenue is identified as a high priority within the 2022 Oak Hill Elementary School Safe Routes to School (SRTS) Plan. Through the process of putting together the SRTS, public input was received from local partners including Better Living: Exercise and Nutrition Daily (BLEND) Initiative, the St. Cloud Area Planning Organization (APO), Stearns County, City of St. Cloud Public Works Department, St. Cloud ISD 752 Transportation Services Department, Statewide Health Improvement Plan (SHIP), as well as significant support from staff and parents, including the Watch DOG Dads volunteer safety group. The plan calls for the incorporation of bike lanes and sidewalks on the corridor, which currently lacks active transportation facilities connecting to the school. The St. Cloud APO's 2022 Regional Active Transportation Plan identifies the 22nd Street South corridor as a remaining gap to complete the regional network and recommends its construction in the timeframe of this funding request. The City of St.

Cloud's 2015 Comprehensive Plan identifies the corridor as having Bicycle Level of Service C compromising its safety and utilization to significant trip generators in close proximity (parks, schools, apartments, places of worship, commercial). This project is currently programmed for construction in 2026 in the City of St. Cloud's Capital Improvement Plan, which gets input from the public and different City departments prior to adoption.

Criteria #2 Connectivity: 20 possible points

Explain the connectivity deficiency of the current facility and how the project will improve (i.e., project removes a barrier and/or provides an important connection near a community center, school, transit facility, etc.).

- Describe how the proposed project will be integrated into the existing local or regional network.
- Document the project area's existing conditions and detail how the project will improve existing conditions for active transportation users.
- If part of a large/regional network, detail how the proposed project will complete or further the completion of the network. For projects furthering the completion of a network, details must be provided related to the status of the other components including anticipated completion of the full scope of the larger project.

There are existing bicycle and pedestrian facilities at both ends of the proposed improvements. The existing roadway is a rural section with 12' thru lane with a 6' shoulder on the north, and no paved shoulder on the south. The edge of the roadway then transitions to a ditch section that is not encouraging for bicycle or pedestrian traffic, especially in the winter. Bicyclists and pedestrians that choose to use this corridor are traversing shoulders that are either non-existent or do not meet minimum standards. Transit users, especially those waiting on the south side of the road, do not have any safe options to wait for the bus, and comfort and safety issues are only made worse in the winter. Students who live on the east end of the project area do not have a safe way to navigate 22nd Street South to access school even though they are less than a mile away.

The existing condition is a 4,000' barrier that keeps two extensive pedestrian and bicycle networks separated. This project will connect the two existing networks providing a larger connected transportation system and multi-modal network. The proposed bike lanes and sidewalk will provide the necessary multi-modal features to a corridor that is currently lacking these features, compromising the safety and utilization to significant trip generators in the close proximity including parks, schools, apartments, and places of worship.

The APO's Regional Active Transportation Plan has identified this corridor as part of the Regional Bike Network. This project is filling a gap in the existing network.

Criteria #3 Bike/Pedestrian Facilities: 15 possible points

Explain the degree to which the proposed project would encourage/facilitate pedestrian and/or bicycle transportation.

- Describe the main users of the proposed project by type (i.e., pedestrians vs. bicyclists) and approximate the anticipated number of users of the facility.
- Using either the SPACE or Justice 40 tool from page 3 and 4, describe how the proposed project will benefit traditionally underserved populations or marginally disadvantaged (people with disabilities, low-income, limited English-speaking capabilities, Black, Indigenous, People of Color (BIPOC), persons under

the age of 18 or over the age of 65, households without access to a motor vehicle [zero vehicle households], etc.). Indicate in your response which tool you are using. Detail how this project may adversely impact the traditionally underserved or marginally disadvantaged population and describe mitigation strategies (if any) to prevent adverse impacts.

- Describe the relation to which the project provides access to likely generators of pedestrians and/or bicycle activity. Include distances between likely generators. Provide maps as needed.

According to the Justice 40 tool, the census blocks located to the northwest of the County Road 136/22nd Street South intersection exceed the 65th percentile threshold of Black, Indigenous, and People-of-Color residents, low income, as well as the 95th percentile of limited English-speaking persons. These same census blocks are at the 94th percentile for unemployment rate and the 92nd percentile for having less than a high school education.

There are numerous neighborhoods to the north of 22nd Street South, specifically a large number of multi-family buildings to the northwest. These buildings and neighborhoods currently have bike/pedestrian facilities to the intersection of 22nd Street South/Oak Grove Road and to the south; but this project will finally allow them facilities to travel east to the existing facilities along CSAH 75/Roosevelt Road and University Drive. The neighborhoods along 22nd Street South, east of County Road 136 will for the first time have multi-modal facilities to be able to travel south to the 33rd Street South corridor, as well as east to Cooper Avenue where newly constructed bike lanes and sidewalk will allow them to access CSAH 75/Roosevelt Road and University Drive.

The improvements allow bicyclist and pedestrian access to a number of trip generators that were previously not a safe option including Oak Hill Elementary and Calvary Hill Park (< ½ mile), St. Cloud Tech High School, (~ 2 ¼ miles), Coborns (< 2 miles), the numerous multi-family units at County Road 74/22nd Street South (< ½ mile), and the Stearns County Trail that runs south along CSAH 75/Roosevelt Road (~ 1 mile).

Criteria #4 Safety: 15 possible points

Explain the safety impacts of your project for potential users.

- Describe the existing conditions of the corridor for the proposed facility in terms of active transportation user safety.
 - Provide documentation of crash history (fatal/serious injury) if available or potential for fatal/serious injuries.
- Detail the safety components of this proposed project (i.e., grade separated facility, protected bike lanes, rectangular rapid flash beacons (RRFB), leading pedestrian intervals (LPI), marked crosswalks, traffic calming features, lighting, and other safety related infrastructure or providing for the collection of data).
- Explain how this project safely integrates with other modes of transportation.

The existing roadway section is a rural roadway with 12' thru lanes, a 6' shoulder on the north, no paved shoulder on the south, and a 1:4 in slope for a ditch section that carries 3,550 cars per day. The one 6' shoulder is not wide enough to safely allow two pedestrians or bicyclists to traverse should they meet. The roadway is posted at 30 miles per hour, but with the rural nature of the roadway, motorists often travel in excess of the

posted speed limit discouraging any use of the shoulder for bicycling or walking. This is the case for ~4,000' of roadway, between two transportation systems that include bike lanes and sidewalk.

The proposed improvements include 6' bike lanes, a grade separated sidewalk, street lighting and crosswalk pavement markings that closely mirrors the transportation systems that the project will connect. The conversion to curb and gutter should have a traffic calming effect as motorists travel the urbanized section that will be consistent from County Road 74 to Cooper Avenue South.

Criteria #5 Feasibility: 20 possible points

Explain the feasibility of the project

- Explain your 20-year maintenance plan and any maintenance agreements that will be required with other agencies in your proposed project. Include how many months per year this project will be available for use in your response.
- Describe the extent of project development completed to date.
- Address any issues, environmental concerns, property ownership issues or design challenges. Include any pertinent excerpts from completed feasibility documentation (e.g., scoping study, preliminary engineering, etc.) for the project.
- Describe the environmental path you intend to follow. Identify and explain if you are aware of any needed permits.
- Explain how your agency will provide the necessary local match to leverage the federal TA program funds requested and cover any additional (or ineligible) costs required for the completion of your project.
- Applicants may be asked to provide additional documentation following application submittal.

The roadway improvements will be part of a 300+ mile network that the City operates and maintains. The sidewalk improvements will be constructed within the City right-of-way; but per City policy, snow removal will be the responsibility of the abutting property owners.

The City will follow the DCP checklist, which requires a project memorandum be completed.

To date, the project has been developed at the preliminary stages. The estimate uses the scope and project limits called out in the City's Capital Improvement Plan where the project is currently slated to be constructed in 2026. The city has received \$1.8 million in federal funding for the roadway improvements. The City of St. Cloud will be seeking to advance construction and understands that we will be responsible for fully funding this project up front and would be reimbursed in 2028. With the conversion from the rural section to an urban section, it was important to include all necessary utility work necessary to serve this area for immediate and future needs. The utility work includes upsizing of a distribution water main and the installation of a new transmission main. This additional funding would help fill some of the funding gaps created by the inclusion of the utility work. Design challenges will include water quality and volume reduction requirements for the reconstructed roadway. Survey work is scheduled to begin in spring of 2024, where the platting, design, right-of-way acquisition, and project memorandum will begin.

The 20% local match will come from a combination of general obligation bonds and MSA funding.

Criteria #6 Right of Way: 10 possible points

Describe the status of right-of-way acquisition

- If right of way is needed, describe the process you plan to follow for acquisition.
- If applicable, be sure to include in your response the status of interagency agreements or permits, status of funds for purchasing right-of-way, and any work that requires collaboration with rail.
- If working with rail, provide details of negotiations, estimated completion date and any supporting documentation.

Survey work is scheduled to begin in spring of 2024, where the platting, design, right-of-way acquisition, and project memorandum will begin.

It is anticipated that right-of-way acquisition will be necessary from at least half of the parcels that abut the project area. The City will follow the Delegated Contral Process for Local Agency Federal Aid Projects when acquiring right-of-way for projects.

Sponsoring Agency Resolution

Notes:

- A resolution of sponsorship from the sponsoring agency is required for each project. The resolution must be approved by an eligible sponsoring agency. Please attach an original signed copy of the resolution. An example of sample language which can be used by a sponsoring agency is listed below.

Sample Resolution Language

Be it resolved that [city, county, or agency name] agrees to act as sponsoring agency for the project identified as [project name] seeking [type of funding seeking] and has reviewed and approved the project as proposed. Sponsorship includes a willingness to secure and guarantee the local share of costs associated with this project and responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules, and regulations.

Be it further resolved that [sponsoring agency contact person name] is hereby authorized to act as agent on behalf of this sponsoring agency.

Certification

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by [city, county, or agency name] on this [date] day of [month], [year].

SIGNED:

WITNESSED:

(Signature)

(Signature)

(Title)

(Title)

(Date)

(Date)

Resolution Agreeing to Maintain Facility

Notes:

- A Resolution agreeing to maintain the facility for its useful life is also required for each project. The resolution must be approved by an eligible sponsoring agency. Please attach an original signed copy of the resolution. An example of sample language which can be used by a sponsoring agency is listed below.

Sample Resolution Language

WHEREAS: The Federal Highway Administration (FHWA) requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right of way or property ownership acquired without prior approval from the FHWA; and

WHEREAS: Transportation Alternatives projects receive federal funding; and

WHEREAS: the Minnesota Department of Transportation (MnDOT) has determined that for projects implemented with alternative funds, this requirement should be applied to the project proposer; and

WHEREAS: [city county or agency name] is the sponsoring agency for the transportation alternatives project identified as [project name].

THEREFORE, BE IT RESOLVED THAT: the sponsoring agency hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned transportation alternatives project.

Certification

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by [city, county, or agency name] on this [date] day of [month], [year].

SIGNED:

WITNESSED:

(Signature)

(Signature)

(Title)

(Title)

(Date)

(Date)

Application Checklist

This section is required for all applicants.

- ☐ Letter of intent was reviewed, and Regional Planner approved the applicant complete the full application.
- ☐ Applicant and sponsoring agency have read and are fully aware of the requirements described in the *TA Solicitation Guidebook*.
- ☐ General Information section completed.
- ☐ Project Budget section completed. TA Program applicants in ATP-3 have a minimum eligible project cost of \$100,000 and a maximum request of \$800,000.
- ☐ ATP Project Evaluation section completed.
- ☐ Sponsoring Agency Resolution completed.
- ☐ Resolution Agreeing to Maintain Facility completed.
- ☐ Required Signatures have been obtained.

Required attachments for Applicants requesting TA Program funds

- ☐ Legible project location map showing project termini and featured locations described in the narrative portion of the application.

Other enclosures for Applicants requesting TA Program funds

- ☐ Documentation of financial support (letters, agreements, etc.).
- ☐ Documentation of plans and public participation.
- ☐ Project schedule.
- ☐ Maps, graphics, photos, typical sections.

Application Submittal

- ☐ Applicant is seeking TA Program funds and submitted, **by January 12, 2024**, 15 hard copies and 1 electronic version of the application to:

Jeff Lenz
 MN Department of Transportation
 District 3 – Baxter
 7694 Industrial Park Road, Baxter, MN 56425
 218/828-5808


Email: Jeff.Lenz@state.mn.us


Signatures

Notes: Signatures are required from the following – project applicant; sponsoring agency engineer, if different than the project applicant; a representative of the local unit of government in which the project is located; and the MPO Executive Director, if the project is located in a MPO area.

 1/8/24
 (Applicant Signature) (Date)

 1/8/24
 (Sponsoring Agency Engineer Signature) (Date)

 1/9/24
 (Local Unit of Government Signature) (Date)

 1/9/24
 (If in MPO area, signature of MPO Executive Director) (Date)

SCHEDULE OF PRICES
Unknown Project Number
22nd St S - CR136 to Cooper

| ITEM NO. | MnDOT NO. | ITEM | UNIT | EST. QTY. | UNIT PRICE | AMOUNT |
|------------------|-----------|--|-----------|-----------|---------------|-----------------|
| Surface | | | | | | |
| 1 | 2021.501 | MOBILIZATION | LUMP SUM | 1.00 | \$ 297,000.00 | \$ 297,000.00 |
| 2 | 2101.524 | CLEARING | TREE | 12.00 | \$ 600.00 | \$ 7,200.00 |
| 3 | 2101.524 | GRUBBING | TREE | 12.00 | \$ 300.00 | \$ 3,600.00 |
| 4 | 2104.502 | SALVAGE SIGN TYPE C | EACH | 71.00 | \$ 50.00 | \$ 3,550.00 |
| 5 | 2104.502 | REMOVE SIGN POST | EACH | 38.00 | \$ 50.00 | \$ 1,900.00 |
| 6 | 2104.502 | SALVAGE MAILBOX SUPPORT | EACH | 9.00 | \$ 360.00 | \$ 3,240.00 |
| 7 | 2104.503 | SAWING CONCRETE PAVEMENT (FULL DEPTH) | LIN. FT. | 40.00 | \$ 6.00 | \$ 240.00 |
| 8 | 2104.503 | SAWING BITUMINOUS PAVEMENT (FULL DEPTH) | LIN. FT. | 745.00 | \$ 4.00 | \$ 2,980.00 |
| 9 | 2104.503 | REMOVE CURB AND GUTTER | LIN. FT. | 245.00 | \$ 5.50 | \$ 1,347.50 |
| 10 | 2104.503 | REMOVE RETAINING WALL (VARIOUS MATERIALS) | LIN. FT. | 65.00 | \$ 25.00 | \$ 1,625.00 |
| 11 | 2104.504 | REMOVE BITUMINOUS PAVEMENT | SQ. YD. | 15,110.00 | \$ 5.50 | \$ 83,105.00 |
| 12 | 2104.518 | REMOVE CONCRETE PAVEMENT-APRONS, DRIVEWAYS, SDWKS | SQ. FT. | 100.00 | \$ 7.00 | \$ 700.00 |
| 13 | 2104.518 | REMOVE CONCRETE STEPS | SQ. FT. | 0.00 | \$ 17.00 | \$ - |
| 14 | 2104.603 | MILL BIT SURFACE - LONGITUDINAL JOINT (1.5' WIDE, 1.5" DEPTH) | LIN. FT. | 255.00 | \$ 7.50 | \$ 1,912.50 |
| 15 | 2104.618 | SALVAGE GRANITE | SQ. FT. | 0.00 | \$ 30.00 | \$ - |
| 16 | 2104.618 | SALVAGE PAVER STONE | SQ. FT. | 0.00 | \$ 15.00 | \$ - |
| 17 | 2105.507 | COMMON EXCAVATION (EV) (P) | CU. YD. | 15,040.00 | \$ 24.00 | \$ 360,960.00 |
| 18 | 2105.507 | ROCK EXCAVATION | CU. YD. | 50.00 | \$ 100.00 | \$ 5,000.00 |
| 19 | 2105.507 | SUBGRADE EXCAVATION (EV) | CU. YD. | 10.00 | \$ 20.00 | \$ 200.00 |
| 20 | 2105.507 | SELECT GRANULAR BORROW (CV) | CU. YD. | 8,290.00 | \$ 20.00 | \$ 165,800.00 |
| 21 | 2105.507 | SELECT GRANULAR BORROW (CV) | CU. YD. | 3,470.00 | \$ 20.00 | \$ 69,400.00 |
| 22 | 2112.519 | SUBGRADE PREPARATION | ROAD STA. | 40.00 | \$ 300.00 | \$ 12,000.00 |
| 23 | 2123.610 | STREET SWEEPER (WET PICKUP TYPE BROOM) | HOURL | 80.00 | \$ 200.00 | \$ 16,000.00 |
| 24 | 2130.523 | WATER | MGAL | 300.00 | \$ 50.00 | \$ 15,000.00 |
| 25 | 2211.507 | AGGREGATE BASE (CV), CLASS 5 (P) | CU. YD. | 0.00 | \$ 35.00 | \$ - |
| 26 | 2211.507 | AGGREGATE BASE (CV), CLASS 6 (P) | CU. YD. | 2,760.00 | \$ 35.00 | \$ 96,600.00 |
| 27 | 2211.507 | AGGREGATE BASE (CV), CLASS 6 (P) (BIKE LANE) | CU. YD. | 1,155.00 | \$ 35.00 | \$ 40,425.00 |
| 28 | 2215.504 | FULL DEPTH RECLAMATION BITUMINOUS PAVEMENT (P) | SQ. YD. | 0.00 | \$ 4.00 | \$ - |
| 29 | 2301.504 | CONCRETE PAVEMENT 4" | SQ. YD. | 2,500.00 | \$ 63.00 | \$ 157,500.00 |
| 30 | 2301.504 | CONCRETE PAVEMENT 6" | SQ. YD. | 210.00 | \$ 63.00 | \$ 13,230.00 |
| 31 | 2301.504 | CONCRETE PAVEMENT 8" | SQ. YD. | 0.00 | \$ 72.00 | \$ - |
| 32 | 2232.504 | MILL BITUMINOUS SURFACE (FULL DEPTH) | SQ. YD. | 0.00 | \$ 4.00 | \$ - |
| 33 | 2357.506 | BITUMINOUS MATERIAL FOR TACK COAT | GAL | 1,110.00 | \$ 2.50 | \$ 2,775.00 |
| 34 | 2357.506 | BITUMINOUS MATERIAL FOR TACK COAT (BIKE LANE) | GAL | 520.00 | \$ 2.50 | \$ 1,300.00 |
| 35 | 2360.509 | TYPE SP 9.5 WEARING COURSE MIXTURE - SPWEA330C (STREETS) | TON | 940.00 | \$ 105.00 | \$ 98,700.00 |
| 36 | 2360.509 | TYPE SP 9.5 WEARING COURSE MIXTURE - SPWEA330C (BIKE LANE) | TON | 440.00 | \$ 105.00 | \$ 46,200.00 |
| 37 | 2360.509 | TYPE SP 12.5 NON-WEARING COURSE MIXTURE - SPNWB330C | TON | 1,565.00 | \$ 95.00 | \$ 148,675.00 |
| 38 | 2360.509 | TYPE SP 12.5 NON-WEARING COURSE MIXTURE - SPNWB330C (BIKE LANE) | TON | 735.00 | \$ 95.00 | \$ 69,825.00 |
| 39 | 2402.602 | SIGN POST ANCHORAGE ASSEMBLY | EACH | 32.00 | \$ 75.00 | \$ 2,400.00 |
| 40 | 2402.603 | SALVAGE & INSTALL METAL RAILING | EACH | 0.00 | \$ 1,000.00 | \$ - |
| 41 | 2411.618 | CONCRETE STEPS | SQ. FT. | 0.00 | \$ 75.00 | \$ - |
| 42 | 2411.618 | MODULAR BLOCK RETAINING WALL | SQ. FT. | 175.00 | \$ 60.00 | \$ 10,500.00 |
| 43 | 2504.602 | ADJUST VALVE BOX | EACH | 27.00 | \$ 450.00 | \$ 12,150.00 |
| 44 | 2506.502 | ADJUST FRAME AND RING CASTING (SANITARY SEWER) | EACH | 12.00 | \$ 600.00 | \$ 7,200.00 |
| 45 | 2506.502 | ADJUST FRAME AND RING CASTING (STORM SEWER) | EACH | 23.00 | \$ 600.00 | \$ 13,800.00 |
| 46 | 2531.503 | CONCRETE CURB AND GUTTER, DESIGN B618 | LIN. FT. | 7,775.00 | \$ 18.00 | \$ 139,950.00 |
| 47 | 2531.503 | CONCRETE CURB DESIGN V6 | LIN. FT. | 0.00 | \$ 35.00 | \$ - |
| 48 | 2531.618 | TRUNCATED DOMES | SQ. FT. | 72.00 | \$ 75.00 | \$ 5,400.00 |
| 49 | 2540.602 | INSTALL MAILBOX SUPPORT | EACH | 9.00 | \$ 250.00 | \$ 2,250.00 |
| 50 | 2540.618 | INSTALL PAVER STONE | SQ. FT. | 0.00 | \$ 25.00 | \$ - |
| 51 | 2545.501 | LIGHTING SYSTEM | LUMP SUM | 1.00 | \$ 150,000.00 | \$ 150,000.00 |
| 52 | 2563.601 | TRAFFIC CONTROL | LUMP SUM | 1.00 | \$ 50,000.00 | \$ 50,000.00 |
| 53 | 2563.613 | PORTABLE CHANGEABLE MESSAGE SIGN | UDAY | 90.00 | \$ 150.00 | \$ 13,500.00 |
| 54 | 2564.502 | INSTALL SIGN PANELS TYPE C (SALVAGED) | EACH | 71.00 | \$ 400.00 | \$ 28,400.00 |
| 55 | 2571.524 | FURNISH AND PLANT TREE-IMPERIAL HONEY LOCUST-2.5" CAL B&B | TREE | 2.00 | \$ 900.00 | \$ 1,800.00 |
| 56 | 2571.524 | FURNISH AND PLANT TREE-CELEBRATION MAPLE-2.5" CAL B&B | TREE | 2.00 | \$ 900.00 | \$ 1,800.00 |
| 57 | 2571.524 | FURNISH AND PLANT TREE-MARMO MAPLE-2.5" CAL B&B | TREE | 1.00 | \$ 900.00 | \$ 900.00 |
| 58 | 2571.524 | FURNISH AND PLANT TREE-GREENSPIRE LINDEN-2.5" CAL B&B | TREE | 1.00 | \$ 600.00 | \$ 600.00 |
| 59 | 2571.524 | FURNISH AND PLANT TREE-SWAMP WHITE OAK-2.5" CAL B&B | TREE | 1.00 | \$ 900.00 | \$ 900.00 |
| 60 | 2571.524 | FURNISH AND PLANT TREE-DONALD WYMAN CRAB-1.5" CAL B&B | TREE | 1.00 | \$ 900.00 | \$ 900.00 |
| 61 | 2571.524 | FURNISH AND PLANT TREE-AUTUMN BRILLIANCE SERVICEBERRY-1.5" CAL B&B | TREE | 1.00 | \$ 900.00 | \$ 900.00 |
| 62 | 2571.524 | FURNISH AND PLANT TREE-AMUR MAPLE-1.5" CAL B&B | TREE | 1.00 | \$ 900.00 | \$ 900.00 |
| 63 | 2571.524 | FURNISH AND PLANT TREE-AMUR CHOKECHERRY-1.5" CAL B&B | TREE | 1.00 | \$ 900.00 | \$ 900.00 |
| 64 | 2571.524 | FURNISH AND PLANT TREE-IVORY SILK LILAC-TREE FORM-1.5" CAL B&B | TREE | 1.00 | \$ 900.00 | \$ 900.00 |
| 65 | 2573.501 | STABILIZED CONSTRUCTION EXIT | EACH | 2.00 | \$ 2,000.00 | \$ 4,000.00 |
| 66 | 2573.502 | STORM DRAIN INLET PROTECTION | EACH | 28.00 | \$ 200.00 | \$ 5,600.00 |
| 67 | 2573.503 | SILT FENCE TYPE MS | LIN. FT. | 3,810.00 | \$ 8.00 | \$ 30,480.00 |
| 68 | 2574.505 | SOIL BED PREPARATION | ACRE | 1.62 | \$ 5,500.00 | \$ 8,910.00 |
| 69 | 2574.505 | SEEDING (PERMANENT) | ACRE | 1.62 | \$ 5,500.00 | \$ 8,910.00 |
| 70 | 2574.507 | COMMON TOPSOIL BORROW (CV)(SCREENED) | CU. YD. | 1,090.00 | \$ 50.00 | \$ 54,500.00 |
| 71 | 2575.508 | HYDAULIC STABILIZED FIBER MATRIX | LB | 7,550.00 | \$ 2.50 | \$ 18,875.00 |
| 72 | 2575.508 | FERTILIZER, TYPE 4 | LB | 405.00 | \$ 2.50 | \$ 1,012.50 |
| 73 | 2575.508 | SEED MIXTURE 25-151 | LB | 486.00 | \$ 7.00 | \$ 3,402.00 |
| 74 | 2575.508 | SEED MIXTURE 21-112 (TEMPORARY) | LB | 325.00 | \$ 5.00 | \$ 1,625.00 |
| 75 | 2575.509 | MULCH MATERIAL TYPE 5 | TON | 3.24 | \$ 600.00 | \$ 1,944.00 |
| 76 | 2582.503 | 4" SOLID LINE MULTI COMP (WHITE) | LIN. FT. | 50.00 | \$ 1.00 | \$ 50.00 |
| 77 | 2582.503 | 4" SOLID LINE MULTI COMP (WHITE) (BIKE LANE) | LIN. FT. | 7,800.00 | \$ 1.00 | \$ 7,800.00 |
| 78 | 2582.503 | 8" SOLID LINE MULTI COMP (WHITE) | LIN. FT. | 0.00 | \$ 2.50 | \$ - |
| 79 | 2582.503 | 4" BROKEN LINE MULTI COMP (YELLOW) | LIN. FT. | 0.00 | \$ 1.00 | \$ - |
| 80 | 2582.503 | 4" DOTTED LINE MULTI COMP (WHITE) | LIN. FT. | 0.00 | \$ 1.00 | \$ - |
| 81 | 2582.503 | 8" DOTTED LINE MULTI COMP (WHITE) | LIN. FT. | 0.00 | \$ 2.00 | \$ - |
| 82 | 2582.503 | 12" DOTTED LINE MULTI COMP (WHITE) | LIN. FT. | 0.00 | \$ 7.00 | \$ - |
| 83 | 2582.503 | 4" DOUBLE SOLID LINE MULTI COMP (YELLOW) | LIN. FT. | 3,900.00 | \$ 2.00 | \$ 7,800.00 |
| 84 | 2582.503 | 8" DOUBLE SOLID LINE MULTI COMP (YELLOW) | LIN. FT. | 0.00 | \$ 4.00 | \$ - |
| 85 | 2582.518 | PAVEMENT MESSAGE MULTI COMP (WHITE) | SQ. FT. | 0.00 | \$ 7.00 | \$ - |
| 86 | 2582.518 | PAVEMENT MESSAGE MULTI COMP (WHITE) (BIKE LANE) | SQ. FT. | 170.00 | \$ 7.00 | \$ 1,190.00 |
| 87 | 2582.518 | CROSSWALK MULTI COMP (WHITE) | SQ. FT. | 610.00 | \$ 7.00 | \$ 4,270.00 |
| Subtotal Surface | | | | | | \$ 2,334,408.50 |

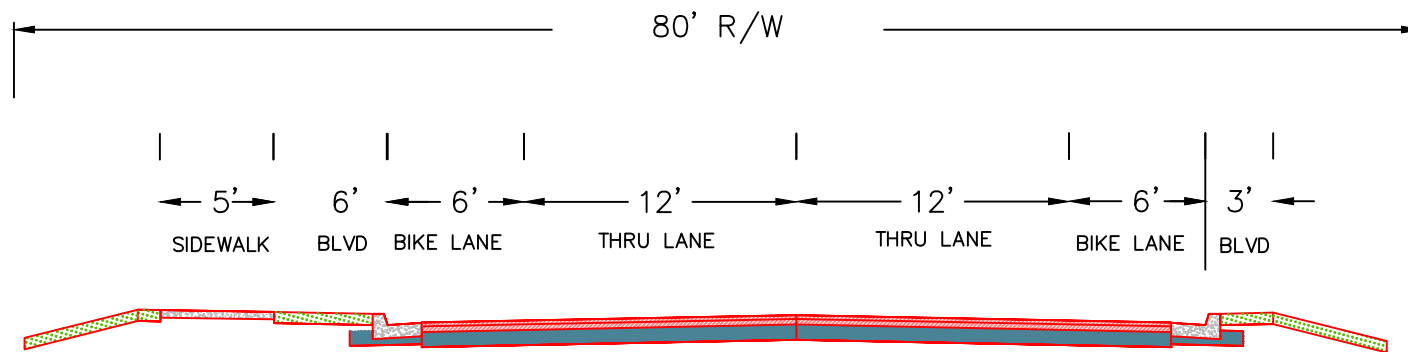
SCHEDULE OF PRICES
Unknown Project Number
22nd St S - CR136 to Cooper

| ITEM NO. | MnDOT NO. | ITEM | UNIT | EST. QTY. | UNIT PRICE | AMOUNT |
|-------------------------|------------|---|----------|-----------|--------------|-----------------|
| Sanitary Sewer | | | | | | |
| 88 | 2104.502 | REMOVE MANHOLE (SANITARY) | EACH | 11.00 | \$ 500.00 | \$ 5,500.00 |
| 89 | 2104.502 | ABANDON MANHOLE (SANITARY) | EACH | 0.00 | \$ 300.00 | \$ - |
| 90 | 2104.503 | REMOVE SEWER PIPE (SANITARY) | LIN. FT. | 2,710.00 | \$ 10.00 | \$ 27,100.00 |
| 91 | 2104.603 | ABANDON SANITARY SEWER PIPE | LIN. FT. | 0.00 | \$ 50.00 | \$ - |
| 92 | 2105.601 | DEWATERING | LUMP SUM | 1.00 | \$ 33,000.00 | \$ 33,000.00 |
| 93 | 2451.507 | GRANULAR BEDDING MATERIAL (CV) | CU. YD. | 20.00 | \$ 30.00 | \$ 600.00 |
| 94 | 2451.507 | GRANULAR FOUNDATION MATERIAL (CV) | CU. YD. | 55.00 | \$ 60.00 | \$ 3,300.00 |
| 95 | 2501.602 | EXTERNAL JOINT SEALING | EACH | 12.00 | \$ 500.00 | \$ 6,000.00 |
| 96 | 2502.503 | 6" PVC SANITARY SERVICE PIPE (SDR 26) | LIN. FT. | 486.00 | \$ 50.00 | \$ 24,300.00 |
| 97 | 2503.503 | 8" PVC SANITARY SEWER PIPE (SDR 35) | LIN. FT. | 3,665.00 | \$ 60.00 | \$ 219,900.00 |
| 98 | 2503.503 | 12" PVC SANITARY SEWER PIPE (SDR 35) | LIN. FT. | 0.00 | \$ 70.00 | \$ - |
| 99 | 2503.503 | 15" PVC SANITARY SEWER PIPE (SDR 35) | LIN. FT. | 0.00 | \$ 70.00 | \$ - |
| 100 | 2503.503 | 8" DIPSS SANITARY SEWER PIPE | LIN. FT. | 0.00 | \$ 80.00 | \$ - |
| 101 | 2503.601 | SANITARY SEWER SYSTEM (TEMPORARY BYPASS SYSTEM) | LUMP SUM | 1.00 | \$ 20,000.00 | \$ 20,000.00 |
| 102 | 2503.602 | CONSTRUCT BULKHEAD (MASONRY) | EACH | 0.00 | \$ 500.00 | \$ - |
| 103 | 2503.602 | CONNECT TO EXISTING MANHOLE (SAN) | EACH | 0.00 | \$ 5,000.00 | \$ - |
| 104 | 2503.602 | CONNECT TO EXISTING SEWER PIPE (SAN) | EACH | 11.00 | \$ 1,000.00 | \$ 11,000.00 |
| 104 | 2503.602 | 8" X 6" PVC WYE | EACH | 17.00 | \$ 1,000.00 | \$ 17,000.00 |
| 105 | 2503.602 | 15" X 6" PVC WYE | EACH | 0.00 | \$ 1,000.00 | \$ - |
| 106 | 2503.603 | CLEAN AND VIDEO TAPE PIPE SEWER | LIN. FT. | 3,665.00 | \$ 4.00 | \$ 14,660.00 |
| 107 | 2506.502 | CONSTRUCT SANITARY MANHOLE, DESIGN 4007 (0'-8') | EACH | 12.00 | \$ 6,000.00 | \$ 72,000.00 |
| 108 | 2506.502 | CASTING ASSEMBLY | EACH | 12.00 | \$ 1,200.00 | \$ 14,400.00 |
| 109 | 2506.503 | CONSTRUCT SANITARY MANHOLE, DESIGN 4007 (>8') | LIN. FT. | 10.00 | \$ 500.00 | \$ 5,000.00 |
| 110 | 2503.603 | LINING SEWER PIPE 8" (SANITARY) CIPP | LIN. FT. | 0.00 | \$ 58.00 | \$ - |
| 111 | 2503.603 | GROUT SEWER PIPE 8" (SANITARY) | LIN. FT. | 0.00 | \$ 25.00 | \$ - |
| Subtotal Sanitary Sewer | | | | | | \$ 473,760.00 |
| Water Main | | | | | | |
| 112 | 2104.502 | REMOVE HYDRANT | EACH | 11.00 | \$ 750.00 | \$ 8,250.00 |
| 113 | 2104.503 | REMOVE WATER MAIN | LIN. FT. | 5,240.00 | \$ 6.00 | \$ 31,440.00 |
| 114 | 2104.523 | SALVAGE HYDRANT | EACH | 0.00 | \$ 650.00 | \$ - |
| 115 | 2105.601 | DEWATERING | LUMP SUM | 1.00 | \$ 33,000.00 | \$ 33,000.00 |
| 116 | 2451.507 | GRANULAR BEDDING MATERIAL (CV) | CU. YD. | 120.00 | \$ 30.00 | \$ 3,600.00 |
| 117 | 2451.507 | GRANULAR FOUNDATION MATERIAL (CV) | CU. YD. | 170.00 | \$ 60.00 | \$ 10,200.00 |
| 118 | ##### | 4" DUCTILE IRON PIPE CL. 52 (WATER MAIN) | LIN. FT. | 0.00 | \$ 60.00 | \$ - |
| 119 | 2503.603 | 6" DUCTILE IRON PIPE CL. 52 (WATER MAIN) | LIN. FT. | 115.00 | \$ 80.00 | \$ 9,200.00 |
| 120 | 2503.603 | 8" DUCTILE IRON PIPE CL. 52 (WATER MAIN) | LIN. FT. | 360.00 | \$ 80.00 | \$ 28,800.00 |
| 121 | 2503.603 | 10" DUCTILE IRON PIPE CL. 52 (WATER MAIN) | LIN. FT. | 0.00 | \$ 130.00 | \$ - |
| 122 | 2503.603 | 12" DUCTILE IRON PIPE CL. 52 (WATER MAIN) | LIN. FT. | 0.00 | \$ 130.00 | \$ - |
| 123 | 2503.603 | 16" DUCTILE IRON PIPE CL. 52 (WATER MAIN) | LIN. FT. | 3,935.00 | \$ 150.00 | \$ 590,250.00 |
| 124 | 2503.603 | 24" DUCTILE IRON PIPE CL. 52 (WATER MAIN) | LIN. FT. | 3,980.00 | \$ 245.00 | \$ 975,100.00 |
| 125 | 2504.603 | 16" BUTTERFLY VALVE | EACH | 6.00 | \$ 9,435.00 | \$ 56,610.00 |
| 126 | 2504.603 | 24" BUTTERFLY VALVE | EACH | 6.00 | \$ 18,450.00 | \$ 110,700.00 |
| 127 | 2503.604 | 4" POLYSTYRENE INSULATION | SQ. YD. | 10.00 | \$ 80.00 | \$ 800.00 |
| 128 | 2504.602 | CONNECT TO EXISTING WATER MAIN | EACH | 13.00 | \$ 3,000.00 | \$ 39,000.00 |
| 129 | 2504.602 | HYDRANT | EACH | 7.00 | \$ 7,000.00 | \$ 49,000.00 |
| 130 | 2504.60201 | 6" GATE VALVE AND BOX | EACH | 8.00 | \$ 2,750.00 | \$ 22,000.00 |
| 131 | 2504.60201 | 8" GATE VALVE AND BOX | EACH | 9.00 | \$ 3,500.00 | \$ 31,500.00 |
| 132 | 2504.60203 | 1" CURB STOP AND BOX | EACH | 18.00 | \$ 700.00 | \$ 12,600.00 |
| 133 | 2504.602 | 2" CURB STOP AND BOX | EACH | 0.00 | \$ 1,500.00 | \$ - |
| 134 | 2504.602 | 1" CORPORATION STOP | EACH | 18.00 | \$ 700.00 | \$ 12,600.00 |
| 135 | 2504.60301 | 1" TYPE K COPPER PIPE | LIN. FT. | 645.00 | \$ 40.00 | \$ 25,800.00 |
| 136 | 2504.60301 | 2" TYPE K COPPER PIPE | LIN. FT. | 0.00 | \$ 100.00 | \$ - |
| 137 | 2504.608 | WATER MAIN FITTINGS | LB. | 11,305.00 | \$ 15.00 | \$ 169,575.00 |
| Subtotal Water Main | | | | | | \$ 2,220,025.00 |

SCHEDULE OF PRICES
Unknown Project Number
22nd St S - CR136 to Cooper

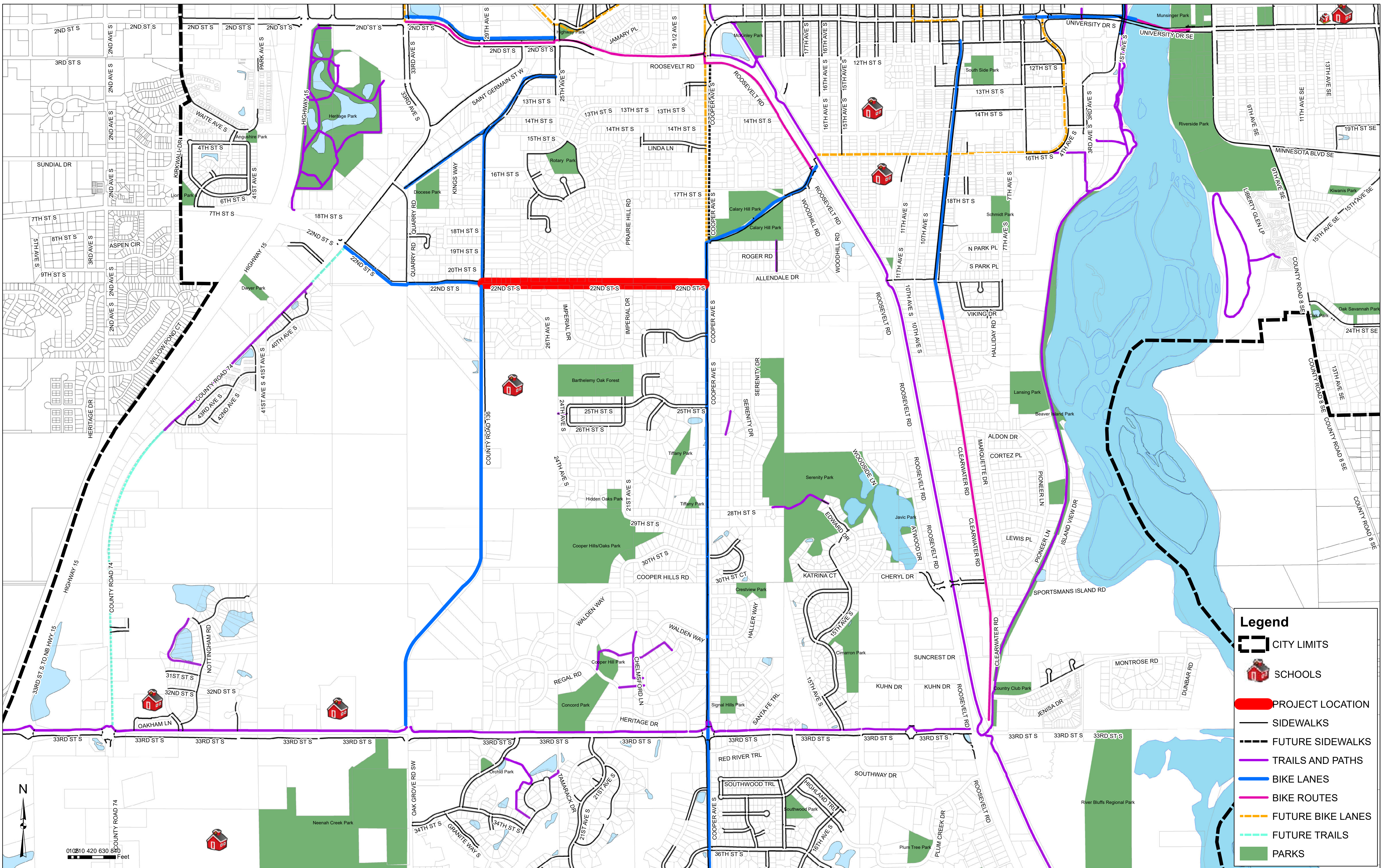
| ITEM NO. | MnDOT NO. | ITEM | UNIT | EST. QTY. | UNIT PRICE | AMOUNT |
|--|------------|--|----------|-----------|--------------|-----------------|
| Storm Drain | | | | | | |
| 138 | 2104.502 | REMOVE MANHOLE OR CATCH BASIN | EACH | 15.00 | \$ 250.00 | \$ 3,750.00 |
| 139 | 2104.503 | REMOVE SEWER PIPE (STORM) | LIN. FT. | 1,100.00 | \$ 15.00 | \$ 16,500.00 |
| 140 | 2105.601 | DEWATERING | LUMP SUM | 1.00 | \$ 33,000.00 | \$ 33,000.00 |
| 141 | 2503.503 | 8" DUCTILE IRON PIPE SEWER CL 52 | LIN. FT. | 40.00 | \$ 85.00 | \$ 3,400.00 |
| 142 | 2503.503 | 12" RC PIPE SEWER DESIGN 3006 CL V | LIN. FT. | 300.00 | \$ 65.00 | \$ 19,500.00 |
| 143 | 2503.503 | 15" RC PIPE SEWER DESIGN 3006 CL V | LIN. FT. | 580.00 | \$ 75.00 | \$ 43,500.00 |
| 144 | 2502.50302 | 18" RC PIPE SEWER DESIGN 3006 CL V | LIN. FT. | 520.00 | \$ 75.00 | \$ 39,000.00 |
| 145 | 2503.503 | 21" RC PIPE SEWER DESIGN 3006 CL IV | LIN. FT. | 0.00 | \$ 90.00 | \$ - |
| 146 | 2503.503 | 24" RC PIPE SEWER DESIGN 3006 CL IV | LIN. FT. | 0.00 | \$ 125.00 | \$ - |
| 147 | 2503.503 | 27" RC PIPE SEWER DESIGN 3006 CL IV | LIN. FT. | 0.00 | \$ 125.00 | \$ - |
| 148 | 2503.503 | 30" RC PIPE SEWER DESIGN 3006 CL IV | LIN. FT. | 660.00 | \$ 160.00 | \$ 105,600.00 |
| 149 | 2503.503 | 36" RC PIPE SEWER DESIGN 3006 CL IV | LIN. FT. | 0.00 | \$ 180.00 | \$ - |
| 150 | 2503.602 | CONSTRUCT MASONRY BULKHEAD | EACH | 0.00 | \$ 500.00 | \$ - |
| 151 | 2503.602 | CONNECT TO EXISTING STORM SEWER | EACH | 4.00 | \$ 500.00 | \$ 2,000.00 |
| 152 | 2506.502 | CONSTRUCT DRAINAGE STRUCTURE, DESIGN H | EACH | 10.00 | \$ 3,000.00 | \$ 30,000.00 |
| 153 | 2506.502 | CONSTRUCT DRAINAGE STRUCTURE, DESIGN 48-4020 | EACH | 12.00 | \$ 5,000.00 | \$ 60,000.00 |
| 154 | 2506.502 | CONSTRUCT DRAINAGE STRUCTURE, DESIGN 60-4020 | EACH | 2.00 | \$ 9,000.00 | \$ 18,000.00 |
| 155 | 2506.502 | CONSTRUCT DRAINAGE STRUCTURE, DESIGN 72-4020 | EACH | 2.00 | \$ 10,000.00 | \$ 20,000.00 |
| 156 | 2506.502 | CASTING ASSEMBLY | EACH | 26.00 | \$ 800.00 | \$ 20,800.00 |
| 157 | 2506.601 | INFILTRATION SYSTEM A | LUMP SUM | 1.00 | \$ 22,500.00 | \$ 22,500.00 |
| 158 | 2506.601 | INFILTRATION SYSTEM B | LUMP SUM | 1.00 | \$ 22,500.00 | \$ 22,500.00 |
| 159 | 2506.601 | INFILTRATION SYSTEM C | LUMP SUM | 1.00 | \$ 22,500.00 | \$ 22,500.00 |
| 160 | 2506.601 | INFILTRATION SYSTEM D | LUMP SUM | 1.00 | \$ 22,500.00 | \$ 22,500.00 |
| 161 | 2506.602 | CONNECT TO EXISTING STRUCTURE (STORM DRAIN) | EACH | 1.00 | \$ 1,000.00 | \$ 1,000.00 |
| Subtotal Storm Drain | | | | | | \$ 506,050.00 |
| SUBTOTAL | | | | | | \$ 5,534,243.50 |
| Design Contingency / Soft Costs (5%) | | | | | | \$ 276,712.18 |
| Inflation Contingency (2%) | | | | | | \$ 116,219.11 |
| ESTIMATED TOTAL CONSTRUCTION COST | | | | | | \$ 5,927,174.79 |
| Estimated Surface Assessment | | | | | | \$ 938,520.00 |
| Estimated Sidewalk Assessment | | | | | | \$ - |
| Estimated Alley Assessment | | | | | | \$ - |
| Estimated Sanitary Sewer Assessment | | | | | | \$ 175,538.00 |
| Estimated Watermain Assessment | | | | | | \$ 134,300.00 |
| Estimated Storm Sewer Assessment | | | | | | \$ 146,466.00 |
| ESTIMATED TOTAL ASSESSMENTS | | | | | | \$ 1,394,824.00 |
| Estimated Capitalized Interest (6% of Assessments) | | | | | | \$ 83,689.44 |
| Engineering Cost (17% of Total Construction Cost) | | | | | | \$ 1,007,619.71 |
| ESTIMATED TOTAL COST | | | | | | \$ 7,018,483.94 |

22ND STREET SOUTH FROM CR 136 TO COOPER AVE S



Urban Section

PROJECT LOCATION MAP





ESTIMATED TIME LINE FOR
RECONSTRUCTION OF 22ND ST S FROM CR 136 TO COOPER AVENUE
SOUTH IMPROVEMENTS

| | |
|--------------------------------|---------------|
| Survey and Preliminary Design | May 2024 |
| Project Memorandum | December 2025 |
| Plans Finalized and Submitted | February 2026 |
| Advertise Plans | March 2026 |
| Open and Award Low Bid | April 2026 |
| Construction Begins | June 2026 |
| Project Substantially Complete | November 2026 |

Submitted to Council for Consideration
December 18, 2023

Resolution No. 2023 - 12 - 145

**RESOLUTION OF SUPPORT FOR MNDOT TRANSPORTATION ALTERNATIVES (TA) PROGRAM
FUNDING FOR THE**

22ND STREET SOUTH FROM COUNTY ROAD 136 TO COOPER AVENUE SOUTH IMPROVEMENTS

WHEREAS, the City of St. Cloud is a political subdivision/local government unit of Minnesota organized/operating under the laws of the State of Minnesota; and

WHEREAS, the Minnesota Department of Transportation is soliciting the Minnesota Transportation Alternatives (TA) Program for funding of eligible bicycle and pedestrian infrastructure projects; and

WHEREAS, the City of St. Cloud supports the grant application for the Minnesota Transportation Alternatives (TA) Program for the 22nd Street South from County Road 136 to Cooper Avenue South project; and

WHEREAS, if the City of St. Cloud is awarded a grant by MnDOT, the City hereby agrees to accept the grant award and may enter into an agreement with the Minnesota Department of Transportation for the above referenced project; and

WHEREAS, the City of St. Cloud will comply with all applicable laws and requirements as stated in the grant agreement;

WHEREAS, the Mayor or their designee are hereby authorized to execute the grant agreement and related project agreements on behalf of the City of St. Cloud; and

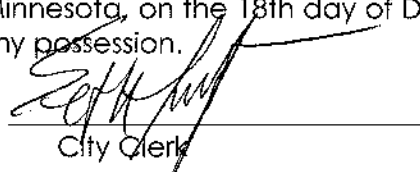
NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF ST. CLOUD, MINNESOTA, supports the submission of application to receive Transportation Alternatives (TA) Program for the 22nd Street South from County Road 136 to Cooper Avenue South Improvements project. The City agrees to comply with all terms, conditions and provisions of the grant and authorizes and directs its Mayor and City Clerk to sign the agreement on its behalf.

Adopted this 18th day of December, 2023.

State of Minnesota
City of St. Cloud, Stearns County

I hereby certify that the foregoing resolution is a true and correct copy of a resolution presented to and adopted by the City Council of St. Cloud at a meeting therefore held in the City of St. Cloud, Minnesota, on the 18th day of December 2023, as disclosed by the records of said City in my possession.

SEAL



City Clerk

Submitted to Council for Consideration
December 18, 2023

Resolution No. 2023 - 12 - 146

**RESOLUTION AGREEING TO MAINTAIN FACILITY FOR ITS USEFUL LIFE REGARDING
THE TRANSPORTATION ALTERNATIVES (TA) PROGRAM FUNDING FOR**

22ND STREET SOUTH FROM COUNTY ROAD 136 TO COOPER AVENUE SOUTH IMPROVEMENTS

WHEREAS, the City of St. Cloud is a political subdivision/local government unit of Minnesota organized/operating under the laws of the State of Minnesota; and

WHEREAS, the Federal Highway Administrative (FHWA) requires that agencies agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right-of-way or property ownership acquired without prior approval from the FHWA; and

WHEREAS, Transportation Alternatives (TA) projects receive federal funding; and

WHEREAS, the Minnesota Department of Transportation (MnDOT) has determined that for projects implemented with alternative funds, this requirement should be applied to the project proposer; and

WHEREAS, the City of St. Cloud is the sponsoring agency for the transportation alternatives project identified as the 22nd Street South from County Road 136 to Cooper Avenue South Improvements; and

THEREFORE, BE IT RESOLVED THAT, the City of St. Cloud hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned transportation alternatives project.

Adopted this 18 day of December 2023.

State of Minnesota
City of St. Cloud, Stearns County

I hereby certify that the foregoing resolution is a true and correct copy of a resolution presented to and adopted by the City Council of St. Cloud at a meeting therefore held in the City of St. Cloud, Minnesota, on the 18th day of December 2023, as disclosed by the records of said City in my possession.

SEAL

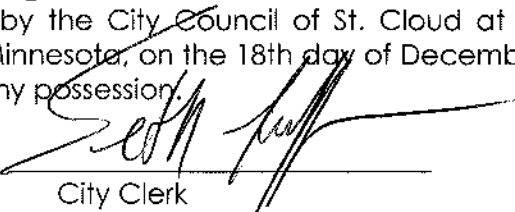

City Clerk



Table 1: Summary of SRTS infrastructure issues and recommendations for Oak Hill Community School

| Project | Location | Problem/Issue | Solution/Recommendation | Lead Agency |
|----------|--|---|--|-----------------------------------|
| A | 22nd from Quarry Rd to Oak Grove Rd/County Rd 136 | No sidewalks. High density residential area with many students that do not have walk/bike access to school. | <p>Add sidewalk between Quarry Rd and Oak Grove Rd/CR-136. Mark transverse crosswalk accross 22nd at Quarry Rd. Crossing dependent on location of sidewalk.</p> <p>This roadway is programmed for reconstruction in the City's CIP. Design elements should consider the travel needs of students in the corridor and provide accommodations for bicycling and walking.</p> | City of St Cloud |
| B | Oak Grove Rd/County Rd 136 and 22nd St | High speeds on roadways. Noted lack of compliance with stop signs. Many students must come through this intersection. History of vehicle crashes. | <p>Reduce curb radii to reduce vehicle speeds. Update all curbs ramps to ADA standard. Mark crosswalks on three or four legs depending on sidewalk placement.</p> <p>Review volumes to determine if it meets warrant for a signal and review lighting for adequate pedestrian visibility. 22nd St is programmed for reconstruction in the City's CIP.</p> | Stearns County |
| C | 22nd between Oak Grove Rd/County Rd 136 and Cooper | No sidewalks. Many students must connect to 22nd to get to the school. | <p>Install sidewalks on the south side of 22nd St S from Oak Grove Rd SW/CR-136 to Cooper Ave S.</p> <p>Consider bike lanes or wider shared use path to accommodate both pedestrians and bicyclists. This roadway is programmed for reconstruction in the City's CIP.</p> | City of St Cloud |
| D | Oak Grove Rd/County Rd 136 | 2-3 foot shoulder. No facilities for bicycling or walking. Main connection to the school. Children coming from higher density housing to the north and west must use this corridor. | <p>Construct shared use path on the east side - preferred 10 feet minimum from 22nd St to Oak Hill school grounds. On school grounds continue path to connect to sidewalk at the front of the school.</p> <p>Mark high visibilty crosswalk from path to school sidewalk. Mark crossing, ADA curb ramps and trail warning signs at intersection with 23rd St S. See additional discussion of ROW in attachments</p> | City of St Cloud, School District |

Oak Hill Community Elementary Recommended Improvements Map

- A** Design for planned street reconstruction should include pedestrian facilities on 22nd St S between Quarry Rd and Oak Grove Rd SW/CR-136 and a marked crosswalk across 22nd St S at Quarry Rd.
- B** Design for planned street reconstruction should include reduced curb radii, ADA compliant curb ramps, and marked crosswalks at 22nd St S and Oak Grove Rd SW/CR-136. Review volumes to determine if intersection meets warrant for a signal and review lighting for adequate pedestrian visibility.
- C** Design for planned street reconstruction should include bicycle and pedestrian accommodations. If sidewalk or path construction is limited to one side of the street due to budget constraints, prioritize south side from Oak Grove Rd SW/CR-136 to Cooper Ave S.
- D** Construct shared-use path on the east side of Oak Grove Rd SW from 22nd St S to school grounds. Mark high visibility crosswalk from path to school sidewalk. Mark crossing, Install ADA curb ramps and trail warning signs at intersection with 23rd.
- E** Extend existing path around the east side of the drive to connect to a crosswalk. Update to ADA compliant curb ramps.
- F** Develop shared-use path to connect Temminick Rd and Tiffany Ct OR provide sidewalk upon development.
- G** Develop shared use path from Cooper Hills Oak Park on 30th St to 21st Ave S.
- H** Develop shared-use path from NW corner of campus to 22nd St S. Include RRFB or HAWK signal for crossing of Oak Grove Rd SW/CR-136 at school. Review intersection of 22nd St S and Quarry Rd for stop sign and/or potential enhanced crossing.
- I** Move some of the existing bike racks to the back of the school or purchase additional racks to disperse parking.
- J** Consider blocking inside lane with cones to ensure that parents do not form two lines. Implement valet program to facilitate children exiting and entering only at the curb.

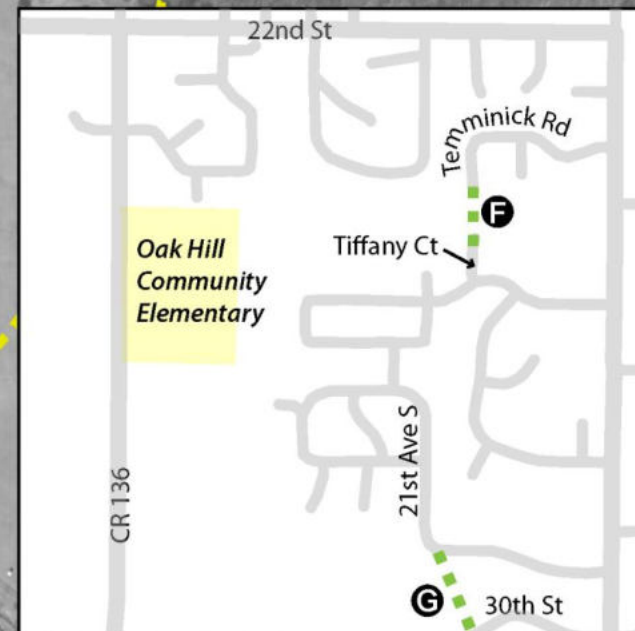


ADA compliant curb ramps and a shortened crossing will improve access from the path. (E)

- | | |
|-----------------------|-----------------------------|
| Traffic Signals | Recommended Sidewalks/Paths |
| Bus Loading Zone | High Visibility Crosswalk |
| Parent Loading Zone | ADA Compliant Curb Ramp |
| School Gate | Rapid Flash Beacon |
| Adult Crossing Guards | Trail Crossing Sign |
| Child Crossing Guards | |
| School Grounds | |

Improvements not to scale

Oak Hill Community Elementary





December 22, 2023

Mayor Dave Kleis
City of St. Cloud, Minnesota
1201 – 7th Street South
St. Cloud, Minnesota 56301

Mayor Kleis,

This letter is sent in support of the City of St. Cloud's application for MnDOT Transportation Alternatives (TA) Program funding for the 22nd Street South from County Road 136 to Cooper Avenue South Improvements.

The 22nd Street South corridor is a major east-west transportation corridor within the community. The improvements planned along this corridor will provide safe, high quality opportunities for pedestrians, bicyclists and residents to help connect them safely to work, schools and leisure opportunities. Currently this corridor does not provide safe travels for pedestrians and bicyclists. The project will provide operational benefits to a large portion of drivers, bicyclists and pedestrians in and around the Greater St. Cloud area.

Please submit this support letter along with the City's application to the Minnesota Department of Transportation.

Sincerely,

Joe Voegeli
President
Mid MN Cycling Club



January 3, 2024

Mayor Dave Kleis

City of St. Cloud, Minnesota

1201 – 7th Street South

St. Cloud, Minnesota 56301

Mayor Kleis,

I am the president of Northern Paddles Pickleball Club. We have approximately 200 Members. Many of us play pickleball during the outdoor season at the Calvary Park Pickleball Courts. A significant number of players ride their bicycles to courts using 22nd street and Cooper Avenue. Cooper Avenue has bike lanes, but 22nd does not.

This letter is sent in support of the City of St. Cloud's application for MnDOT Transportation Alternatives (TA) Program funding for the 22nd Street South from County Road 136 to Cooper Avenue South Improvements.

The 22nd Street South corridor is a major east-west transportation corridor within the community. The improvements planned along this corridor will provide safe, high quality opportunities for pedestrians, bicyclists, and residents to help connect them safely to work, schools and leisure opportunities such as pickleball or disc golf at Calvary Park. Currently this corridor does not provide safe travels for pedestrians and bicyclists. The project will provide operational benefits to a large portion of drivers, bicyclists and pedestrians in and around the Greater St. Cloud area.

Please submit this support letter along with the City's application to the Minnesota Department of Transportation.

Sincerely,

A handwritten signature in black ink that reads "Kurt Lemke". The signature is written in a cursive style with a large, stylized "K" and "L".

Kurt Lemke

Northern Paddles Pickleball Club Board



COUNTY OF STEARNS

Parks Department

1802 County Road 137, Waite Park, MN 56387
320-255-6172 ▪ Email: parkinfo@co.stearns.mn.us

January 8, 2024

Mayor Dave Kleis
City of St. Cloud, Minnesota
1201 7th Street South
St. Cloud, Minnesota 56301

Mayor Kleis,

This letter is sent in support of the City of St. Cloud's application for MnDOT Transportation Alternatives (TA) Program funding for the 22nd Street South from County Road 136 to Cooper Avenue South Improvements.

The 22nd Street South corridor is a major east-west transportation corridor within the community. The improvements planned along this corridor will provide safe, high quality opportunities for pedestrians, bicyclists and residents to help connect them safely to work, schools and leisure opportunities. Currently this corridor does not provide safe travels for pedestrians and bicyclists. The project will provide operational benefits to a large portion of drivers, bicyclists and pedestrians in and around the Greater St. Cloud area.

Please submit this support letter along with the City's application to the Minnesota Department of Transportation.

Sincerely,

A handwritten signature in black ink that reads "Ben Anderson".

Ben Anderson, Director
Parks Director
Stearns County Park Department



665 Franklin Ave. NE
St. Cloud, MN 56304

January 10, 2024

Mayor Dave Kleis
City of St. Cloud, Minnesota
1201 – 7th Street South
St. Cloud, Minnesota 56301

Mayor Kleis,

This letter is sent in support of the City of St. Cloud's application for MnDOT Transportation Alternatives (TA) Program funding for the 22nd Street South from County Road 136 to Cooper Avenue South Improvements.

The 22nd Street South corridor is a major east-west transportation corridor within the community. The improvements planned along this corridor will provide safe, quality opportunities for pedestrians, bicyclists and residents to help connect them safely to work, schools and leisure opportunities. This corridor does not currently provide safe travel for pedestrians and bicyclists. The project will provide benefits to a large portion of drivers, bicyclists and pedestrians in and around the Greater St. Cloud area.

Metro Bus has a heavily traveled east-west stretch of Route 5 that utilizes this road. The current state of the road creates dangerous conditions for Bus Operators, passengers and others using the road, particularly those who bike or walk along it. Without bike lanes, sidewalks or improved shoulders, it can be hazardous for walkers and/or bikers when traffic is present, especially if the traffic includes a bus!

Please submit this support letter along with the City's application to the Minnesota Department of Transportation.

Sincerely,

A handwritten signature in black ink that reads "Ryan I. Daniel".

Ryan I. Daniel
CEO, St. Cloud Metro Bus



Greater Minnesota Transportation Alternatives Solicitation

(BIKE / PEDESTRIAN GROUPING)

2023/24 Full Application

Funding in year 2028

APPLICANT: City of St Cloud

PROJECT: 13th St S & 9th Ave Intersection Improvements

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Notes: The solicitation for Transportation Alternatives funding for the seven-county Twin Cities metropolitan area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties) is conducted by the Metropolitan Council and the Transportation Advisory Board. For more information about the metro area solicitation, visit the [Met Council website](#).

Overview

For the 2023/24 application cycle, MnDOT is conducting a solicitation for Transportation Alternatives (TA) projects. Important eligibility requirements to be aware of are noted below.

- The TA funding available through this solicitation is for project construction in fiscal year 2028. TA funding requires a 20 percent local match. Only projects located outside of the seven-county metropolitan area are eligible for TA funding. Maximum funding awards are set by each Area Transportation Partnership.

See the TA Solicitation Guidebook for more information about the program and additional eligibility requirements.

2023/24 Solicitation Timeline

- **Monday October 2, 2023** – Announce TA solicitation. Open letter of intent period.
- **Friday, November 3rd, 2023** – Deadline for applicants to submit letters of intent.
- **Monday, November 20th, 2023** – Deadline for RDO/MPO/district review of letters of intent. Recommendation to proceed forward with full application given to applicants.
- **Friday, November 24th, 2023** – Official start of full application period.
- **Friday, January 12th, 2024** – Deadline for applicants to submit full applications.
- **Friday, April 12th, 2024** – Deadline for ATPs to select TA projects.

Related Documents/Resources

- **TA Solicitation Guidebook** – includes information related to the overall solicitation process and eligibility requirements for TA funding.
- **Available Environmental Justice (EJ) Tools for answering Criterion #3.**
Detail how this project may adversely impact traditionally underserved or marginally disadvantaged populations including the following: People with Disabilities, Total Percent in Poverty, Percent of People of Color, Youth Population, Elder Population; and Zero Vehicle Households and describe mitigation strategies (if any) to prevent adverse impacts.
 - **MnDOT's Office of Transit and Active Transportation (OTAT) Suitability for Pedestrian & Cycling Environment (SPACE) analysis tool** - <https://mndotspacedev.mn.gov/>
DIRECTIONS:
 - Click on the Layer's graphic (on left side).
 - Click on the "SPACE scored Hexagons."
 - When the hexagons appear, zoom to any area where a proposed project would be, click on it and get the hexagon information, which includes youth population, elderly population, people with disabilities, poverty, etc.

- **U.S. Environmental Protection Agency - EJScreen: Environmental Justice Screening and Mapping Tool | US EPA.**

DIRECTIONS:

- Click on the “*Launch the EJScreen Tool.*” (on right-hand side)
- At the Mapping Tool, Click on the “*Socioeconomic Indicators*” tab to the left of the screen.
- Navigate to the screen location on the map where the project is located.

Transportation Alternatives Full Application

General Information

Notes:

- Applications are reviewed and scored by the Central MN Area Transportation Partnership (ATP-3) Transportation Alternatives (TA) Committee. The 14 TA Committee Members are from a cross-section of the 12 counties located in ATP-3, consisting of state, regional planning organizations, tribal nation, local civil engineers, trails, parks, school districts representation and MnDOT. NOTE: TA Committee members may not be familiar with project details and the local community. Applicants are encouraged to be specific and descriptive in their answers to aid the TA Committee in scoring your application.
- If the overall project contains ineligible elements, please mention the entire project in the brief project description but concentrate the application and budget on the elements that are eligible for the funding you are seeking.
- Sponsoring Agencies, if sponsoring for another project applicant, are advised to have dialog with the project applicant to ascertain the level of commitment by the applicant to follow through on delivery of the project, including the potential use of eminent domain.

Project Information

Name of project: South Jr High and 13th Street South Improvements

Project is located in which county(ies): Stearns County

Brief project description (100 words or less): Project will create a continuous multi-modal corridor with pedestrian activated crossing at 9th Avenue South connecting South Jr. High School, a high-density family neighborhood, Southside Boys & Girls Club, and Haws Park thereby enhancing safety for walkers and bikers between these significant trip generators.

Project applicant: City of St Cloud

Previous Application:

- Has this project been previously submitted to the ATP-3 for TA funds and not awarded? ☒ No ☐ Yes
If so, what year(s)? [Click here to enter text.](#)
- Explain if the comments provided to you from ATP-3 have been addressed and describe any other activities that have taken place to advance the project: [Click here to enter text.](#)

Contact Information

Contact person (from applicant agency/organization): Zachary Borgerding

Mailing address: 1201 – 7th Street South

City: St Cloud **State:** Minnesota **Zip:** 56301

Phone: 320-255-7243 **Fax:** [Click here to enter text.](#) **Email:** zachary.borgerding@ci.stcloud.mn.us

Sponsoring agency (if different than applicant): [Click here to enter text.](#)

Contact person (from sponsoring agency, if different than applicant): [Click here to enter text.](#)

Project Budget

Notes:

- Identify estimated project costs, using the following budget categories as a guideline. Where appropriate, break down your costs by units purchased. For example: number of acres, cubic yards of fill, etc. Attach additional sheets if necessary.
- Cost estimates are to be submitted in funding year dollars.**

Table A – Eligible Items¹

| Eligible work/construction item | Estimated quantity | Estimated Unit cost | Total cost |
|---|--------------------|---------------------|------------------|
| Mobilization | 1 | \$10,000 | \$15,000 |
| Removals | 1 | \$15,000 | \$15,000 |
| Excavation | 1 | \$16,000 | \$16,000 |
| Curb & Gutter/Concrete | 1 | \$105,000 | \$105,000 |
| Drainage/Erosion Control | 1 | \$4,000 | \$4,000 |
| Traffic Control/Signing/Striping/Ped Crossing | 1 | \$45,000 | \$50,000 |
| Retaining Wall/Site Restoration | 1 | \$20,000 | \$20,000 |
| TOTAL TABLE A: | | | \$225,000 |

Table B – Ineligible Items²

| Ineligible work/construction item | Estimated quantity | Estimated Unit cost | Total cost |
|-----------------------------------|--------------------|---------------------|-----------------|
| Design, Engineering, Const Mngmt | 1 | \$35,000 | \$35,000 |
| TOTAL TABLE B: | | | \$35,000 |

Total Project Budget

- Total cost (**Total Table A + Total Table B**): \$260,000
- Total eligible costs – recommended range \$100,000 to \$800,000 (**Total Table A**): \$225,000
- Applicant's contribution toward eligible TA costs – minimum 20% match required: \$45,000

¹ See the [ATP Project Evaluation section](#) of this document for any additional requirements related to project costs.

² Includes Right of Way or Land Acquisition (e.g., appraisal fees, legal fees), Administrative Costs (e.g., preliminary and construction engineering and contingencies).

4. Total amount requested in TA funds (#2 minus #3): \$176,000

ATP Project Evaluation

Eligibility

Federal legislation requires that the project be an “eligible activity.” The project must fall within one of the eligible activities listed below. (Check all appropriate categories.)

- ☒ On-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- ☒ Transportation projects to achieve Americans with Disabilities Act of 1990 compliance.
- ☒ Safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- ☐ Conversion and use of abandoned railroad corridors.
- ☐ Construction of turnouts, overlooks and viewing areas.
- ☐ Inventory, control, or removal of outdoor advertising.
- ☐ Historic preservation and rehabilitation of historic transportation facilities.
- ☐ Vegetation management to improve roadway safety, prevent against invasive species and to provide erosion control.
- ☐ Archaeological activities.
- ☐ Environmental mitigation related to storm water management and habitat connectivity.
- ☐ Reduce vehicle-caused wildlife mortality or restore/maintain habitat connectivity.
- ☒ Safe Routes to School (SRTS) project.

Project Information Overview

Describe why this project is important to your community and quality of life ([elaborate in Criteria #1](#)) and how it will improve existing conditions ([elaborate in Criteria #2](#)) and in safety ([elaborate in Criteria #4](#)) (**Limit to 300 words**):

The installation of a pedestrian activated crossing at 9th Avenue South and the related improvements along 13th Street South would improve pedestrian safety in an area where there are many students needing to cross 9th Avenue South to get to school and after school programs. 9th Avenue South, a busy roadway that carries 12,000 vehicles per day, often prohibits students from utilizing this corridor due to insufficient gaps for students to cross 9th Avenue South to South Junior High School two blocks west. The corridor also connects South Side Boys & Girls Club and South Side Haws Park, and the primary residences of many of South Junior High's student population. Currently students are crossing at an uncontrolled intersection with at least one documented crash causing minor injuries due to vehicles avoiding an unsafe student crossing. The pedestrian activated crossing

would have overhead flashing lights to indicate to vehicles that pedestrians are crossing, providing a safer environment for pedestrians and commuters alike. The sidewalk improvements along 13th Street South would provide a contiguous sidewalk the entire way to the South Junior High property. Currently, there are gaps in the sidewalk that force students to use the road, which is dangerous especially in the wintertime.

- Describe the main users by type or classification and the approximate number of users to be served by the proposed project ([elaborate in Criteria #3](#)) (**Limit to 200 words**): The target users for this project are students that walk to and from school, whether to their residence, or to the South Side Boys and Girls Club and South Side Haws Park. The census blocks located east of 9th Avenue South and south of University Drive contain more than 1,400 housing units with 32% or greater of residents living below poverty level. The block groups east of 9th Avenue South exceed the 95th percentile threshold of Black, Indigenous, and People-of-Color residents, as well as the 95th percentile of limited English speaking persons. Households east of 9th Avenue South exceed the 95th percentile for having no vehicle available. Along with the students of South Side Elementary, bicyclists and pedestrians in general would benefit from the sidewalk infill that connect the South Junior High property to 9th Avenue South, as well as the pedestrian activated crossing which allows for a safer crossing of a roadway that carries an excess of 12,000 vehicles per day. The crossing and infill of sidewalk are two additional necessities that would create a safe multi-modal corridor from South Junior High School to the Herb Brooks National Hockey Center on the St. Cloud State University Campus.
- Explain current and future ownership of the property ([elaborate in Criteria #6](#)) (**Limit to 100 words**): The right-of-way where the current proposed improvements will be installed is owned by the City and will continue to be the case after the project.

Evaluation Criteria

Criteria #1 Plan Identification: 20 possible points

Describe the level of identification of your project in one or more regional, tribal, or local plan, which has been adopted by federal, state, regional or local agencies.

- Describe why this project is important to the community through the following means:
 - Explain how the project is either specifically identified in the plan(s) or consistent with these plans and objectives, providing direct reference to specific sections of the plan.
 - Detail the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference.

The installation of sidewalk from the east side of the South Junior High property to 9th Avenue South, and the pedestrian activated crossing at 9th Avenue South are identified in the South Junior High Safe Routes to School (SRTS) Plan. The APO's Regional Active Transportation Plan specifically lists this project in their planning documents. The City of St Cloud's 2015 Comprehensive Plan calls for the City, St. Cloud APO, and ISD 742 to identify SRTS projects and apply for funding to improve walking and biking near local schools.

The creation of the SRTS plan involved participation and input from the St. Cloud APO, CentraCare, ISD 742, Stearns County Public Health, St. Cloud Metro Bus, Boys and Girls Club of Central MN, St. Cloud Police Department, Stearns County Public Works, MNDOT District 3, and City of St Cloud staff. During the process of

the SRTS plan, 9th Avenue South, along with University Drive to the north, were the two most commonly identified problematic routes during parent engagement. The pedestrian crossing improvements at 9th Avenue will provide increased visibility for those waiting to cross, as well as an increased comfort while crossing. When engaged, students mentioned that even if sidewalks are present, if they are right next to the back of the curb that there is a lack of comfort when using them. The sidewalk improvements along 13th Street South would have a boulevard separating the sidewalk from the roadway to provide an increased level of comfort for students. Students also identified that the Boys and Girls Club is an after-school destination; therefore, it is critical to provide a safe corridor and crossing for students to get there as many, if not all, would be walking there unaccompanied.

Criteria #2 Connectivity: 20 possible points

Explain the connectivity deficiency of the current facility and how the project will improve (i.e., project removes a barrier and/or provides an important connection near a community center, school, transit facility, etc.).

- Describe how the proposed project will be integrated into the existing local or regional network.
- Document the project area's existing conditions and detail how the project will improve existing conditions for active transportation users.
- If part of a large/regional network, detail how the proposed project will complete or further the completion of the network. For projects furthering the completion of a network, details must be provided related to the status of the other components including anticipated completion of the full scope of the larger project.

Currently there are gaps in the sidewalk along the 13th Street South corridor between the South Junior High property and the 9th Avenue South crossing. This means that students leaving South Jr High and going to the Boys and Girls Club, the St Cloud Rotary Community Outpost (COP house), or the apartments in this area will need to walk in the street prior to crossing at the uncontrolled 9th Avenue South crossing. 9th Avenue South is a minor arterial roadway connecting I94, downtown and St. Cloud State University. The roadway carries over 12,000 cars a day which creates a situation where pedestrian and vehicle conflicts occur frequently at the proposed crossing location, causing unsafe conditions for students and drivers alike. The pedestrian activated crossing and sidewalk infill will provide a safe crossing and access for pedestrians who would otherwise need to travel out of their way to find a safe crossing and existing multi-modal facilities to the school property. The crossing and infill of sidewalk are two additional necessities that would create a safe multi-modal corridor from South Junior High School to the Herb Brooks National Hockey Center on the St. Cloud State University Campus.

The City of St. Cloud and ISD 742 have a history of working in partnership and are continuing to do so with this project. The second phase of this project would include a trail that will connect the public improvements to the school building. Unfortunately, due to lack of funding, they were unable to participate in this solicitation, but are committed to securing funding to complete Phase II within the next five years.

Criteria #3 Bike/Pedestrian Facilities: 15 possible points

Explain the degree to which the proposed project would encourage/facilitate pedestrian and/or bicycle transportation.

- Describe the main users of the proposed project by type (i.e., pedestrians vs. bicyclists) and approximate

the anticipated number of users of the facility.

- Using either the SPACE or Justice 40 tool from page 3 and 4, describe how the proposed project will benefit traditionally underserved populations or marginally disadvantaged (people with disabilities, low-income, limited English-speaking capabilities, Black, Indigenous, People of Color (BIPOC), persons under the age of 18 or over the age of 65, households without access to a motor vehicle [zero vehicle households], etc.). Indicate in your response which tool you are using. Detail how this project may adversely impact the traditionally underserved or marginally disadvantaged population and describe mitigation strategies (if any) to prevent adverse impacts.
- Describe the relation to which the project provides access to likely generators of pedestrians and/or bicycle activity. Include distances between likely generators. Provide maps as needed.

The installation of a pedestrian activated crossing and the related improvements along 13th Street South would improve pedestrian safety in the area, specifically students walking to/from South Junior High and the Boys and Girls Club, the COP house and the area apartments. Traffic volumes on 9th Avenue South are currently in excess of 12,000 vehicles per day creating insufficient gaps for students to cross 9th Avenue South to South Junior High School two blocks west. The corridor also connects South Side Boys and Girls Club and South Side Haws Park, and the primary residences of many of South Junior High's student population.

According to the Justice 40 tool, the block groups east of 9th Avenue South exceed the 80th percentile threshold of Black, Indigenous, and People-of-Color residents, as well as the 79th percentile of limited English speaking persons. Households east of 9th Avenue South exceed the 95th percentile for low income population, unemployment, and having no vehicle available. Finally, block groups east of 9th Avenue have high concentrations of one or more historically underrepresented communities with higher than average likelihood of not having access to affordable or reliable transportation. The current infrastructure creates barriers for kids that may not have the resources needed to get to and from school, as well as some of the after-school programs that are available.

This is an area that has a large population of traditionally underserved populations. It is critical to provide infrastructure that allows for safe multi-modal travel for this area. There are a number of destinations within a mile of the school that would be typical destinations for students after school. Those destinations include: Go for It Gas and NY Gyro (<1/2 mile), the Boys and Girls Club and the COP house (<1/2 mile), and the SCSU campus, including Hallenbeck Hall, Husky Stadium, Herb Brooks National Hockey Center, and the SCSU Recreation Center (< 1 mile).

Criteria #4 Safety: 15 possible points

Explain the safety impacts of your project for potential users.

- Describe the existing conditions of the corridor for the proposed facility in terms of active transportation user safety.
 - Provide documentation of crash history (fatal/serious injury) if available or potential for fatal/serious injuries.
- Detail the safety components of this proposed project (i.e., grade separated facility, protected bike lanes, rectangular rapid flash beacons (RRFB), leading pedestrian intervals (LPI), marked crosswalks,

traffic calming features, lighting, and other safety related infrastructure or providing for the collection of data).

- Explain how this project safely integrates with other modes of transportation.

Traffic volumes on 9th Avenue South are currently in excess of 12,000 vehicles per day creating insufficient gaps for students to cross 9th Avenue South to South Junior High School two blocks west. The corridor also connects South Side Boys and Girls Club and South Side-Haws Park, and the primary residences of many of South Junior High's student population. Currently there are no crosswalk markings or signage at this intersection that draws the attention of drivers when pedestrians may be crossing. This adds to the difficulty of navigating the intersection for pedestrians and drivers. There have been no fatal/serious injuries at this intersection, but a rear end collision was caused by a pedestrian trying to unsafely cross at the intersection.

The pedestrian activated crossing will include an overhead flashing light system that will alert vehicles of a pedestrian crossing. This will allow students to safely cross, as well as provide vehicles with adequate warning of the need to slow down or stop for pedestrians. Proper advanced warning signage as well as pavement markings will be installed along with the overhead flashing system. There is not a contiguous sidewalk that leads to the school property, causing students to need to walk on the road. This is especially hazardous in the winter when there is no other option than the roadway for pedestrians walking this corridor. On-street parking is allowed, causing reduced lane widths for drivers and pedestrians to traverse. Along with the sidewalk installation along the 13th Street South corridor, the City is working with local private utility companies to install streetlighting.

Criteria #5 Feasibility: 20 possible points

Explain the feasibility of the project

- Explain your 20-year maintenance plan and any maintenance agreements that will be required with other agencies in your proposed project. Include how many months per year this project will be available for use in your response.
- Describe the extent of project development completed to date.
- Address any issues, environmental concerns, property ownership issues or design challenges. Include any pertinent excerpts from completed feasibility documentation (e.g., scoping study, preliminary engineering, etc.) for the project.
- Describe the environmental path you intend to follow. Identify and explain if you are aware of any needed permits.
- Explain how your agency will provide the necessary local match to leverage the federal TA program funds requested and cover any additional (or ineligible) costs required for the completion of your project.
- Applicants may be asked to provide additional documentation following application submittal.

This project has been identified in the South Junior High Safe Routes to School Plan. Discussions and coordination are ongoing between ISD 742 and the City of St. Cloud, with the City taking the lead. The project is in the pre-design phase, where the scope of the project has been defined. If funding is attained, survey work

will be performed 1 – 2 years prior to construction, with the environmental documentation documents and project design scheduled to be developed and submitted concurrently. We do not anticipate environmental or right-of-way concerns as the improvements appear to fit the existing right-of-way, and the project limits have already been disturbed.

The improvements proposed with the project would be installed within the existing right-of-way. The City of St. Cloud has included a resolution of maintenance for the improvements. Per City of St. Cloud policy, the adjacent property owners would be responsible for snow removal in the winter.

The local match will be met with general obligation bonds. The City will continue to seek grants such as Active Transportation grants for funding as well. Even if the AT funding is not obtained, the City is committed to funding the local match with the GO Bonds.

Criteria #6 Right of Way: 10 possible points

Describe the status of right-of-way acquisition

- If right of way is needed, describe the process you plan to follow for acquisition.
- If applicable, be sure to include in your response the status of interagency agreements or permits, status of funds for purchasing right-of-way, and any work that requires collaboration with rail.
- If working with rail, provide details of negotiations, estimated completion date and any supporting documentation.

The existing right-of-way widths for the first phase of the project should be adequate for the installation of the pedestrian crossing at 9th Avenue South and for the sidewalk installation along 13th Street South. If right-of-way is needed, the City of St. Cloud will follow the Delegated Contract Process for Local Agency Federal Aid Projects when acquiring right-of-way for projects. This process is typically done the year before the project is to be constructed.

Sponsoring Agency Resolution

Notes:

- A resolution of sponsorship from the sponsoring agency is required for each project. The resolution must be approved by an eligible sponsoring agency. Please attach an original signed copy of the resolution. An example of sample language which can be used by a sponsoring agency is listed below.

Sample Resolution Language

Be it resolved that [city, county, or agency name] agrees to act as sponsoring agency for the project identified as [project name] seeking [type of funding seeking] and has reviewed and approved the project as proposed. Sponsorship includes a willingness to secure and guarantee the local share of costs associated with this project and responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules, and regulations.

Be it further resolved that [sponsoring agency contact person name] is hereby authorized to act as agent on behalf of this sponsoring agency.

Certification

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by [city, county, or agency name] on this [date] day of [month], [year].

SIGNED:

WITNESSED:

(Signature)

(Signature)

(Title)

(Title)

(Date)

(Date)

Resolution Agreeing to Maintain Facility

Notes:

- A Resolution agreeing to maintain the facility for its useful life is also required for each project. The resolution must be approved by an eligible sponsoring agency. Please attach an original signed copy of the resolution. An example of sample language which can be used by a sponsoring agency is listed below.

Sample Resolution Language

WHEREAS: The Federal Highway Administration (FHWA) requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right of way or property ownership acquired without prior approval from the FHWA; and

WHEREAS: Transportation Alternatives projects receive federal funding; and

WHEREAS: the Minnesota Department of Transportation (MnDOT) has determined that for projects implemented with alternative funds, this requirement should be applied to the project proposer; and

WHEREAS: [city county or agency name] is the sponsoring agency for the transportation alternatives project identified as [project name].

THEREFORE, BE IT RESOLVED THAT: the sponsoring agency hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned transportation alternatives project.

Certification

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by [city, county, or agency name] on this [date] day of [month], [year].

SIGNED:

WITNESSED:

(Signature)

(Signature)

(Title)

(Title)

(Date)

(Date)

Application Checklist

This section is required for all applicants.

- ☒ Letter of intent was reviewed, and Regional Planner approved the applicant complete the full application.
- ☒ Applicant and sponsoring agency have read and are fully aware of the requirements described in the *TA Solicitation Guidebook*.
- ☒ General Information section completed.
- ☒ Project Budget section completed. TA Program applicants in ATP-3 have a minimum eligible project cost of \$100,000 and a maximum request of \$800,000.
- ☒ ATP Project Evaluation section completed.
- ☒ Sponsoring Agency Resolution completed.
- ☒ Resolution Agreeing to Maintain Facility completed.
- ☒ Required Signatures have been obtained.

Required attachments for Applicants requesting TA Program funds

- ☒ Legible project location map showing project termini and featured locations described in the narrative portion of the application.

Other enclosures for Applicants requesting TA Program funds

- ☒ Documentation of financial support (letters, agreements, etc.).
- ☒ Documentation of plans and public participation.
- ☒ Project schedule.
- ☒ Maps, graphics, photos, typical sections.

Application Submittal

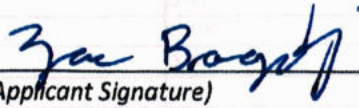
- ☒ Applicant is seeking TA Program funds and submitted, **by January 12, 2024**, 15 hard copies and 1 electronic version of the application to:

Jeff Lenz
 MN Department of Transportation
 District 3 – Baxter
 7694 Industrial Park Road, Baxter, MN 56425
 218/828-5808

Email: Jeff.Lenz@state.mn.us

Signatures

Notes: Signatures are required from the following – project applicant; sponsoring agency engineer, if different than the project applicant; a representative of the local unit of government in which the project is located; and the MPO Executive Director, if the project is located in a MPO area.


(Applicant Signature)

1/8/24
(Date)


(Sponsoring Agency Engineer Signature)

1/8/24
(Date)


(Local Unit of Government Signature)

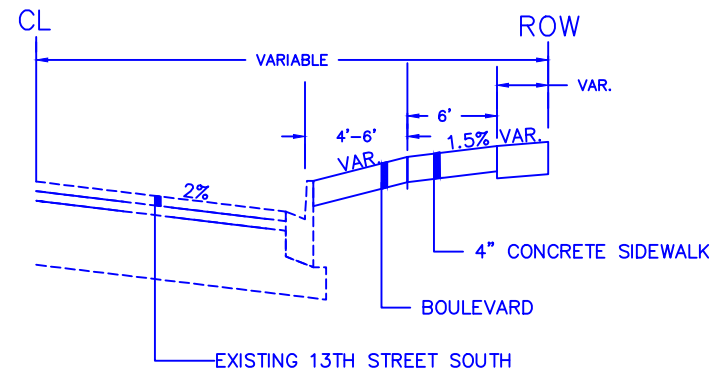
1/9/24
(Date)


(If in MPO area, signature of MPO Executive Director)

1/8/24
(Date)

SCHEDULE OF PRICES
Unknown Project Number
13th Street South & 9th Ave Intersection Improvements

| ITEM NO. | MnDOT NO. | ITEM | UNIT | EST. QTY. | UNIT PRICE | AMOUNT |
|---|-----------|---|----------|-------------|------------|---------------|
| Surface | | | | | | |
| 1 | 2021.501 | MOBILIZATION | LUMP SUM | \$10,000.00 | 1.00 | \$10,000.00 |
| 2 | 2104.618 | REMOVE CONCRETE | SQ. FT. | \$4.00 | 1500.00 | \$6,000.00 |
| 3 | 2104.505 | REMOVE CONCRETE PAVEMENT | SQ. YD. | \$8.00 | 500.00 | \$4,000.00 |
| 4 | 2104.505 | REMOVE/REPLACE BITUMINOUS PAVEMENT | LIN. FT. | \$15.00 | 200.00 | \$3,000.00 |
| 5 | 2104.511 | SAWING CONCRETE PAVEMENT (FULL DEPTH) | LIN. FT. | \$8.00 | 200.00 | \$1,600.00 |
| 6 | 2104.513 | SAWING BITUMINOUS PAVEMENT (FULL DEPTH) | LIN. FT. | \$6.00 | 24.00 | \$144.00 |
| 7 | 2105.507 | COMMON EXCAVATION | CU. YD. | \$70.00 | 200.00 | \$14,000.00 |
| 8 | 2123.610 | STREET SWEEPER (WET PICKUP TYPE BROOM) | HOOR | \$200.00 | 10.00 | \$2,000.00 |
| 9 | 2301.504 | CONCRETE PAVEMENT 6" | SQ. YD. | \$115.00 | 50.00 | \$5,750.00 |
| 10 | 2411.518 | MODULAR BLOCK RETAINING WALL | SQ. FT. | \$85.00 | 100.00 | \$8,500.00 |
| 11 | 2521.518 | 4" CONCRETE WALK | SQ. FT. | \$11.00 | 3500.00 | \$38,500.00 |
| 12 | 2521.518 | 6" CONCRETE WALK | SQ. FT. | \$20.00 | 2500.00 | \$50,000.00 |
| 13 | 2531.503 | CONCRETE CURB AND GUTTER DESIGN B618 | LIN. FT. | \$25.00 | 300.00 | \$7,500.00 |
| 14 | 2531.603 | CONCRETE CURB DESIGN V | LIN. FT. | \$40.00 | 50.00 | \$2,000.00 |
| 15 | 2563.601 | TRAFFIC CONTROL | LUMP SUM | \$2,500.00 | 1.00 | \$2,500.00 |
| 16 | 2565.616 | FLASHING BEACON SYSTEM - OVERHEAD ARM | SYSTEM | \$40,000.00 | 1.00 | \$40,000.00 |
| 17 | 2573.531 | STORM DRAIN INLET PROTECTION | EACH | \$250.00 | 7.00 | \$1,750.00 |
| 18 | 2575.601 | SITE RESTORATION | LUMP SUM | \$10,000.00 | 1.00 | \$10,000.00 |
| 19 | 2582.501 | SIGNING AND PAVEMENT MARKING | LUMP SUM | \$5,000.00 | 1.00 | \$5,000.00 |
| Subtotal Surface | | | | | | \$ 212,244.00 |
| SUBTOTAL | | | | | | \$ 212,244.00 |
| Design Contingency / Soft Costs (5%) | | | | | | \$ 10,612.20 |
| Inflation Contingency (1%) | | | | | | \$ 2,228.56 |
| ESTIMATED TOTAL CONSTRUCTION COST | | | | | | \$ 225,084.76 |
| Engineering Cost (17% of Total Construction Cost) | | | | | | \$ 38,264.41 |
| ESTIMATED TOTAL COST | | | | | | \$ 263,349.17 |

TYPICAL SECTION FOR 13TH STREET SOUTH SIDEWALK – TRAVELING WEST



ESTIMATED TIME LINE FOR
13TH STREET SOUTH AND 9TH AVENUE INTERSECTION IMPROVEMENTS

| | |
|--------------------------------|----------------|
| Survey and Preliminary Design | October 2026 |
| Project Memorandum | December 2027 |
| Plans Finalized and Submitted | February 2028 |
| Advertise Plans | March 2028 |
| Open and Award Low Bid | April 2028 |
| Construction Begins | June/July 2028 |
| Project Substantially Complete | August 2028 |

Submitted to Council for Consideration
December 18, 2023

Resolution No. 2023 - 12 - 143

**RESOLUTION OF SUPPORT FOR MNDOT TRANSPORTATION ALTERNATIVES (TA) PROGRAM
FUNDING FOR THE**

9TH AVENUE/13TH STREET SOUTH SAFETY IMPROVEMENTS

WHEREAS, the City of St. Cloud is a political subdivision/local government unit of Minnesota organized/operating under the laws of the State of Minnesota; and

WHEREAS, the Minnesota Department of Transportation is soliciting the Minnesota Transportation Alternatives (TA) Program for funding of eligible bicycle and pedestrian infrastructure projects; and

WHEREAS, the City of St. Cloud supports the grant application for the Minnesota Transportation Alternatives (TA) Program for the 9th Avenue/13th Street South Safety Improvements project; and

WHEREAS, if the City of St. Cloud is awarded a grant by MnDOT, the City hereby agrees to accept the grant award and may enter into an agreement with the Minnesota Department of Transportation for the above referenced project; and

WHEREAS, the City of St. Cloud will comply with all applicable laws and requirements as stated in the grant agreement;

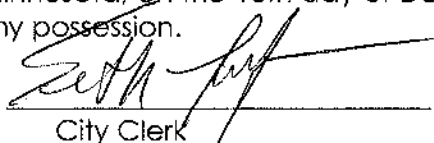
WHEREAS, the Mayor or their designee are hereby authorized to execute the grant agreement and related project agreements on behalf of the City of St. Cloud; and

NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF ST. CLOUD, MINNESOTA, supports the submission of application to receive Transportation Alternatives (TA) Program for the 9th Avenue/13th Street South Safety Improvements project. The City agrees to comply with all terms, conditions and provisions of the grant and authorizes and directs its Mayor and City Clerk to sign the agreement on its behalf.

Adopted this 18th day of December, 2023.

State of Minnesota
City of St. Cloud, Stearns County

I hereby certify that the foregoing resolution is a true and correct copy of a resolution presented to and adopted by the City Council of St. Cloud at a meeting therefore held in the City of St. Cloud, Minnesota, on the 18th day of December 2023, as disclosed by the records of said City in my possession.



City Clerk

SEAL

Submitted to Council for Consideration

December 18, 2023

Resolution No. 2023 - 12 - 144

**RESOLUTION AGREEING TO MAINTAIN FACILITY FOR ITS USEFUL LIFE REGARDING
THE TRANSPORTATION ALTERNATIVES (TA) PROGRAM FUNDING FOR**

9TH AVENUE/13TH STREET SOUTH SAFETY IMPROVEMENTS

WHEREAS, the City of St. Cloud is a political subdivision/local government unit of Minnesota organized/operating under the laws of the State of Minnesota; and

WHEREAS, the Federal Highway Administrative (FHWA) requires that agencies agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right-of-way or property ownership acquired without prior approval from the FHWA; and

WHEREAS, Transportation Alternatives (TA) projects receive federal funding; and

WHEREAS, the Minnesota Department of Transportation (MnDOT) has determined that for projects implemented with alternative funds, this requirement should be applied to the project proposer; and

WHEREAS, the City of St. Cloud is the sponsoring agency for the transportation alternatives project identified as the 9th Avenue/13th Street South Safety Improvements; and

THEREFORE, BE IT RESOLVED THAT, the City of St. Cloud hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned transportation alternatives project.

Adopted this 18th day of December, 2023.

State of Minnesota
City of St. Cloud, Stearns County

I hereby certify that the foregoing resolution is a true and correct copy of a resolution presented to and adopted by the City Council of St. Cloud at a meeting therefore held in the City of St. Cloud, Minnesota, on the 18th day of December 2023, as disclosed by the records of said City in my possession.

SEAL


City Clerk

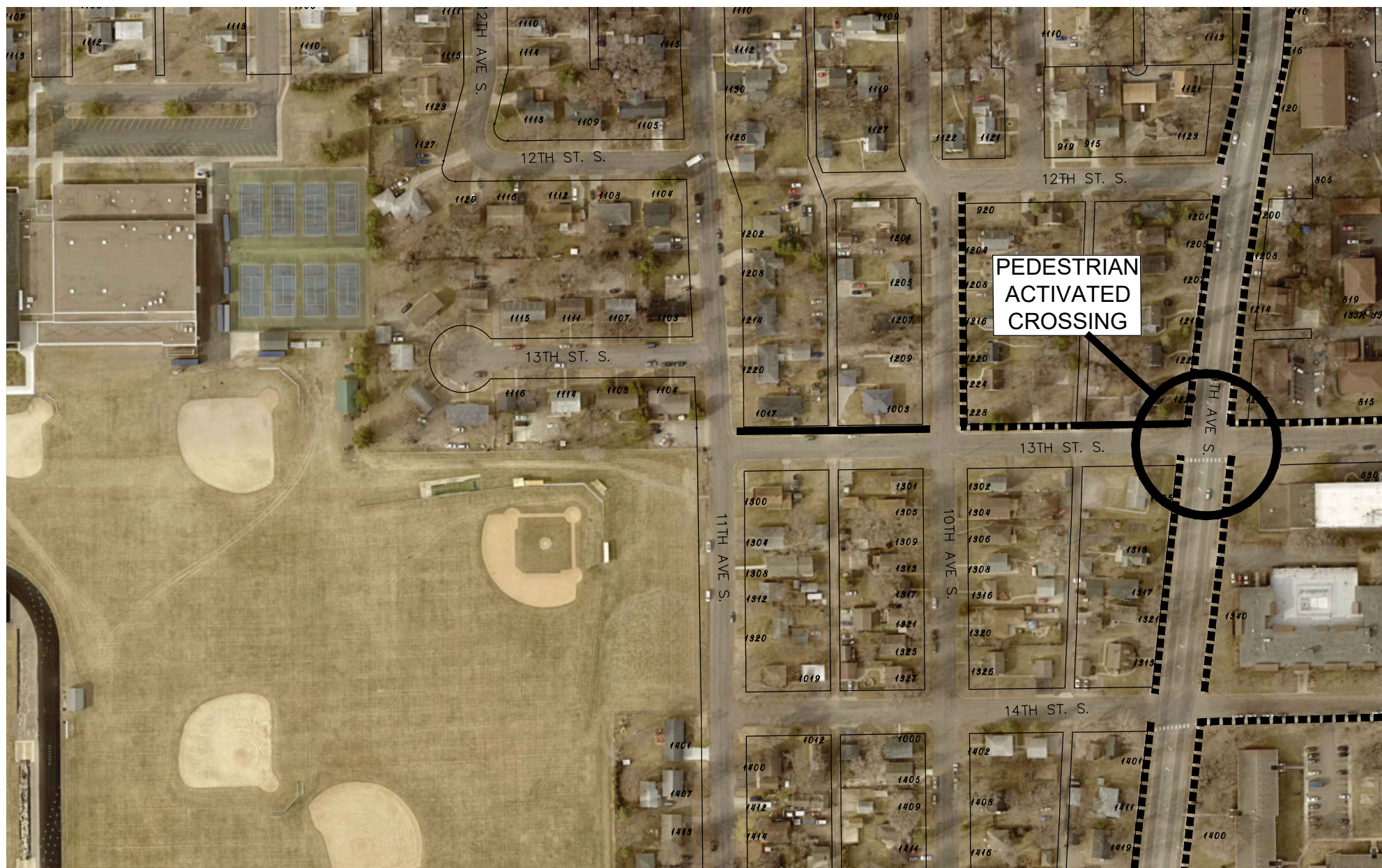
SOUTH JR HIGH & 13TH ST S IMPROVEMENTS

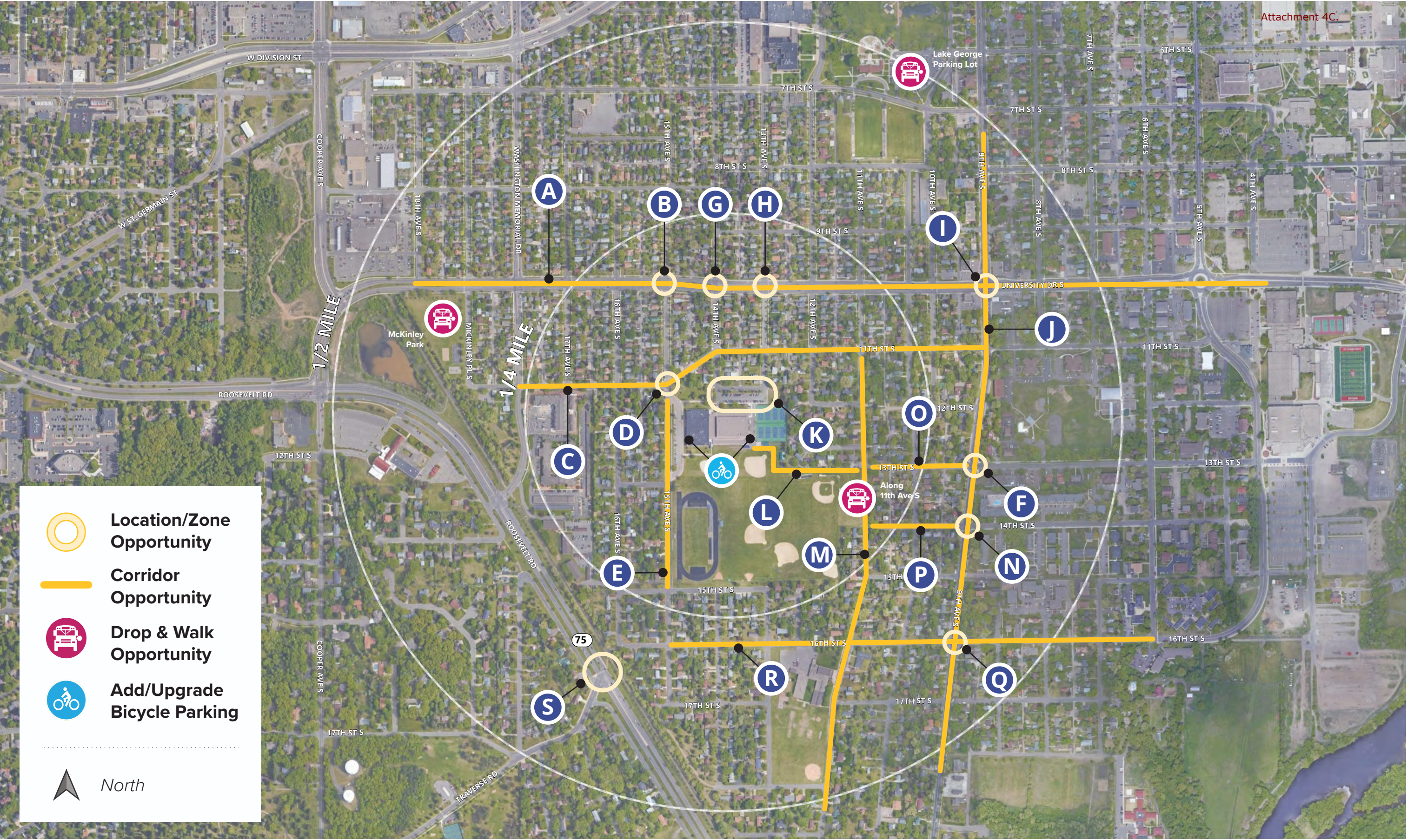
Attachment 4C.



NTS

--- EXISTING SIDEWALK
= PROPOSED SIDEWALK





South Junior High Infrastructure Recommendations

South Junior High Infrastructure Recommendations

| | LOCATION | PROBLEM/ISSUE/OPPORTUNITY | POTENTIAL SOLUTION/RECOMMENDATION | ANTICIPATED OUTCOME | LEAD | PRIORITY |
|---|---|---|---|--|-----------------------------------|----------|
| A | University Dr S | High traffic speeds and volumes; long crossing distances; crossings not ADA compliant | Install ADA compliant curb ramps; consider traffic calming along the entire corridor along with accompanying school speed zone signage | Increased comfort for people walking | City of St. Cloud | High |
| B | University Dr S and 15th Ave S | High traffic speeds and volumes; long crossing distance with dual threat; pedestrian crossing marked but not controlled; poor driver yielding compliance; poor visibility between pedestrians and motorists | Install RRFB; install forward stop bar; coordinate with traffic calming along University Dr (Location A); increased lighting. | Increased comfort for people walking | City of St. Cloud | High |
| C | 11th St S | No pedestrian space separated from motor vehicle traffic on a significant east west street serving South Junior High. High vehicle volumes, especially at arrival and dismissal | Install sidewalks; consider installing traffic calming measures as well including speed humps and/or curb extensions at intersections. | Increased comfort for people walking | City of St. Cloud | High |
| D | 11th St S and 15th Ave S | High pedestrian and motor vehicle volumes, especially during arrival and dismissal; unpredictable motorist behavior; poor driver stopping compliance; poor visibility between pedestrians and motorists; curb ramps are not ADA compliant | Install curb extensions to reduce pedestrian crossing distances, reduce skew, and discourage motorists from parking in pedestrian crosswalks; install high visibility crosswalk markings on all legs; upgrade ADA ramps and pedestrian landings; restrict parking to increase visibility; staff with crossing guard or other adult during arrival and dismissal. Coordinate with G. | Increased comfort for people walking; increased parking, stopping, and yielding compliance by motorists. | City of St. Cloud | High |
| E | 15th Ave S | High traffic volumes during arrival and dismissal; unpredictable motorist behavior; opportunity for traffic calming, improved pedestrian crossings, ADA improvements, and pick-up/drop-off procedures | Consider traffic calming strategies including speed humps and/or curb extensions at intersections; install sidewalk on the west side of 15th Ave S to allow for southbound pick-up and drop-off; consider updating pick-up/drop-off procedures to make better use of 15th Ave S south of 13th St. | Increase comfort for people walking; reduce traffic speeds; more predictable motorist behavior. | City of St. Cloud | High |
| F | 13th St S and 9th Ave S | High traffic speeds and volumes; long crossing; poor driver stopping behavior for pedestrian crossings; not ADA compliant | Install RRFB; install forward stop bars; install ADA compliant curb ramps | Increased visibility of people waiting to cross; increased comfort for people walking | City of St. Cloud | High |
| G | University Dr S and 14th Ave S | High traffic speeds and volumes; inconsistent application of marked crosswalks; long crossing distance; ramps and pedestrian signal are not ADA compliant curb ramps; short pedestrian crossing time across University Dr S | Install ADA compliant curb ramps and pedestrian actuated push buttons; install consistent high visibility crosswalks across all crossings; install leading pedestrian interval (LPI) | Increased comfort for people walking | City of St. Cloud | Medium |
| H | University Dr S and 13th Ave S | High traffic speeds and volumes; long crossing distance with dual threat; pedestrian crossing marked but not controlled; poor driver yielding compliance; poor visibility between pedestrians and motorists | Install forward stop bar; coordinate with traffic calming along University Dr (Location A) | Increased comfort for people walking | City of St. Cloud | Medium |
| I | University Dr S and 9th Ave S | High traffic speeds and volumes; long pedestrian crossing distances; opportunity for high visibility crosswalks and forward stop bar; opportunity for longer pedestrian crossing time | Install high visibility crosswalks and forward stop bars; install leading pedestrian interval (LPI) and change signal timing to accommodate speeds of youth and the elderly | Increased comfort for people walking | City of St. Cloud | Medium |
| J | 9th Ave S | High traffic speeds and volumes; no controlled crossings between University Dr S and 16th St S; long crossing distances; limited visibility between pedestrians and motorists; poor driver yielding, stopping, and speeding behavior | Consider narrowing travel lanes with use of paint; install buffers to existing bike lanes; install curb extensions and other traffic calming at highly traveled crossings | Slower vehicle speeds; increased comfort for people walking and biking | City of St. Cloud | Medium |
| K | Staff parking lot and neighborhood road between 14th Ave S and 13th Ave S | High traffic volumes during arrival and dismissal; poor motorist compliance of pickup and drop off procedures; unpredictable motorist behavior | Consider updating pick-up/drop-off procedures to make better use of 15th Ave S, 15th St S, and 11th Ave S; consider limiting street access during arrival and dismissal; consider education/encouragement campaign targeting parents to increase awareness of procedures and safe driving behavior. | Redistribute parent traffic to other locations; increase awareness of pickup and dropoff procedures. | City of St. Cloud District 742 | Medium |

| | LOCATION | PROBLEM/ISSUE/OPPORTUNITY | POTENTIAL SOLUTION/RECOMMENDATION | ANTICIPATED OUTCOME | LEAD | PRIORITY |
|---|--|---|---|---|-------------------|----------|
| L | Pedestrian route between south-east corner of South Junior High and 11th Ave S | Formalize existing pedestrian route between southeast corner of school building and the gate access on 11th Ave S | Install trail along commonly traveled route; install gate that formalizes the entrance/access to South Junior High | More students walking to and from the east | District 742 | Medium |
| M | 11th Ave S south of 11th St S | No pedestrian space separated from motor vehicle traffic along a street adjacent to campus that is commonly used by students and families living south east of campus | Install sidewalk | Increased comfort for people walking | City of St. Cloud | Medium |
| N | 14th St S and 9th Ave S | High traffic speeds and volumes; long crossing; poor driver stopping behavior for pedestrian crossings; not ADA compliant | Install ADA compliant curb ramps; install curb extensions | Increased visibility of people waiting to cross; increased comfort for people walking | City of St. Cloud | Medium |
| O | 13th St S between 11th Ave S and 9th Ave S | No pedestrian space separated from motor vehicle traffic along primary east/west connection between multifamily housing east of 9th Ave S and South Junior High | Install sidewalk | Increased comfort for people walking | City of St. Cloud | Medium |
| P | 14th St S between 11th Ave S and 9th Ave S | No pedestrian space separated from motor vehicle traffic along primary east/west connection between multifamily housing east of 9th Ave S and South Junior High | Install sidewalk | Increased comfort for people walking | City of St. Cloud | Medum |
| Q | 16th St S and 9th Ave S | High traffic speeds and volumes; long crossing distance; not ADA compliant. Opportunity for high visibility crosswalk markings, improved lighting | Install ADA compliant curb ramps and pedestrian actuated push buttons; install high visibility crosswalks and forward stop bars; install leading pedestrian intervals (LPI) | Increased visibility of people waiting to cross; increased comfort for people walking | City of St. Cloud | Low |
| R | 16th St S | No pedestrian space separated from motor vehicle traffic along significant east/west connection for vehicles and people walking; high vehicle traffic | Install sidewalks; consider pedestrian space as part of 2019 bicycle lane installation on 16th St | Increased comfort for people walking | City of St. Cloud | Low |
| S | Roosevelt Rd and Traverse Rd | High vehicle volumes and speeds; long crossings distances; curb ramps are not ADA compliant curb ramps; informal trail access to neighborhoods east of Roosevelt | Improve pedestrian scale lighting for crossings of Roosevelt Rd; install ADA complaint curb ramps; extend existing median to provide pedestrian refuge; install leading pedestrian interval (LPI) | Increase in the number of students walking from the west side of Roosevelt Rd | Stearns County | Low |



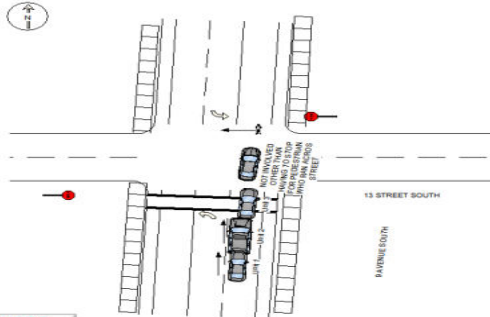
Crash Detail Report - Short Form

Attachment 4C.

9th Ave & 13th St S

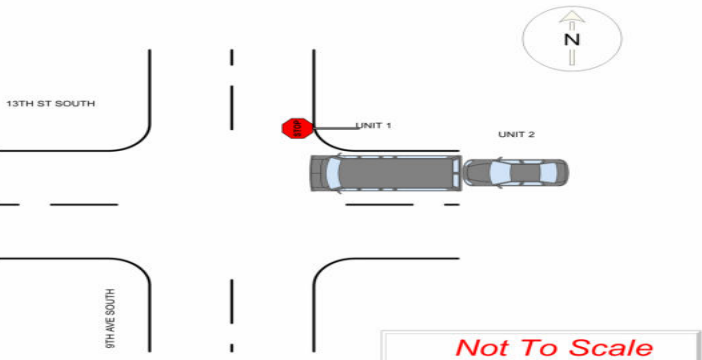
| | | | | | | | | | | | | |
|----------------|-----------|----------------------|---------|------------|----------------------------|--------------------|-----|-----------------|------------|-------------|-----------------|----------------|
| INCIDENT ID | ROUTE SYS | ROUTE NUM | MEASURE | ROUTE NAME | | ROUTE ID | | COUNTY | | CITY | | |
| 00501528 | 05-MSAS | 0145 | 2.183 | 9TH AVE S | | 0500023964830145-I | | 73-Stearns | | Saint Cloud | | |
| INTERSECT WITH | | | # VEH | # KILL | DATE | TIME | DAY | LAT | LONG | UTM X | UTM Y | WORK ZONE TYPE |
| 13TH ST S | | | 3 | 0 | 09/15/17 | 16:50 | Fri | 45.545897 | -94.160537 | 409405.4 | 5044249.6 | NOT APPLICABLE |
| BASIC TYPE | | CRASH SEVERITY | | | FIRST HARMFUL | | | LIGHT CONDITION | | | WEATHER PRIMARY | |
| Rear End | | N - Prop Damage Only | | | Motor Vehicle In Transport | | | Daylight | | | Cloudy | |

| | | | | |
|-----------------------|----------------------------|-------------------------------|-------------------------------|--------|
| Unit Type | Unit 1 | Unit 2 | Unit 3 | Unit 4 |
| Vehicle Type | Motor Vehicle in Transport | Motor Vehicle in Transport | Motor Vehicle in Transport | |
| Direction of Travel | Sport Utility Vehicle | Sport Utility Vehicle | Passenger Car | |
| Maneuver | Northbound | Northbound | Northbound | |
| Age/Sex | Moving Forward | Vehicle Stopped or Stalled in | Vehicle Stopped or Stalled in | |
| Physical Cond | 30 M | 69 M | 21 F | |
| Contributing Factor 1 | Apparently Normal | Apparently Normal | Apparently Normal | |
| | Other Contributing Action | No Clear Contributing Action | No Clear Contributing Action | |

| | |
|---|---|
| OFFICER SKETCH | NARRATIVE |
|  | DISPATCHED TO 3 VEHICLE CRASH AT 9 AVENUE SOUTH AND 13 STREET SOUTH. SPOKE TO DR 3 WHO SAID SHE WAS N/B, 9 AV S, APPROACHING 13 ST S WHEN A CHILD RAN IN FRONT OF THE VEHICLE IN FRONT OF HER. THE VEH IN FRONT OF VEH 3 STOPPED DUE TO THAT SO DR 3 STOPPED. DR 3 AND F/R PASSENGER IN VEH 3 BOTH SAID THEY HEARD A CRASH THEN FELT THE CRASH AS VEH 1 REARENDED VEH 2 AND VEH 2 WAS PUSHED INTO VEH 3. THE DAMAGE TO VEH 3 WAS ONLY THE SCREW HEAD PUTTING A HOLE INTO THE REAR BUMPER OF VEH 3, NO OTHER DAMAGE NOTICED. SPOKE TO DR 2 WHO SAID HE WAS TRAVELING THE SAME DIRECTION AS VEH 1 AND 3, THAT VEH 3 STOPPED BEHIND ANOTHER VEHICLE, NOT INVOLVED, DUE TO CHILD RUNNING IN FRONT OF THOSE VEHICLES SO HE STOPPED AND WHILE STOPPED, VEH 1 REARENDED VEH 2 AND VEH 2 WAS PUSHED INTO VEH 3. DR 1 ADVISED HE TRIED STOPPING, THAT HE HAD JUST HAD BRAKE WORK DONE ON HIS |

| | | | | | | | | | | | | |
|----------------|-----------|----------------------|---------|----------------------------|----------|--------------------|-----|-----------------|------------|-----------------|-----------|----------------|
| INCIDENT ID | ROUTE SYS | ROUTE NUM | MEASURE | ROUTE NAME | | ROUTE ID | | COUNTY | | CITY | | |
| 00423320 | 05-MSAS | 0145 | 2.192 | 9TH AVE S | | 0500023964830145-I | | 73-Stearns | | Saint Cloud | | |
| INTERSECT WITH | | | # VEH | # KILL | DATE | TIME | DAY | LAT | LONG | UTM X | UTM Y | WORK ZONE TYPE |
| 13TH ST S | | | 2 | 0 | 02/15/17 | 15:35 | Wed | 45.546033 | -94.160512 | 409407.5 | 5044264.7 | NOT APPLICABLE |
| BASIC TYPE | | CRASH SEVERITY | | FIRST HARMFUL | | | | LIGHT CONDITION | | WEATHER PRIMARY | | |
| Other | | N - Prop Damage Only | | Motor Vehicle In Transport | | | | Daylight | | Cloudy | | |

| | | | | |
|-----------------------|---------------------------------|-------------------------------|--------|--------|
| Unit Type | Unit 1 | Unit 2 | Unit 3 | Unit 4 |
| Vehicle Type | Motor Vehicle in Transport | Motor Vehicle in Transport | | |
| Direction of Travel | Passenger Van (Seats Installed) | Passenger Car | | |
| Maneuver | Westbound | Westbound | | |
| Age/Sex | Backing | Vehicle Stopped or Stalled in | | |
| Physical Cond | 32 M | 22 M | | |
| Contributing Factor 1 | Apparently Normal | Apparently Normal | | |
| | Improper Backing | No Clear Contributing Action | | |

| | |
|--|--|
| OFFICER SKETCH | NARRATIVE |
|  | -UNIT 1 DRIVER STATED HE WAS STOPPED W/B AT 13TH ST AND 9TH AVE -UNIT 2 DRIVER STATED HE WAS BEHIND UNIT 1 -UNIT 1 DRIVER STATED HE WAS TOO FAR OUT INTO THE INTERSECTION AND DECIDED TO BACK UP -UNIT 1 DRIVER STATED HE THEN STRUCK UNIT 2, AND TOLD THIS OFFICER IT WAS HIS FAULT -NO INJURIES -UNIT 1 DRIVER CITED FOR INATTENTIVE DRIVING |

Laurie Putnam, Ed.D.
Superintendent

District Administration Office
1201 South Second Street
Waite Park, MN 56387

Phone: 320-370-8000
laurie.putnam@isd742.org

January 4, 2024

Mayor Dave Kleis
City of Saint Cloud
Office of the Mayor
1201 7th Street South
Saint Cloud, MN. 56301

Dear Mayor Kleis:

On behalf of Saint Cloud Area School District 742, I am writing in support of the City of Saint Cloud application for the Transportation Alternatives Grant. This project would enhance safety for students at South Junior High School and provide a needed pathway in that neighborhood. The planned route of this pathway would provide a valuable connection to school district, city, and community resources. The safety improvements that would benefit both students and community.

The School District has worked with the City of Saint Cloud on many similar projects. Through this work, we have experienced the City as having a like vision for providing services for the community. We look forward to the opportunity for continued partnership through this project.

Sincerely,



Laurie Putnam
Superintendent



665 Franklin Ave. NE
St. Cloud, MN 56304

January 10, 2024

Mayor Dave Kleis
City of St. Cloud, Minnesota
1201 – 7th Street South
St. Cloud, Minnesota 56301

Mayor Kleis,

This letter is sent in support of the City of St. Cloud's application for MnDOT Transportation Alternatives (TA) Program funding for the 9th Avenue/13th Street South Safety Improvements.

The pedestrian activated crossing at 9th Avenue and 13th Street South and the sidewalk near the South Junior High School will provide safe, high-quality opportunities for pedestrians and bicyclists to help connect them safely to work, schools and leisure opportunities.

Please submit this support letter along with the City's application to the Minnesota Department of Transportation.

Sincerely,

A handwritten signature in black ink that reads "Ryan I. Daniel".

Ryan I. Daniel
CEO, St. Cloud Metro Bus



Greater Minnesota Transportation Alternatives Solicitation

(BIKE / PEDESTRIAN GROUPING)

2023/24 Full Application

Funding in year 2028

APPLICANT: City of St. Joseph

PROJECT: St. Joseph - Downtown Synergy Connections

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Overview

For the 2023/24 application cycle, MnDOT is conducting a solicitation for Transportation Alternatives (TA) projects. Important eligibility requirements to be aware of are noted below.

- The TA funding available through this solicitation is for project construction in fiscal year 2028. TA funding requires a 20 percent local match. Only projects located outside of the seven-county metropolitan area are eligible for TA funding. Maximum funding awards are set by each Area Transportation Partnership.

See the TA Solicitation Guidebook for more information about the program and additional eligibility requirements.

2023/24 Solicitation Timeline

- **Monday October 2, 2023** – Announce TA solicitation. Open letter of intent period.
- **Friday, November 3rd, 2023** – Deadline for applicants to submit letters of intent.
- **Monday, November 20th, 2023** – Deadline for RDO/MPO/district review of letters of intent. Recommendation to proceed forward with full application given to applicants.
- **Friday, November 24th, 2023** – Official start of full application period.
- **Friday, January 12th, 2024** – Deadline for applicants to submit full applications.
- **Friday, April 12th, 2024** – Deadline for ATPs to select TA projects.

Related Documents/Resources

- **TA Solicitation Guidebook** – includes information related to the overall solicitation process and eligibility requirements for TA funding.
- **Available Environmental Justice (EJ) Tools for answering Criterion #3.**
Detail how this project may adversely impact traditionally underserved or marginally disadvantaged populations including the following: People with Disabilities, Total Percent in Poverty, Percent of People of Color, Youth Population, Elder Population; and Zero Vehicle Households and describe mitigation strategies (if any) to prevent adverse impacts.
 - **MnDOT's Office of Transit and Active Transportation (OTAT)** Suitability for Pedestrian & Cycling Environment (SPACE) analysis tool - <https://mndotspacedev.mn.gov/>
DIRECTIONS:
 - Click on the Layer's graphic (on left side).
 - Click on the "SPACE scored Hexagons."
 - When the hexagons appear, zoom to any area where a proposed project would be, click on it and get the hexagon information, which includes youth population, elderly population, people with disabilities, poverty, etc.

- **U.S. Environmental Protection Agency - EJScreen: Environmental Justice Screening and Mapping Tool | US EPA.**

DIRECTIONS:

- Click on the “*Launch the EJScreen Tool.*” (on right-hand side)
- At the Mapping Tool, Click on the “*Socioeconomic Indicators*” tab to the left of the screen.
- Navigate to the screen location on the map where the project is located.

Transportation Alternatives Full Application

General Information

Notes:

- Applications are reviewed and scored by the Central MN Area Transportation Partnership (ATP-3) Transportation Alternatives (TA) Committee. The 14 TA Committee Members are from a cross-section of the 12 counties located in ATP-3, consisting of state, regional planning organizations, tribal nation, local civil engineers, trails, parks, school districts representation and MnDOT. NOTE: TA Committee members may not be familiar with project details and the local community. Applicants are encouraged to be specific and descriptive in their answers to aid the TA Committee in scoring your application.
- If the overall project contains ineligible elements, please mention the entire project in the brief project description but concentrate the application and budget on the elements that are eligible for the funding you are seeking.
- Sponsoring Agencies, if sponsoring for another project applicant, are advised to have dialog with the project applicant to ascertain the level of commitment by the applicant to follow through on delivery of the project, including the potential use of eminent domain.

Project Information

Name of project: St. Joseph – Downtown Synergy Connections

Project is located in which county(ies): Stearns

Brief project description (100 words or less): Our project completes “gap” sidewalk and trail connections within/near downtown St. Joseph (see Project map attachment). First project will be an 8’ multi-use asphalt trail connecting the Wobegon trail to crossing at Highway 75 (identified as Project A). 2nd gap (project B) will be to construct a 6’ sidewalk in our downtown along College Ave (collector street with 4800 ADT in 2019). The third project (C) involves adding a 6’ sidewalk filling a gap of 2 ½ blocks within our Commercial Downtown District. We will also add new pedestrian (ADA) crossings which do not presently existing within the project areas.

Project applicant: Nate Keller, Community Development Director

Previous Application:

- Has this project been previously submitted to the ATP-3 for TA funds and not awarded? ☒ No ☐ Yes
If so, what year(s)? [Click here to enter text.](#)
- Explain if the comments provided to you from ATP-3 have been addressed and describe any other activities that have taken place to advance the project: N/A

Contact Information

Contact person (from applicant agency/organization): Nate Keller, Community Development Director

Mailing address: 75 Callaway St E

City: St. Joseph State: MN Zip: 56374

Phone: 320-557-3524 Fax: [Click here to enter text.](#) Email: nkeller@cityofstjoseph.com

Sponsoring agency (if different than applicant): N/A

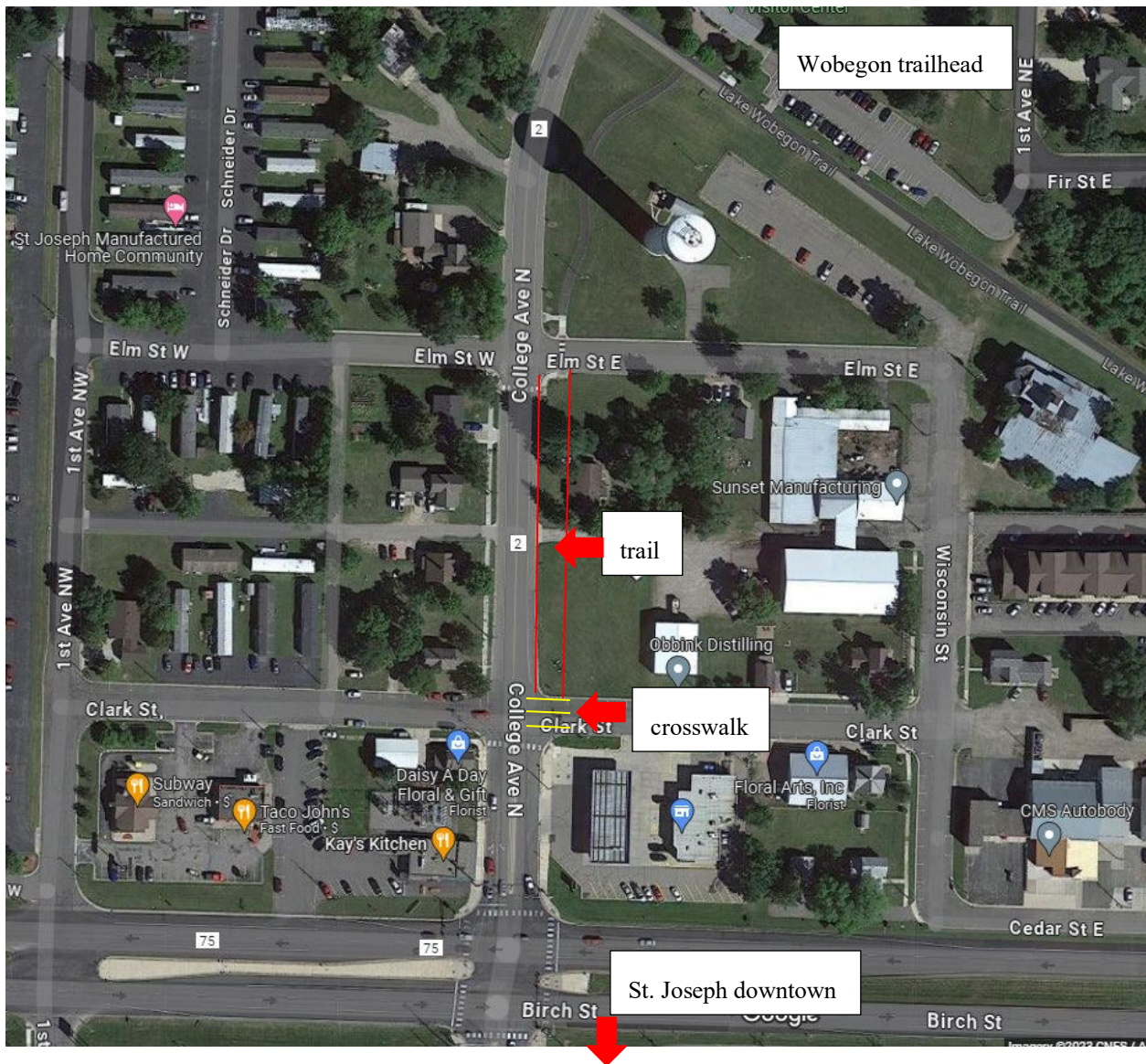
Contact person (from sponsoring agency, if different than applicant): Same as applicant

Project Map and Pictures

Our project is broken up into three separate pieces – project A, B, and C.



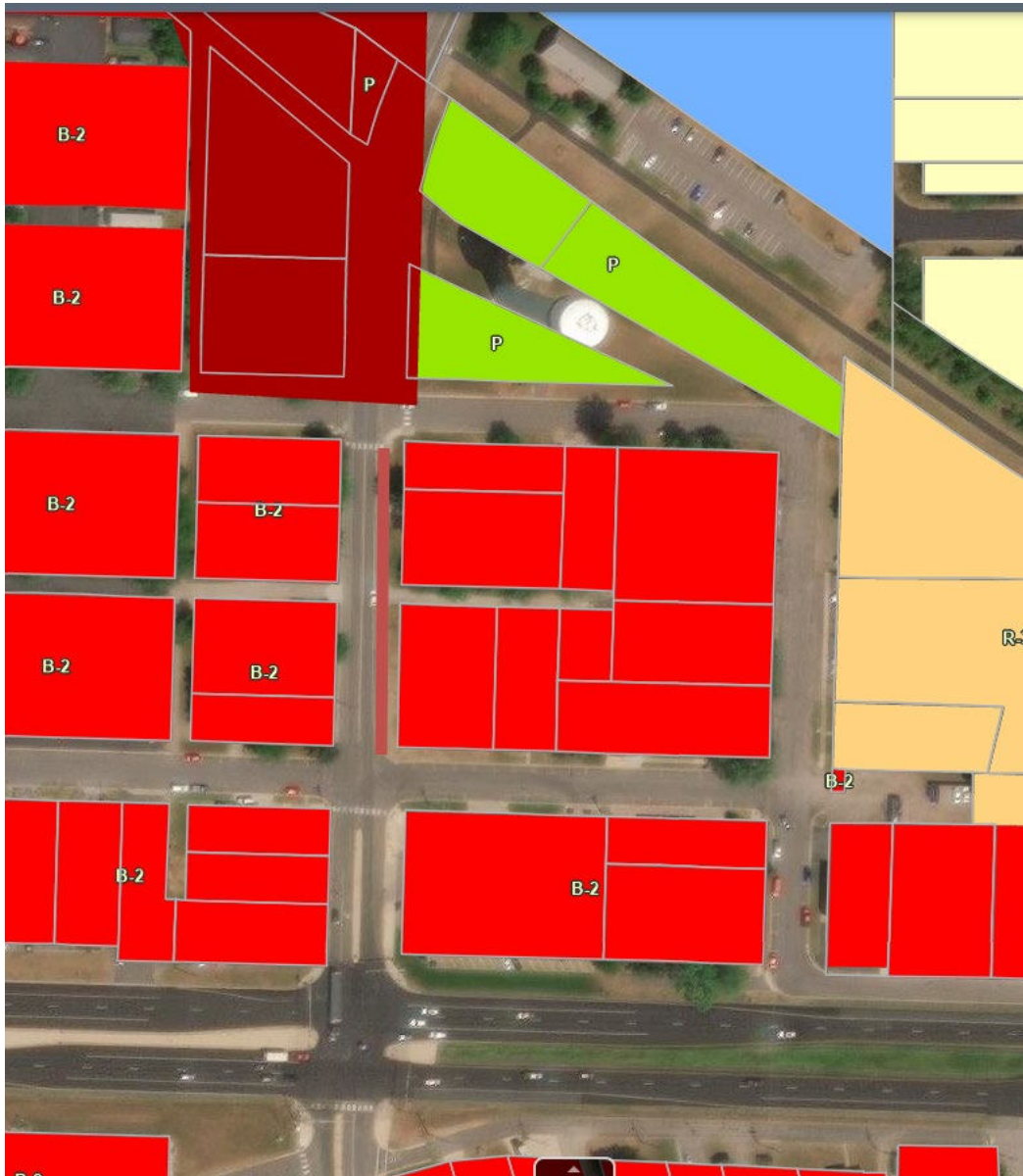
PROJECT A – Trail along College Ave N/CSAH 2 from Date St E to Elm St + crosswalk





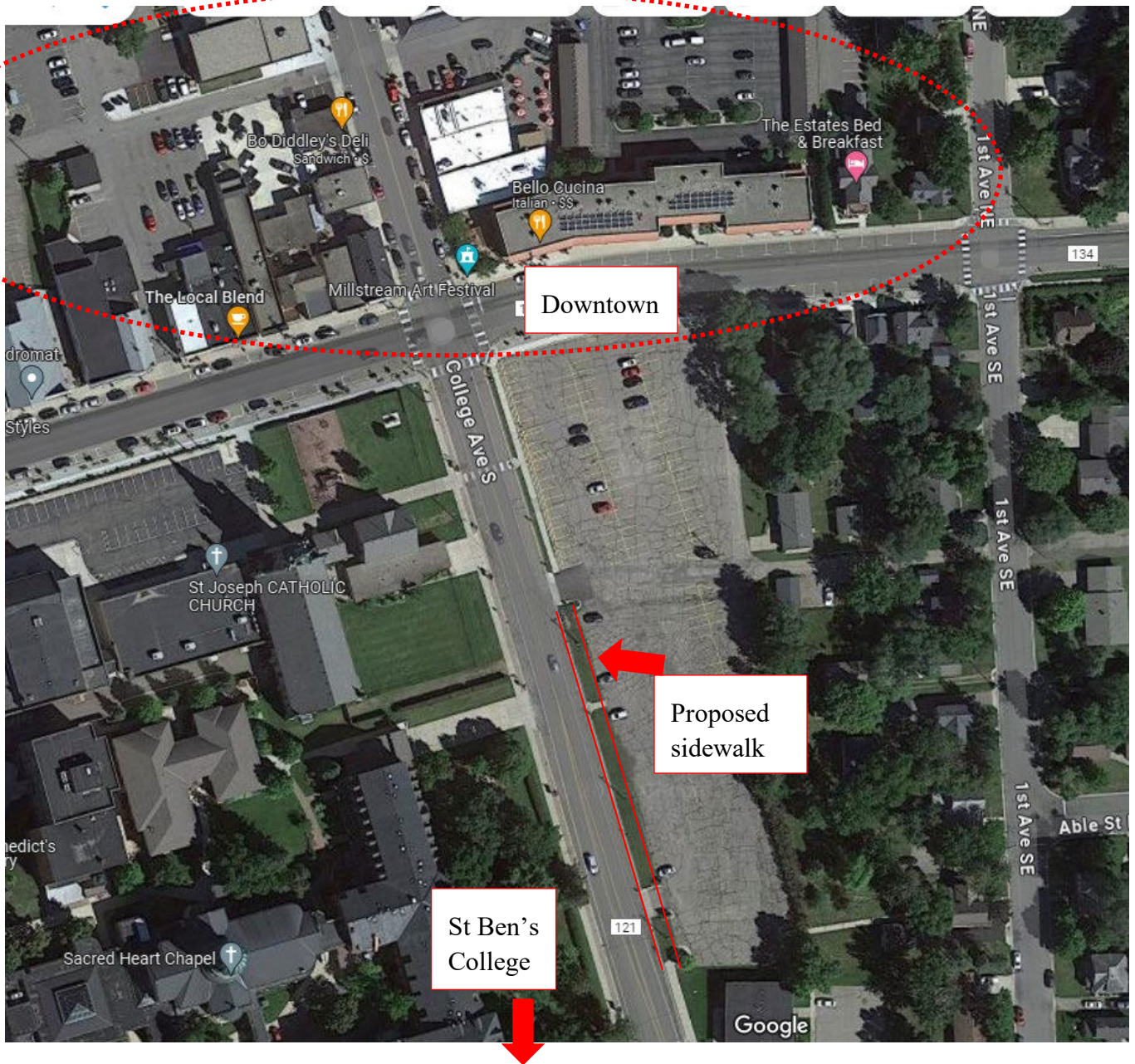
Street view of proposed trail location looking North towards Wobegon trailhead

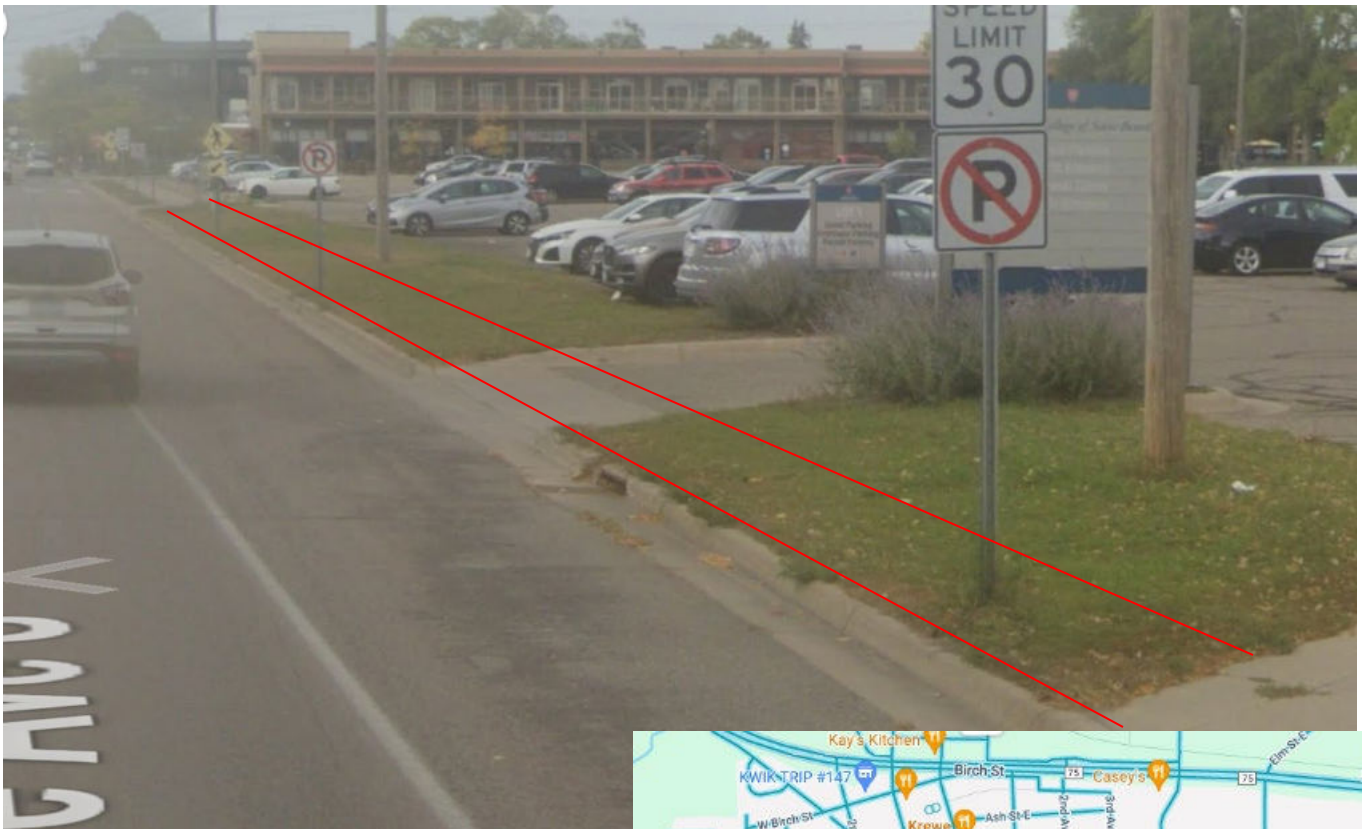




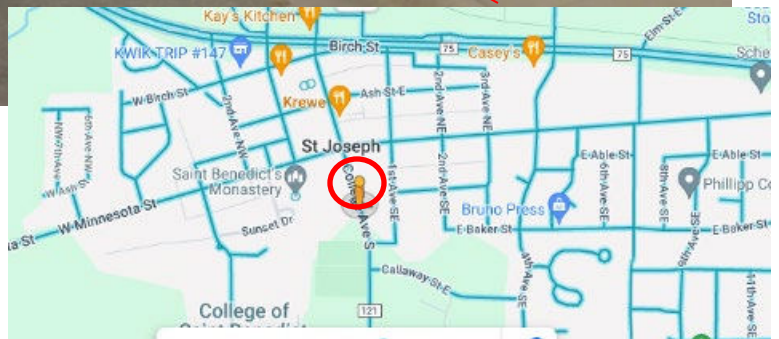
Legend
B2 – Highway Commercial Zoning district
P – Park
Red line – proposed sidewalk

PROJECT B – Sidewalk on College Ave N





View looking North towards Downtown St. Joseph





Legend

B1 – Downtown Commercial Zoning district

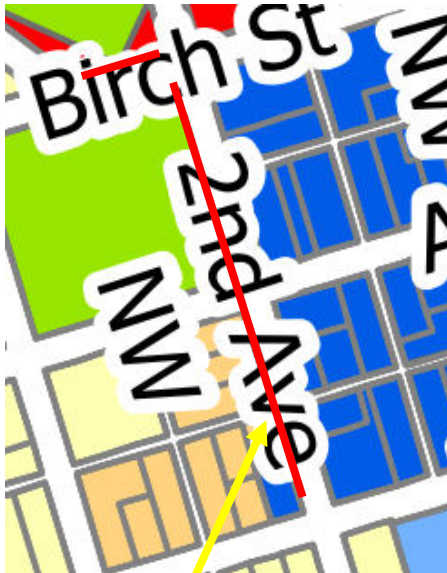
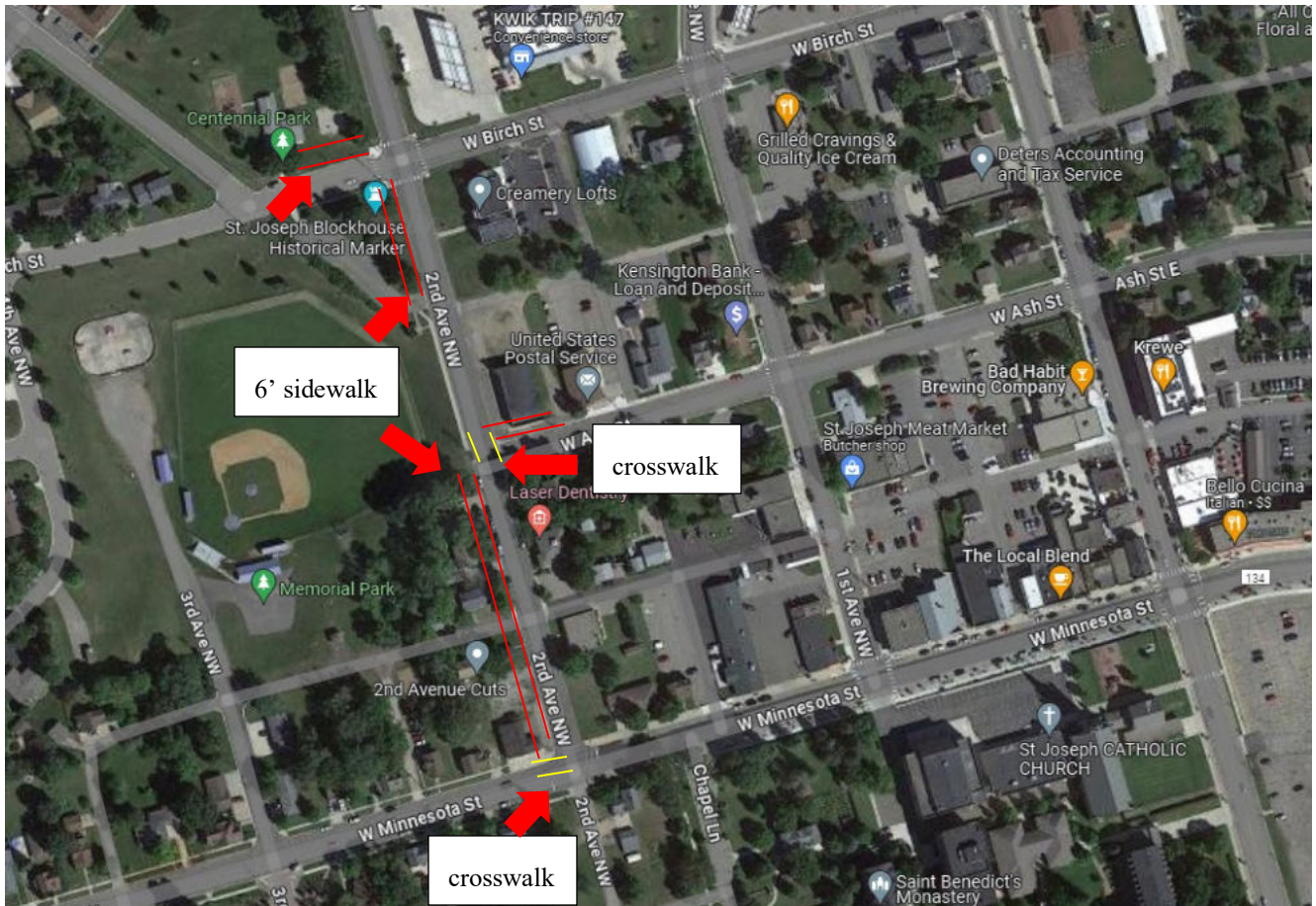
R1 – Single Family Zoning District

R-3 Multi-Family Zoning District

Light Blue – Educational and Ecclesiastical Zoning district

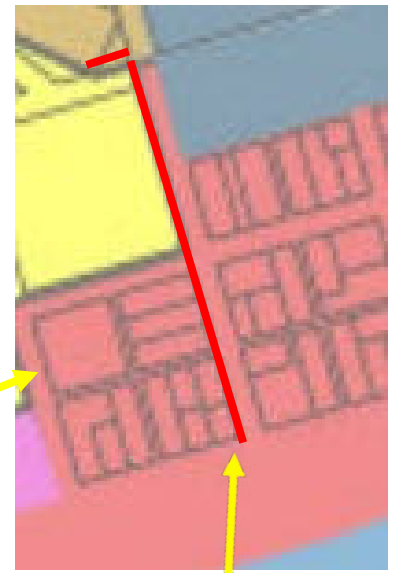
Red line – proposed sidewalk

PROJECT C – Sidewalk on 2nd Ave NW plus two crosswalk improvements



Legend

- City Limit
- Central Business District
- Community Oriented Mixed Use
- Corridor Commercial
- Light Industrial
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Educational
- Open Space
- Public
- Water

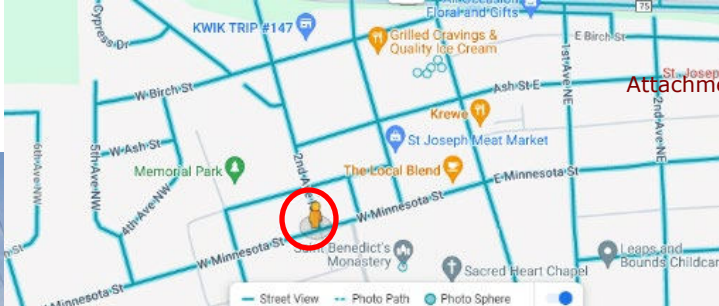


Future Land Use map showing commercial in red

- | | |
|--|--|
| Legend <ul style="list-style-type: none"> (A) Agricultural (EE) Educational and Ecclesiastical (B-1) Central Business District (B-2) Highway Business (B-3) General Business (LI) Light Industrial (P) Public (FP) Future Public | <ul style="list-style-type: none"> (R-1) Single Family Residential (R-2) Two Family Residential (R-3) Multiple Family Residential (R-4) Townhouse - Patio Home Residential (RR) Rural Residential (R-5) Supportive Care District (PUD) Planned Unit Development |
|--|--|

Current Zoning Map

Proposed food hall project site. Letter of support included



Attachment 4D.



Street view of proposed sidewalk area looking North



Project Budget

Attachment 4D.

Table A – Eligible Items¹

| OPINION OF PROBABLE COST | | | | | |
|------------------------------------|---|---------------------|----------------------|-------------|--------------|
| ITEM NO. | ITEM DESCRIPTION | UNIT OF MEASUREMENT | APPROXIMATE QUANTITY | UNIT PRICE | COST |
| PAVED TRAIL | | | | | |
| 1 | MOBILIZATION | LUMP SUM | 1.00 | \$25,000.00 | \$25,000.00 |
| 2 | TRAFFIC CONTROL | LUMP SUM | 1.00 | \$10,000.00 | \$10,000.00 |
| 3 | REMOVE CONCRETE CURB AND GUTTER | LIN FT | 470.00 | \$8.00 | \$3,760.00 |
| 4 | REMOVE CONCRETE WALK | SQ YD | 16.00 | \$9.00 | \$144.00 |
| 5 | REMOVE BITUMINOUS PAVEMENT | SQ YD | 89.00 | \$4.00 | \$356.00 |
| 6 | COMMON EXCAVATION | CU YD | 558.00 | \$23.00 | \$12,834.00 |
| 7 | AGGREGATE BASE CLASS 5 | CU YD | 163.00 | \$45.00 | \$7,335.00 |
| 8 | BITUMINOUS DRIVEWAY/PARKING LOT PATCH | SQ YD | 267.00 | \$85.00 | \$22,695.00 |
| 9 | BITUMINOUS STREET PATCH | SQ YD | 106.00 | \$105.00 | \$11,130.00 |
| 10 | TYPE SP9.5 WEARING COURSE MIXTURE (2,C) | TON | 57.00 | \$120.00 | \$6,840.00 |
| 11 | 4" CONCRETE WALK | SQ FT | 8,880.00 | \$8.00 | \$71,040.00 |
| 12 | 6" CONCRETE WALK W SAND BEDDING | SQ FT | 684.00 | \$15.00 | \$10,260.00 |
| 13 | TRUNCATED DOMES | SQ FT | 168.00 | \$100.00 | \$16,800.00 |
| 14 | CONCRETE DRIVEWAY PAVEMENT | SQ YD | 94.00 | \$110.00 | \$10,340.00 |
| 15 | CONCRETE CURB AND GUTTER B618 | LIN FT | 470.00 | \$40.00 | \$18,800.00 |
| 16 | SEEDING | ACRE | 3.00 | \$2,000.00 | \$6,000.00 |
| 17 | SEED MIXTURE, TYPE 25-151 | POUND | 112.00 | \$7.00 | \$784.00 |
| 18 | HYDRAULIC SOIL STABILIZER, TYPE BFM | POUND | 972.00 | \$1.10 | \$1,069.20 |
| 19 | COMMERCIAL FERTILIZER | POUND | 98.00 | \$2.00 | \$196.00 |
| 20 | STORM DRAIN INLET PROTECTION | EACH | 27.00 | \$200.00 | \$5,400.00 |
| 21 | PAVEMENT MARKING-CROSSWALK 3'X6' | SQ FT | 108.00 | \$10.00 | \$1,080.00 |
| 22 | CROSSWALK STRIPING | SQ YD | 70.00 | \$15.00 | \$1,050.00 |
| SUBTOTAL - CONSTRUCTION | | | | | \$242,900.00 |
| CONTINGENCY | | | | | \$24,300.00 |
| TOTAL - CONSTRUCTION | | | | | \$267,200.00 |
| ADMINISTRATIVE, LEGAL, & FINANCING | | | | | \$21,400.00 |
| EST ROW ACQUISITION | | | | | \$140,000.00 |
| FHA ENVIRONMENTAL DOCUMENT | | | | | \$17,000.00 |
| EST DESIGN & CONST ENGINEERING | | | | | \$85,000.00 |
| GRAND TOTAL | | | | | \$531,000.00 |

Ineligible costs

| Eligible work/construction item | Estimated quantity | Estimated Unit cost | Total cost |
|---------------------------------|--------------------|---------------------|------------|
| | | | |
| | | | |
| TOTAL TABLE A: | | | |

Table B – Ineligible Items²

| Ineligible work/construction item | Estimated quantity | Estimated Unit cost | Total cost |
|-----------------------------------|--------------------|---------------------|------------|
| | | | |
| | | | |
| TOTAL TABLE B: | | | |

Total Project Budget

1. Total cost (**Total Table A + Total Table B**): \$531,000
2. Total eligible costs – recommended range \$100,000 to \$800,000 (**Total Table A**): \$267,200
3. Applicant's contribution toward eligible TA costs – minimum 20% match required: \$53,440 (\$263,400 estimated soft costs – ineligible costs)
4. Total amount requested in TA funds (**#2 minus #3**): \$213,760

² Includes Right of Way or Land Acquisition (e.g., appraisal fees, legal fees), Administrative Costs (e.g., preliminary and construction engineering and contingencies).

ATP Project Evaluation

Eligibility

Federal legislation requires that the project be an “eligible activity.” The project must fall within one of the eligible activities listed below. (Check all appropriate categories.)

- ☒ On-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- ☐ Transportation projects to achieve Americans with Disabilities Act of 1990 compliance.
- ☒ Safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- ☐ Conversion and use of abandoned railroad corridors.
- ☐ Construction of turnouts, overlooks and viewing areas.
- ☐ Inventory, control, or removal of outdoor advertising.
- ☐ Historic preservation and rehabilitation of historic transportation facilities.
- ☐ Vegetation management to improve roadway safety, prevent against invasive species and to provide erosion control.
- ☐ Archaeological activities.
- ☐ Environmental mitigation related to storm water management and habitat connectivity.
- ☐ Reduce vehicle-caused wildlife mortality or restore/maintain habitat connectivity.
- ☐ Safe Routes to School (SRTS) project.

Project Information Overview

- Describe why this project is important to your community and quality of life ([elaborate in Criteria #1](#)) and how it will improve existing conditions ([elaborate in Criteria #2](#)) and in safety ([elaborate in Criteria #4](#)) (**Limit to 300 words**): The St. Joseph Downtown Synergy project enhances safety, and provides critical gap filling by connecting key sidewalk and trail connections throughout the downtown area. These gap connections will provide direct off-road access and connect various types of destinations (e.g. residential – commercial – recreational). College aged students (18-25) will benefit significantly from the projects. Many folks in this demographic lack access to personal vehicles especially students who attend Saint Ben’s and Saint John’s University and live near the project areas. Demographic data from MNDOT’s SPACE tool shows 11.39% walking commuters, 7% do not have a vehicle, and 13.3% of the population

that lives in the project area are youth. Safety for users will be enhanced by improved crosswalks, and allow users to travel off-road which provides more accessibility to all users and abilities. New crosswalks will be installed with ADA improvements. Present conditions force users on the road which creates hazardous obstacles and conditions. The Community has been asking for these connections to occur and the letters of support we've attached in Exhibit H demonstrate that key property owners adjacent to the project are also in support of the improvements.

- Describe the main users by type or classification and the approximate number of users to be served by the proposed project (**elaborate in Criteria #3) (Limit to 200 words)**: The main users will be pedestrians for two of the three projects (projects B and C). Project A the main users will be a combination of bicyclists and pedestrians. The total number of users will vary depending on weather, season, events, safety features, academic school year of Saint Ben's College, new development and more. The approximate number of users will vary between single digits of pedestrians and bicyclists for the project areas to triple digit bicyclists and pedestrians for all three project areas. During high peak times like summer seasons, events being hosted, and school being in session we forecast up to a couple hundred users a day for all three project areas. During lower peak like winter its likely the project areas will see single digit users. However, the enhanced safety features of the project areas (e.g. crosswalks) will significantly encourage users to travel within the project area either by bike, foot, or other non-motorized transportation. Exhibit G includes counts at the Wobegon trailhead near project A.
- Explain current and future ownership of the property (**elaborate in Criteria #6) (Limit to 100 words)**: The city of St. Joseph owns the majority of the right-of-way within the project areas however portions of the road rights of way are under Stearns County's jurisdiction and private property which will need to be acquired. Some temporary easements will also likely be needed to construct the improvements. We have included letters of support in Exhibit H from some of the various property owners that are adjacent to our proposed project areas including from Stearns County who supports the project along their portions of right-of-way.

Evaluation Criteria

Criteria #1 Plan Identification: 20 possible points

Describe the level of identification of your project in one or more regional, tribal, or local plan, which has been adopted by federal, state, regional or local agencies.

- Describe why this project is important to the community through the following means:
 - Explain how the project is either specifically identified in the plan(s) or consistent with these plans and objectives, providing direct reference to specific sections of the plan.
 - Detail the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference.

All three of our project areas are specifically listed in the Master Transportation Plan which was adopted in 2012 and amended in 2022. Our project is also consistent with various goals found in the Master Park Plan (2008 adoption) and Comprehensive Plan (2018 adoption).

Within the Master Transportation Plan the project areas are depicted in Figure 9 of the plan which shows the future trail/sidewalk connections (Exhibit A). The projects are also specified within the future city trail system table (page 29 of the plan) and shown in Exhibit B. The project areas were prioritized by the City Council and Park Board as the top priority for this grant submittal. Input from the City's Planning Commission also occurred when the Master Transportation Plan was amended in 2022. Reasoning for prioritizing these connections for this grant submittal includes:

- Projects have been specifically identified in the Master Transportation Plan
- Projects have been identified as "highest priority" for completion
- Projects will result in completion of critical sidewalk/trail gap areas and enhances safety
- Feedback and complaints received from the public for the project areas
- Pedestrian and bicycle traffic along or near the project areas
- Location of projects within the heaviest pedestrian corridors in the community (in or near downtown)
- Location of projects near fast growing/developing areas of the community

The Master Transportation Plan was originally prepared in coordination with the St. Cloud Area Planning Organization (Regional Transportation Entity) and the first Master Transportation Plan was adopted by Council in 2006. The plan was amended in 2007, 2012, and 2022.

The project goals also accomplish many of the goals outlined in the City's Comprehensive Plan which was adopted in 2018. The Comprehensive Plan was developed with the help of at least 700 plus community members. Public input sessions included open houses/meetings, online surveys, and more. Exhibit C depicts the outreach conducted. The Public Engagement appendix to our Comprehensive Plan also has many linkages and can be accessed at:

<https://www.cityofstjoseph.com/DocumentCenter/View/543/finalEngagementReport?bidId=> . A frequent comment that arose during this engagement was the lack of complete connections in the downtown area. **These comments lead to the first building blocks of our project where we identified specific "gaps" in our sidewalk/trail network within or near downtown.**

A sampling of the goals and strategies within the plan that connects to our project and formed the first building blocks of our project include:

- *Land Use Goal 1, Strategy 1.5 – Create regulations that support pedestrian-oriented development and spaces. Focus of these efforts should be directed in the downtown/urban areas. **Our projects are all within our downtown and urban core. The project areas were developed prior to our current regulations which require sidewalk/trail connections. Our projects will be a retrofit and align closely with our current standards and regulations.***
- *Land Use Goal 2, Strategy 2.5 – Ensure all pedestrian, bicycle, and vehicular networks are connected to the downtown. **The project encompasses pedestrian and bicycle connections into, out of, and within our downtown area.***

- *Land Use Goal 4, Strategy 4.1 – Create a community that is connected, walkable and safely accessible through sidewalks, trails, and streets. Develop connections between neighborhoods, parks, schools, businesses. These efforts should be focused on downtown, urban, suburban areas. **The project connects multiple parks (Centennial and Memorial Parks) to residential and commercial/business areas. Project also connects the Wobegon trail to commercial destinations.***
- *Land Use Goal 4, Strategy 4.2 – Expand the Lake Wobegon Trail to connect to existing sidewalk infrastructure and neighborhoods. **Although our project does not expand the trail, we are expanding the trail connection to get to the Wobegon trail as part of our project. This expansion will result in allowing safer travel to and from the Wobegon trail, our downtown area, and crossings at Highway 75.***
- *Land Use Goal 5, Strategy 5.2 – Support land use and zoning decisions, policies, ordinances and improvements based on Smart Growth Principles. This includes multimodal transportation system connecting housing, jobs, shopping, services, schools, and recreational facilities. **Project increases the multimodal system and connects various destinations like parks, residential, and businesses.***
- *Mobility and Transportation Goal 2, Strategy 2.5 – Identify pedestrian and bicycle transportation gaps. Build sidewalk or trail segments where there is a missing connection in the trail/sidewalk transportation system. **The project is identified within our Transportation Plan and prioritized as a high priority. Reasons why its high priority are numerous but generally tied to safety enhancement, level of use by pedestrians/bicyclists, and location (downtown area).***

Many other goals and direct concepts that can tie into our project can be found by accessing the city's Comprehensive Plan at: <https://www.cityofstjoseph.com/DocumentCenter/View/966/Adopted-City-of-St-Joseph-Comprehensive-Plan>

The Master Park Plan (adopted in 2008) identifies goals/strategies tied to our project including:

- “Expand or develop park connections and provide linkages to the Citywide trail system”. Page 66 of the plan.
- Page 70 identifies needs of Centennial Park. This park is located within one of our proposed trail/sidewalk connections. Within the identified needs the plan calls for “providing internal trail system to link park features” and “providing trail connection to Highway 75 and other parks”. Our project will connect this park with another park adjacent to the South.
- Page 76 identifies needs of Memorial Park which is another Park adjacent to our proposed sidewalk connection on 2nd Ave NE. Memorial Park will connect to Centennial Park per our proposed improvements. Within page 76 one strategy discusses “providing internal trail system to link park features”. This park and its features will be linked with Centennial Park (directly to the North) per improved crosswalk connection and sidewalk.

The Master Park Plan can be viewed at:

<https://doclf.cityofstjoseph.com/WebLink/docview.aspx?dbid=0&id=%20243290>

Overall, our project components are identified specifically within multiple City plans and prioritized as the “highest need”. The plans were developed with large amounts of public input therefore origins of the project directly come from the public.

Criteria #2 Connectivity: 20 possible points

Explain the connectivity deficiency of the current facility and how the project will improve (i.e., project removes a barrier and/or provides an important connection near a community center, school, transit facility, etc.).

- Describe how the proposed project will be integrated into the existing local or regional network.
- Document the project area’s existing conditions and detail how the project will improve existing conditions for active transportation users.
- If part of a large/regional network, detail how the proposed project will complete or further the completion of the network. For projects furthering the completion of a network, details must be provided related to the status of the other components including anticipated completion of the full scope of the larger project.

Our projects connect three portions of sections in or near our downtown Commercial corridor. The first connection is the Lake Wobegon trail identified as Project A. The project map and pictures (page 8-9) show existing conditions. At present users from the Wobegon trail have to cross East-West on a major collector street to continue South towards downtown. Crossing proves challenging, and dangerous (MNDOT showed an ADT of 3650 from 2017 on CSAH 2). Our project will allow for the continuation of a multi-use trail on the same side of the street eliminating the need to cross East-West and significantly enhancing the safety of users. Since the last traffic count increased development has also occurred adjacent to the proposed trail. The biggest development occurrence was the opening of Obbink Distillery which has become a regional destination. Many folks bike from the trailhead to this establishment and then to downtown. Obbink Distillery approached the city asking about when the city would complete this connection due to safety concerns and Obbink included a letter of support in Exhibit H. This project will also have a new crosswalk installed. The trail connects into the wider College Ave trail system which goes all the way to the very Southern border of the city. The trail also eliminates users from having to share the road with motor vehicle traffic and allows for safe travel to the Highway 75 Crossing (Highway 75 has ADT of 22,974 as of 2021).

Project B is located along College Ave. Present conditions lack a sidewalk on the Eastern side of the road – see project map and pictures (pages 11-13). Pedestrians are forced to navigate their travels through a Parking lot due to the gap in the sidewalk or cross to the West across College Ave (ADT of 4800 from 2019). This proves problematic especially during various seasons like winter where travel is more difficult. Having a completed sidewalk connection allows users to not have to cross College Ave East-West and get to destinations on the Eastern side of the roadway (Commercial downtown, residential, City Hall). This is crucial because the parking for the downtown area is on the East side so having a complete connection on this side ensures they can safely stay on one side of the street while walking to the commercial destinations from the parking lot area.

Project C is along 2nd Ave NW shown on project map and pictures (pages 14-15). 2nd Ave NW is at the edge of our existing downtown. The Comprehensive Plan shows future Downtown Commercial in this area and the city is seeing significant conversion of residential uses into commercial uses along the project site. A new development called “House of Hern” which will be a food hall is located adjacent to the site and a letter of support from the owner has been included in Exhibit H. A mixture of residential and growing commercial uses exist along this

corridor with two public parks (Centennial and Memorial parks). With this added connection off-road users will be able to travel safely off-street to get to and from the parks, businesses, and residential uses. The sidewalk will extend 2 ½ blocks and two new pedestrian crossings will be installed. The two parks located along this route see significant activity. Memorial Park is home to the St. Joseph Joe's amateur baseball team. Centennial Park see's high usage especially with the city's immigrant community who frequent the park via non-motorized transportation for community gatherings.

Criteria #3 Bike/Pedestrian Facilities: 15 possible points

Explain the degree to which the proposed project would encourage/facilitate pedestrian and/or bicycle transportation.

- Describe the main users of the proposed project by type (i.e., pedestrians vs. bicyclists) and approximate the anticipated number of users of the facility.
- Using either the SPACE or Justice 40 tool from page 3 and 4, describe how the proposed project will benefit traditionally underserved populations or marginally disadvantaged (people with disabilities, low-income, limited English-speaking capabilities, Black, Indigenous, People of Color (BIPOC), persons under the age of 18 or over the age of 65, households without access to a motor vehicle [zero vehicle households], etc.). Indicate in your response which tool you are using. Detail how this project may adversely impact the traditionally underserved or marginally disadvantaged population and describe mitigation strategies (if any) to prevent adverse impacts.

Describe the relation to which the project provides access to likely generators of pedestrians and/or bicycle activity. Include distances between likely generators. Provide maps as needed.

The project locations are adjacent to higher density residential, single family residential, city parks and various commercial downtown uses as shown in the project map and overview. The project area experiences a huge increase in visitors during evening, and weekend hours because of the award winning and regionally attractive restaurants, brewery (Bad Habit Brewery), distillery (Obbink), and variety of growing retail options. The college of Saint Ben's and St. Joseph Catholic Church are also within the vicinity of the project areas specifically Project B. The wide mix of land uses provides a multitude of trip generators and creates a variety of types of users (both recreational and commuter). The project map on pages 10, and 13 shows the various types of uses along the project corridors.

Project A (CSAH 2/College Ave from Elm St to Date St) connects to the Wobegon trail and trailhead. On high peak counts the Wobegon trailhead just North of our project sees as many as 400 daily users in the summer weekend. Exhibit G shows the location where counts occur along with the quantity of users during fall, summer, spring, and winter months as taken by the St. Cloud Area Planning Organization. We would expect number of users to be in the triple digits on high peak days (like Summer) and single digits on low peak (winter)

Project B is located just South of our main central downtown area. It's a spot where frequent travel by pedestrians especially students of St. Ben's travel. Often the students will park on the Eastern side parking lot and travel North and South as well as cross to the West to get to St. Ben's. Crossings are already provided to

travel to the Western side. The proposed sidewalk gap will allow for easier travel to the North where our Central Downtown commercial destinations are found approximately 285 feet from the proposed sidewalk. The project will also more effectively funnel pedestrians on one side and to appropriate crossing areas eliminating potential jaywalkers. The number of users will vary depending if events are being hosted downtown, if school is in session at St. Ben's University, and weather. During high peak we expect the number of users to be well in the triple digits. This includes times where events are occurring. When events are not and normal traffic is occurring, we expect a couple hundred users a day. During low peak like winter or when school is not in session the number is likely closer to 50 users or less.

Project C is located in an area along 2nd Ave NW where commercial generators of pedestrian activity are growing rapidly. The area has and will continue to see conversion of residential uses to commercial (downtown) uses. This conversion has been rapid especially along Ash St. A new marked crosswalk with ADA improvements will connect our proposed sidewalk on 2nd Ave NW to the East and Ash St. This will allow pedestrians to travel from destinations on Ash St to destinations along 2nd Ave NW. The need to connect this area of downtown (West) with the Central and Eastern portions is critical. The commercial generators are within the same block as the project area and branches out of the area several blocks to the East. The entire corridor is guided for Downtown Commercial so it's expected conversion projects from residential rental uses to commercial will continue. As this area develops the number of users will only increase. High peak we expect a hundred plus. Low peak we expect less 50 users. However, this area has few more projects approved for development that will significantly enhance the quantity of users its just not entirely certain how big of an increase. Optimistically we'd expect well into the hundreds. The exact numbers will vary depending on weather, events, and other factors. Safety will be increased however as we are proposing two crosswalk enhancements along this corridor. This hopefully will also help increase the number of users.

Approximately 29.2% of residents are below the 185% poverty rate in our project areas as shown in the MNDOT SPACE tool in Exhibit D and E. The higher rates of poverty increase the likelihood that residents in the area may rely on off-road non-motorized transportation to get to and from destinations (commuter purposes). The community also sees a ton of usage of the downtown area during community events like: Joetown rocks (4th of July festival), Winterwalk (Christmas), and festivities held at St. Joseph Catholic Church. These events bring thousands more to the city who use the sidewalks to get to and from the event and commercial amenities in the community. The events also occur adjacent to our project areas especially Project B.

No adverse impacts are expected from any of the project areas and proposed improvements to traditionally underserved or marginally disadvantaged populations.

Criteria #4 Safety: 15 possible points

Explain the safety impacts of your project for potential users.

- Describe the existing conditions of the corridor for the proposed facility in terms of active transportation user safety.
 - Provide documentation of crash history (fatal/serious injury) if available or potential for fatal/serious injuries.
- Detail the safety components of this proposed project (i.e., grade separated facility, protected bike lanes, rectangular rapid flash beacons (RRFB), leading pedestrian intervals (LPI), marked crosswalks,

traffic calming features, lighting, and other safety related infrastructure or providing for the collection of data).

- Explain how this project safely integrates with other modes of transportation.

Existing conditions for the project create unsafe passage for pedestrians and bicyclists as users have to navigate from destination through roadways, parking lots, and unmarked crosswalks. This is especially troubling given our project areas are located in the most heavily traveled pedestrian areas of our community (Commercial downtown of our community) and in areas that have higher concentrations of youth and poverty. Although we couldn't find data where a crash occurred within the exact boundaries of our project two crashes have occurred within a block of two of the three project areas – see Exhibit F.

Pro-active prevention is the key to our projects. We are decreasing the chances of a crash by adding off-road sidewalk and trail connections where gaps exist. We are also adding three crosswalks within the project areas where none exist. This is critical considering the rapid expansion/growth our downtown is experiencing particularly in or near our project areas.

For Project A - a significant number of users travel South from the Wobegon trailhead to get to downtown St. Joseph. Before they cross CSAH 75 however present conditions force them to cross over to the West side of the street or choose to travel (at their own risk) within the roadway since no trail exists on the Eastern side of the road. Our project eliminates the need for bicyclists/pedestrians to have to cross to the West before traveling South from the Wobegon trail to Downtown. An off-road trail will provide safer traveling conditions for all users and eliminate the need for the user to cross over lanes of traffic multiple times. Project A also adds a North-South crosswalk near a major trip generator (Obbink Distillery). Since Obbink Distillery has opened there has been increased foot traffic coming from both the North and South along with significant vehicle traffic increases. This increase leads to more potential vehicle-pedestrian conflicts. Our project will lessen that potential by improving crosswalk and creating an off-road trail. Obbink has submitted a letter of support for the project and approached the city citing concerns on these various issues.

Project B is located 285 feet South of our commercial downtown. The corridor see's heavy foot traffic from users walking to our downtown along with students from St. Ben's (the parking lot to the East is used by student parking and downtown visitors). Present conditions force the user to travel through parking lots increasing the potential of vehicle and pedestrian conflict. The existing parking lot has a couple lights but is still dimly lit during the night time hours. Proposed sidewalk will allow safe travel off-road for the user and eliminate the need to travel through a parking lot area which proves problematic especially during inclement weather conditions. The adjacent roadway here sees 4800 AADT (2019).

Project C is located on the Western boundary of our downtown area and in an area where significant downtown commercial expansion is occurring. The project adds over 2 ½ blocks of new sidewalk along with two crosswalks. The crosswalks will be a huge upgrade given no marked crosswalks exist at the current locations. This new safety enhancement will provide better connections and encourage more users to utilize the sidewalks in an area projected to have some of the heaviest pedestrian activity in our downtown. This area is also adjacent to Memorial Park where the St. Joseph Joe's amateur baseball team plays its home games. During various times of the year the park also see's activity from the ice rink, events, and community gatherings. Often the users are walking to the park and this connection will help provide a safer route to and from the park.

Each project allows for separation of pedestrian and bicyclists from vehicle traffic by creating off-road trail or sidewalk. These improvements will clearly delineate the modes of transportation. Where there might be higher rates of conflicts like crossing points we are proposing to add or enhance those crossings with proper ADA installed crosswalks. These improvements will complement our existing bike/ped network while creating less conflict between motor vehicles and non-motorized forms of transportation like pedestrians and bicyclists. These improvements will also allow for better safety when people come to the Downtown, parks, and walk to the various destinations.

Criteria #5 Feasibility: 20 possible points

Explain the feasibility of the project

- Explain your 20-year maintenance plan and any maintenance agreements that will be required with other agencies in your proposed project. Include how many months per year this project will be available for use in your response.
- Describe the extent of project development completed to date.
- Address any issues, environmental concerns, property ownership issues or design challenges. Include any pertinent excerpts from completed feasibility documentation (e.g., scoping study, preliminary engineering, etc.) for the project.
- Describe the environmental path you intend to follow. Identify and explain if you are aware of any needed permits.
- Explain how your agency will provide the necessary local match to leverage the federal TA program funds requested and cover any additional (or ineligible) costs required for the completion of your project.
- Applicants may be asked to provide additional documentation following application submittal.

The City anticipates needing to execute a maintenance agreement for the proposed sidewalk constructed within Stearns County rights of way as a condition of the permit needed to construct the improvements. Stearns County is aware and supportive of the project as shown by their included letter of support in Exhibit H. The accepted service life of the concrete flatwork is 20 years during such time the City will monitor for repair/replacement the conditions of the concrete panels and joints, sign retro-reflectivity, and pavement markings (crosswalks) on an annual basis. Though city ordinance generally assigns winter maintenance activities (clearing/plowing) to the adjacent property owners, the City may assume these activities. The sidewalk/trails within the project areas will be open year-round.

The proposed sidewalk improvements are proposed to be public improvements that will occur in areas where generally full street dedication of rights of way already exist (ex. 66 feet at 2nd Ave NW, Ash St W) and/or variable rights of way conditions exist (ex. 66-80 feet at College Ave/CSAH 2). The proposed improvements occur in urbanized residential, commercial, and institutional areas that will improve connectivity to existing pedestrian facilities and destinations. It's anticipated that additional permanent and temporary strip easements will be necessary to construction ADA-compliant sidewalk widths and ramps due to the need to match adjacent yard grading, to address insufficient boulevard space due to the street geometrics present, or to resolve private utility obstructions/relocations. The city is not aware of any immediate environmental concerns within the

project area. Anticipated design challenges include maintaining ADA pedestrian facility compliance while matching/constructing grades to existing infrastructure (curbs, boulevards, driveway crossings, etc.)

The city anticipates the need to complete a Project Memorandum for the environmental path. The City anticipates acquiring permits from Stearns County to construct improvements within CSAH 2 and College Ave (CR 121) rights of way, and compliance with the MPCA's NDPES Construction Storm Water Permit.

The city will be covering the required local match and any expenses ineligible from the grant by tapping into the City's general reserve funds.

Criteria #6 Right of Way: 10 possible points

Describe the status of right-of-way acquisition

- If right of way is needed, describe the process you plan to follow for acquisition.
- If applicable, be sure to include in your response the status of interagency agreements or permits, status of funds for purchasing right-of-way, and any work that requires collaboration with rail.
- If working with rail, provide details of negotiations, estimated completion date and any supporting documentation.

The proposed project is anticipated to be constructed primarily within the public rights of way within the City of St. Joseph's and Stearns County's jurisdiction. Where existing right of way constraints will not permit either the design and/or construction of the improvements to the required geometric standards, the City would work with its consulting engineer and attorney to engage affected property owners in accordance with the MnDOT Right of Way Manual and federal acquisition process. Permanent right of way acquisition is anticipated along College Ave (CSAH 2), between Date St and Elm St, and possibly along College Ave (CR 121) between Baker St and Minnesota St. Temporary construction easements are anticipated along 2nd Ave NE, between Minnesota St and Ash St W. The city estimates roughly 60% or so of the project area and r/w is owned by the city. The remaining would be acquired or easements obtained. City does not anticipate any issues with these given the letters of support and awareness that exists from property owners along the project areas.

Since portions of the proposed project are within road rights of way under Stearns County's jurisdiction, it is anticipated the City of St. Joseph will need to secure right of way permits for construction from Stearns County. The remaining project location limits involve rights of way already under, or to be acquired under, the jurisdiction of the City of St. Joseph. We have included letters of support in Exhibit H from the various property owners that are adjacent to our proposed project areas. This support also includes Stearns County.

Sponsoring Agency Resolution SIGNED



RESOLUTION 2023-071

EXECUTING THE MASTER PARTNERSHIP CONTRACT WITH MNDOT

WHEREAS, The Federal Highway Administration (FHWA) requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right of way or property ownership acquired without prior approval from the FHWA; and

WHEREAS, Transportation Alternatives projects receive federal funding; and

WHEREAS, the Minnesota Department of Transportation (MnDOT) has determined that for projects implemented with alternative funds, this requirement should be applied to the project proposer; and

WHEREAS, the City of St. Joseph is the sponsoring agency for the Transportation Alternatives project identified as *St. Joseph Downtown Synergy Connections*; and

THEREFORE, BE IT RESOLVED THAT: the sponsoring agency hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned transportation alternatives project.

BE IT FURTHER RESOLVED, the city of St. Joseph hereby agrees to act as sponsoring agency for the project identified as *St. Joseph Downtown Synergy Connections* which involves seeking Transportation Alternatives Program Grant funds and has reviewed and approved the project as proposed. Sponsorship includes a willingness to secure and guarantee the local share of costs associated with this project and responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules, and regulations; and

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF ST. JOSEPH, MINNESOTA, AUTHORIZING APPLICATION TO THE TRANSPORTATION ALTERNATIVES PROJECT GRANT PROGRAM

ADOPTED by the City Council this 18th day of December, 2023.

CITY OF ST. JOSEPH


Rick Schultz, Mayor

ATTEST


David Murphy, City Administrator

Document drafted by City of St. Joseph

Application Checklist

This section is required for all applicants.

- ☒ Letter of intent was reviewed, and Regional Planner approved the applicant complete the full application.
- ☒ Applicant and sponsoring agency have read and are fully aware of the requirements described in the *TA Solicitation Guidebook*.
- ☒ General Information section completed.
- ☒ Project Budget section completed. TA Program applicants in ATP-3 have a minimum eligible project cost of \$100,000 and a maximum request of \$800,000.
- ☒ ATP Project Evaluation section completed.
- ☒ Sponsoring Agency Resolution completed.
- ☒ Resolution Agreeing to Maintain Facility completed.
- ☒ Required Signatures have been obtained.

Required attachments for Applicants requesting TA Program funds

- ☒ Legible project location map showing project termini and featured locations described in the narrative portion of the application.

Other enclosures for Applicants requesting TA Program funds

- ☒ Documentation of financial support (letters, agreements, etc.).
- ☒ Documentation of plans and public participation.
- ☐ Project schedule.
- ☒ Maps, graphics, photos, typical sections.

Application Submittal

- ☒ Applicant is seeking TA Program funds and submitted, **by January 12, 2024**, 15 hard copies and 1 electronic version of the application to:

Jeff Lenz
 MN Department of Transportation
 District 3 – Baxter
 7694 Industrial Park Road, Baxter, MN 56425
 218/828-5808

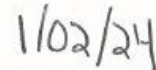
Email: Jeff.Lenz@state.mn.us

Signatures

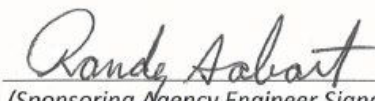
Notes: Signatures are required from the following – project applicant; sponsoring agency engineer, if different than the project applicant; a representative of the local unit of government in which the project is located; and the MPO Executive Director, if the project is located in a MPO area.



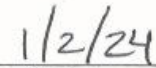
(Applicant Signature)



(Date)



(Sponsoring Agency Engineer Signature)



(Date)



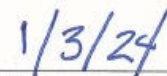
(Local Unit of Government Signature)



(Date)



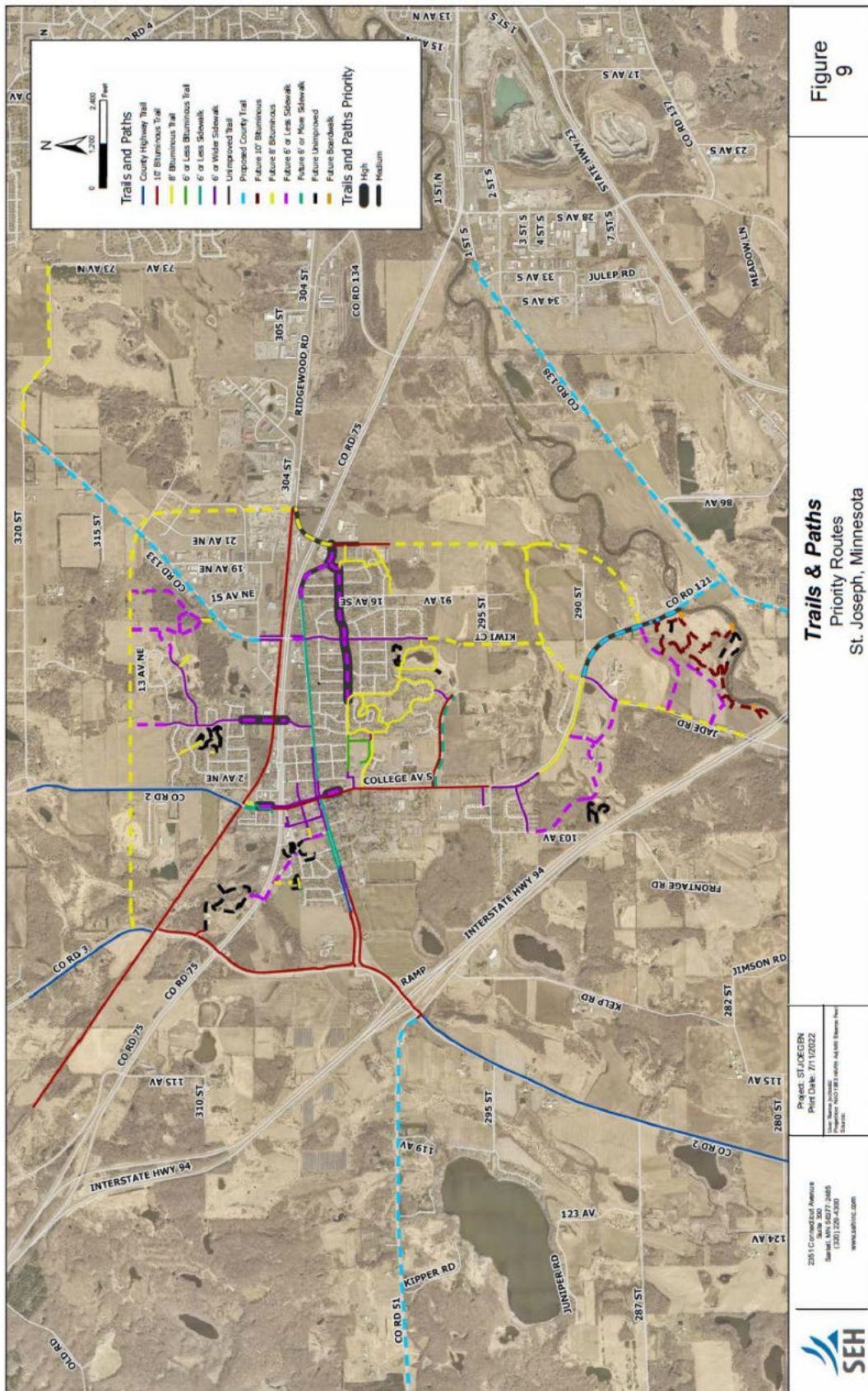
(If in MPO area, signature of MPO Executive Director)



(Date)

EXHIBITS

EXHIBIT A – Master Transportation Plan



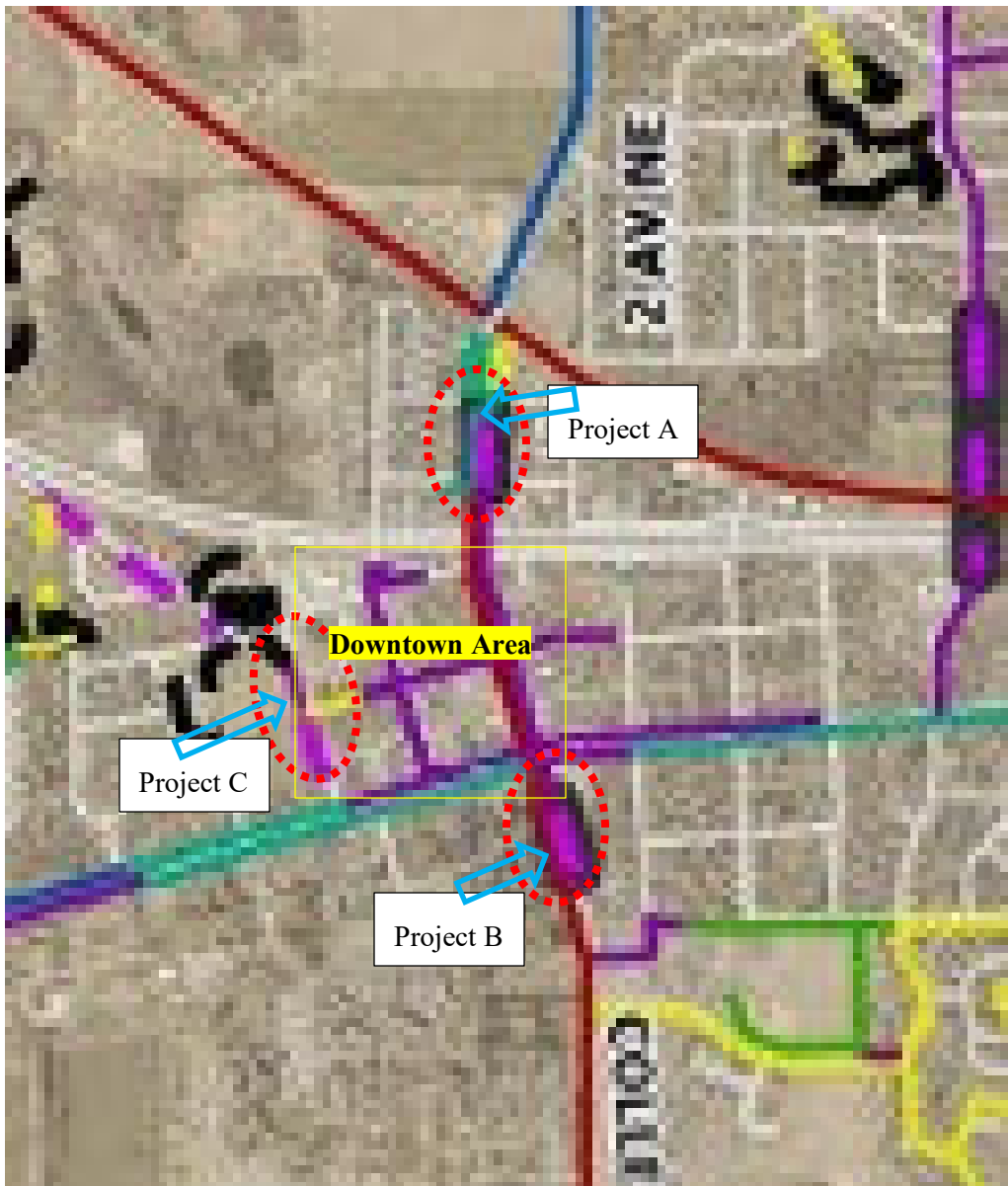


EXHIBIT B

Master Transportation Plan – Table showing existing and future trail/sidewalk connections

Table 14 Future Intra-City Trail System

| Trail | Description | Proposed Geometrics | Distance (Miles) |
|--------------------------------------|---|------------------------|------------------|
| North Corridor | From County Road 133 to CSAH 2 Realignment | 8' bituminous trail | 2.07 |
| Southern East-West Corridor | From College Avenue to 20th Avenue SE | 8' bituminous trail | 1.27 |
| Neary Street | From Jade Road/12th Avenue west through Rivers Bend Development | 6' sidewalk | 0.77 |
| Rivers Bend | Trail System within Rivers Bend Addition (east of Jade/12th Avenue) | 6' sidewalk | 1.06 |
| | | 8' unimproved trail | 2.17 |
| | | 8' bituminous trail | 1.32 |
| Northland Drive | From Wobegon Trail to Fir | 6' sidewalk | 0.25 |
| Crescent Hill Development | Trail System within Crescent Hill Development | 6' sidewalk | 0.78 |
| 12th Avenue SE | From Klinefelter Park to 20th Avenue South | 8' bituminous trail | 0.60 |
| Baker Street | From 7 th Avenue to 12 th Avenue NE | 6' sidewalk | 0.35 |
| Jade Road/12 th Avenue SE | From Kennedy Community School to Interstate 94 | 6'-8' bituminous trail | 0.70 |
| 20 th Avenue SE | Wobegon Trail to County Road 121 | 8' bituminous trail | 2.13 |
| 20 th Avenue NE | Wobegon Trail to North Corridor | 8' bituminous trail | 0.88 |
| Northland Park | Trail system in Northland Park | bituminous trail | 0.77 |
| County Road 133 | Trail system from Crescent Hill development to the Wobegon Trail | 8' bituminous trail | 0.56 |
| Northland Heights | Connecting Northland Heights to Crescent Hill, North Corridor, and Northland Plat 8 | 6' sidewalk | 0.53 |
| Old TH 52 | Old TH 52 from Millstream Park to Birch Street | 6' sidewalk | 0.34 |
| West Park | West Park to Iverson Street | 6' sidewalk | 0.38 |
| County Road 133 | Crescent Hill Development to 320th Street | 8' bituminous trail | 1.4 |
| Wobegon Trail | County Road 133 to 20 th Avenue NE | 10' bituminous trail | 0.70 |
| Hollow Park | Hollow Park to Old TH 52 | 8' bituminous trail | 0.14 |
| Baker Street | From 12 th Avenue to 18 th Avenue SE | 6' sidewalk | 0.35 |
| 18 th Avenue SE | Baker Street to Minnesota Street | 6' sidewalk | 0.07 |
| Minnesota Street | 16 th Avenue to 18 th Avenue SE | 6' sidewalk | 0.26 |
| Minnesota Street | 18 th Avenue to 20 th Avenue SE | 6' sidewalk | 0.10 |
| College Avenue | College Apartments to Church Lot | 6' sidewalk | 0.07 |
| College Avenue | Date Street to Elm Street | 6' sidewalk | 0.07 |
| County Road 121 | Jade Road to East Park | County Trail | 0.65 |
| 2 ND Avenue NW | Minnesota Street to Ash Street | 6' sidewalk | 0.08 |

EXHIBIT C

Comprehensive Plan

2.1

Community Participation in the Planning Process

Development of the Comprehensive Plan included extensive participation and engagement with St. Joseph residents, businesses and community organizations. Numerous in-person and online activities sought and received ideas from the city's population.

Did you know?

One of the most consistent goals received from residents regarding the future of St. Joseph was to maintain the city's "small-town" atmosphere.

Overall, approximately 700 people interacted with the process to develop this plan - including about 300 people who participated at in-person activities and meetings, as well as about 300 people who participated through the plan's online survey and about 500 visitors who downloaded information about the plan. Results from public engagement were integrated with the results from the project team's research and analysis to identify community values, relevant trends and issues, and develop goals and strategies.

A Project Advisory Committee made up of residents and businesses met several times through the plan's development and helped bring additional perspectives into the plan's development.

The project's website (www.EnvisionStJoseph.com) was used to communicate project details, engagement opportunities, and updates to the public. Residents and businesses were made



EXHIBIT C

Comprehensive Plan

aware of the plan development process and project website through various means including links from the city's website, mention in the city's newsletter, direct email, Newsleader newspaper, WJON radio, CSB/SJU website, Kennedy Community School, and church bulletins.

Engagement Activities

In-person events and an online survey were the tools used to engage the public about the city's current challenges, assets, and potential investments and improvements. All of the comments the City received were compiled and summarized, and were incorporated into the Comprehensive Plan document. A list of comments received can be found in Appendix C.

Open House

An Open House and Workshop was held on March 8, 2017 at the St. Joseph Government Center with approximately 40 people attending to share what they love about St. Joseph, what they wish could be improved, and where the city could invest or improve in the future. The public's comments were reviewed by the Advisory Committee and Planning Commission and incorporated into this Comprehensive Plan document.

Pop-Ups

Pop-Up events brought the project's engagement activities to places where people were already meeting, and brought participation from people who might not normally attend open houses. The project team engaged about 300 people at five Pop-Up events:

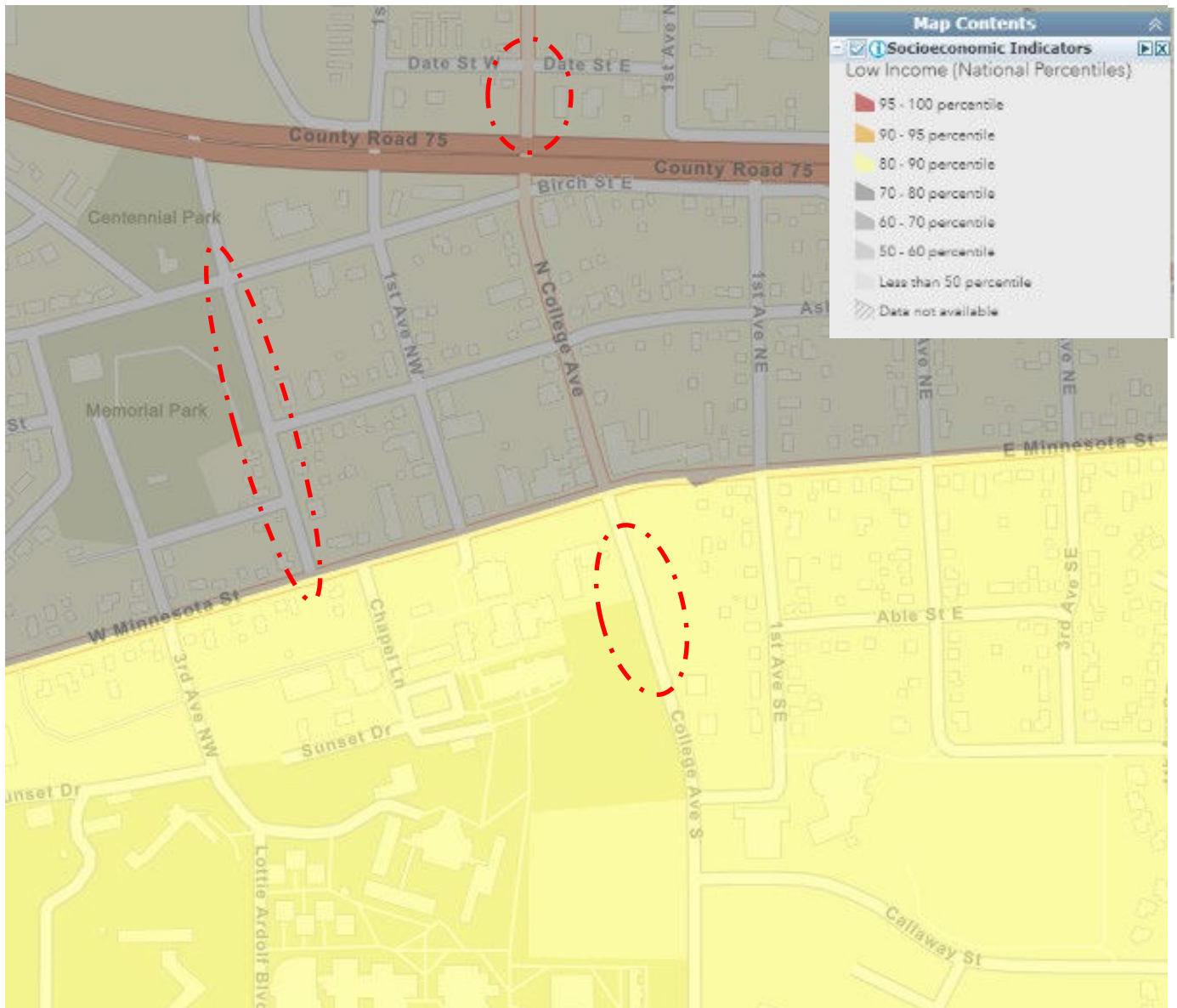
- College of St. Benedict (about 150 students)
- Joint Planning Board Meeting (about 10 participants)
- 2017 Community Showcase (about 100 participants)
- St. Joseph Chamber of Commerce (about 10 participants)
- St. Joseph Farmer's Market (about 20 participants)

Online Community Survey

A community survey was developed to gather citizens' and businesses' current impressions and ideas for St. Joseph, and to learn their priorities for improvement. Question topics included housing, transportation, economic factors, and recreation. The survey was live for nearly three months from March through the end of May 2017. About 300 responses were received, which were collected, analyzed and incorporated into the plan's recommendations.



EXHIBIT D



Project areas circled in red

EXHIBIT E SPACE TOOL

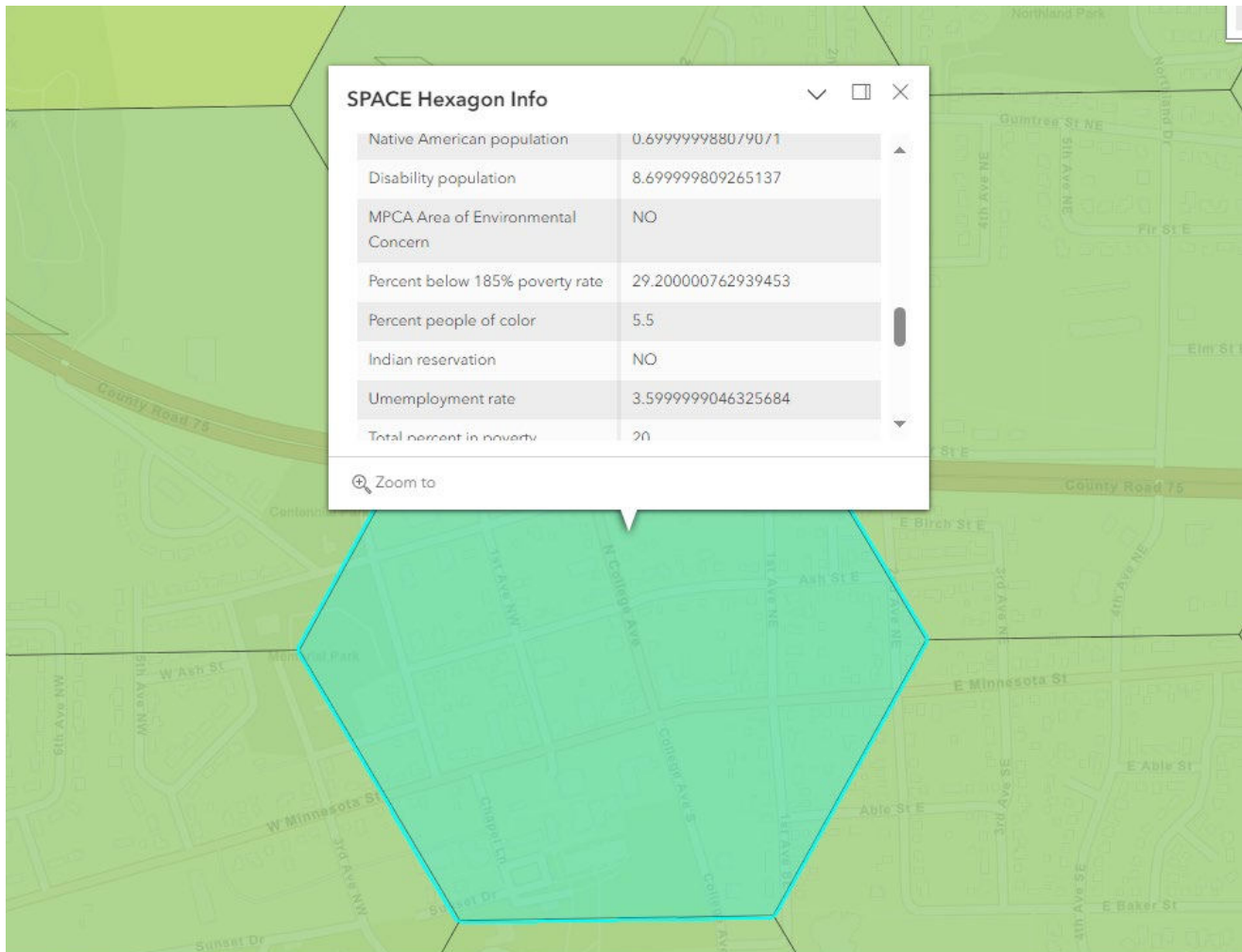
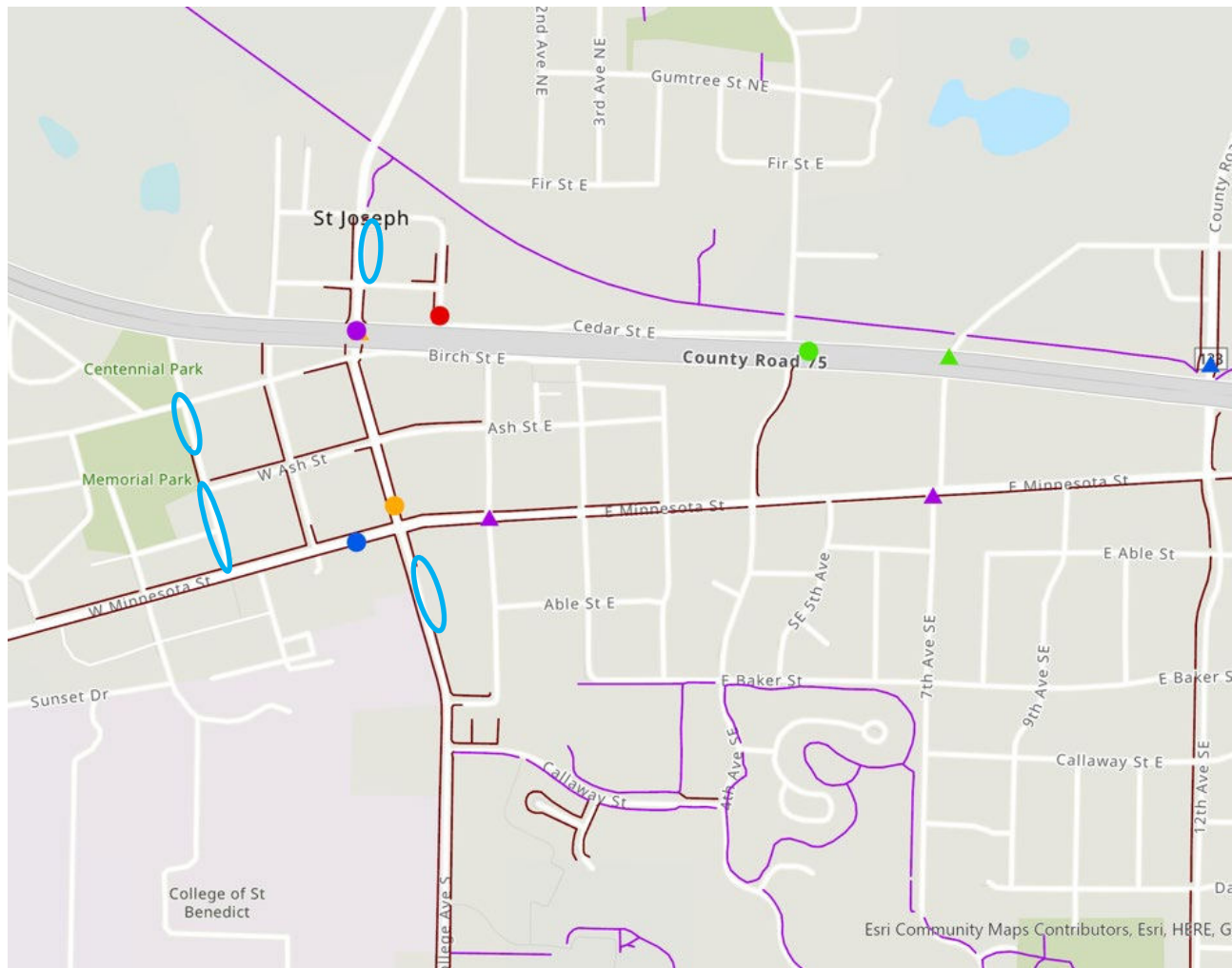


EXHIBIT F

DEPICTION OF BIKE AND PED CRASHES SINCE 2013



0 0

**Project areas are circled in blue*

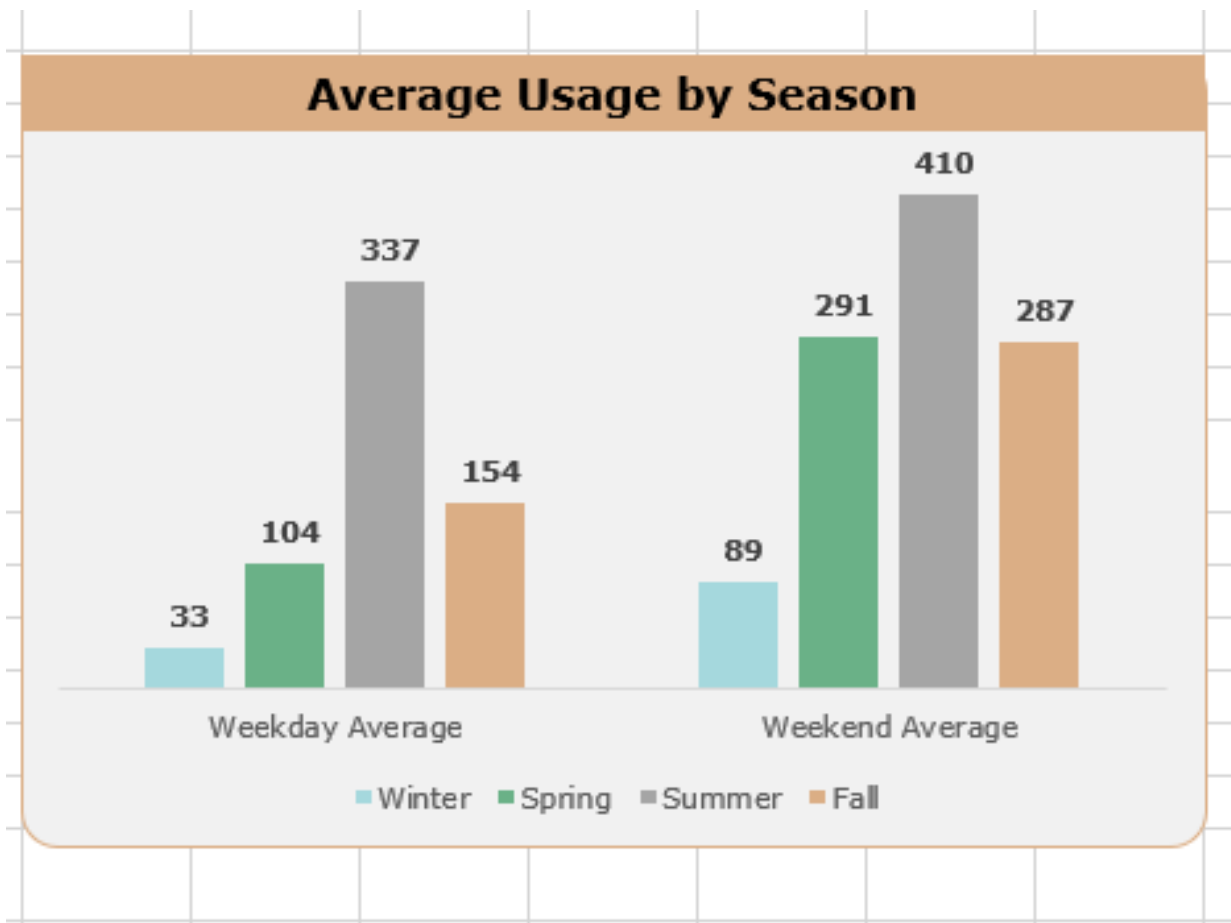
EXHIBIT G

Lake Wobegon Trail Counts



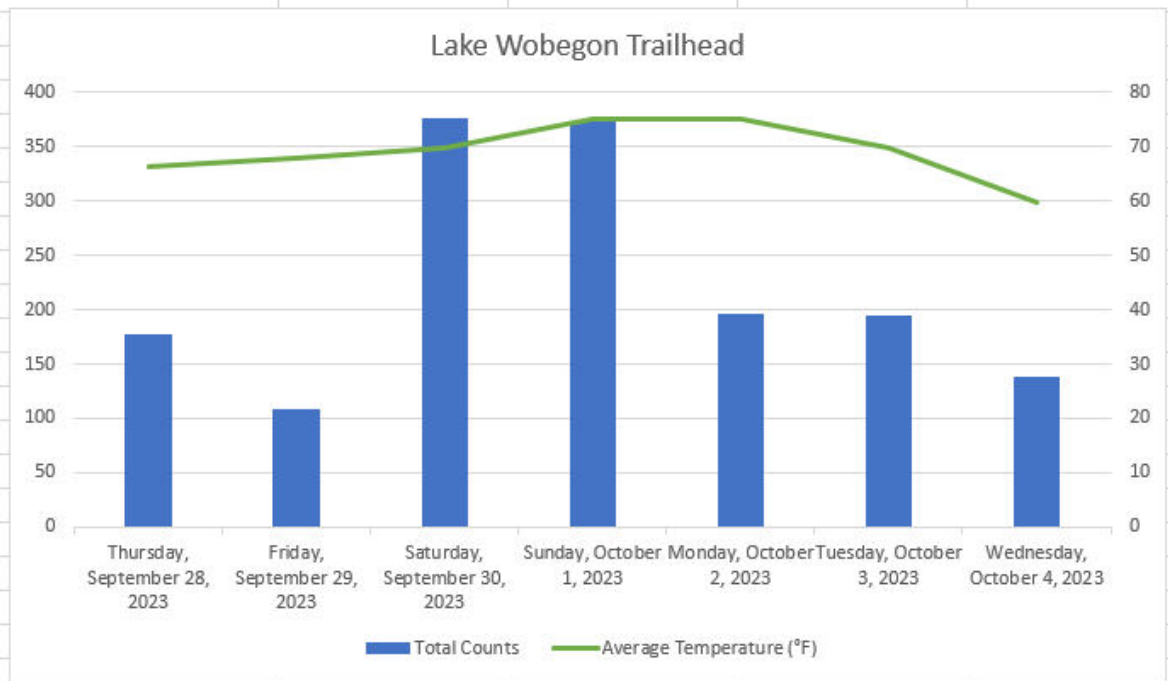
EXHIBIT G

Lake Wobegon Trail Counts

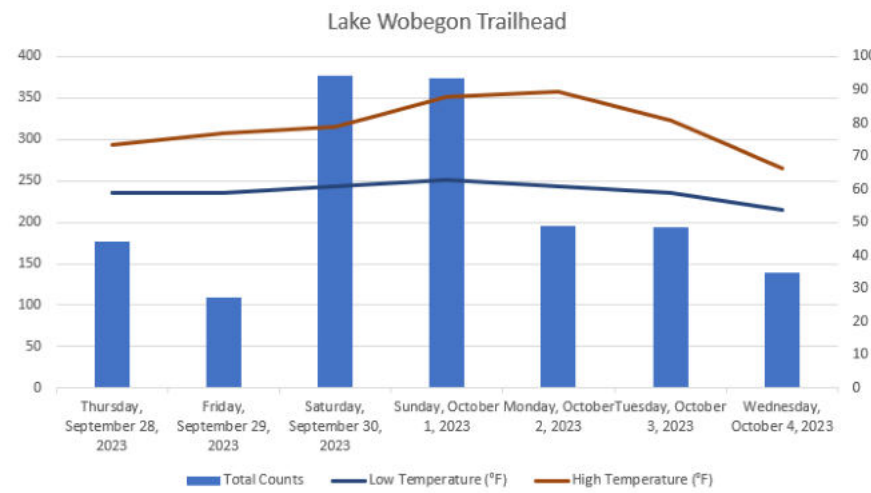


| Totals | | | | | | | | | | |
|-----------------|-----------------------|----------------|-----------------|-------------------|------------------|----------------|------------------|----------------|-----------------|-----------------|
| Season Averages | Average (of one week) | Monday Average | Tuesday Average | Wednesday Average | Thursday Average | Friday Average | Saturday Average | Sunday Average | Weekday Average | Weekend Average |
| Winter | 344 | 29 | 19 | 36 | 42 | 40 | 96 | 83 | 33 | 89 |
| Spring | 1,099 | 93 | 154 | 60 | 83 | 128 | 378 | 203 | 104 | 291 |
| Summer | 2,503 | 374 | 337 | 292 | 301 | 380 | 390 | 431 | 337 | 410 |
| Fall | 1,341 | 173 | 185 | 135 | 173 | 102 | 248 | 325 | 154 | 287 |
| All Seasons | 1,323 | 167 | 174 | 131 | 151 | 159 | 276 | 264 | 157 | 270 |
| Pedestrians | | | | | | | | | | |
| Season Averages | Average (of one week) | Monday Average | Tuesday Average | Wednesday Average | Thursday Average | Friday Average | Saturday Average | Sunday Average | Weekday Average | Weekend Average |
| Spring | 1,348 | 67 | 151 | 45 | 90 | 174 | 630 | 193 | 105 | 411 |
| Summer | 1,120 | 192 | 147 | 117 | 132 | 160 | 173 | 200 | 150 | 186 |
| Fall | 555 | 75 | 72 | 73 | 71 | 60 | 88 | 115 | 70 | 102 |
| All Seasons | 968 | 121 | 119 | 81 | 101 | 119 | 257 | 170 | 108 | 214 |
| Bicyclists | | | | | | | | | | |
| Season Averages | Average (of one week) | Monday Average | Tuesday Average | Wednesday Average | Thursday Average | Friday Average | Saturday Average | Sunday Average | Weekday Average | Weekend Average |
| Spring | 472 | 48 | 54 | 34 | 63 | 64 | 100 | 110 | 52 | 105 |
| Summer | 1,530 | 227 | 203 | 201 | 169 | 228 | 242 | 260 | 206 | 251 |
| Fall | 786 | 98 | 112 | 62 | 102 | 42 | 160 | 210 | 83 | 185 |
| All Seasons | 998 | 135 | 136 | 110 | 124 | 119 | 171 | 203 | 125 | 187 |

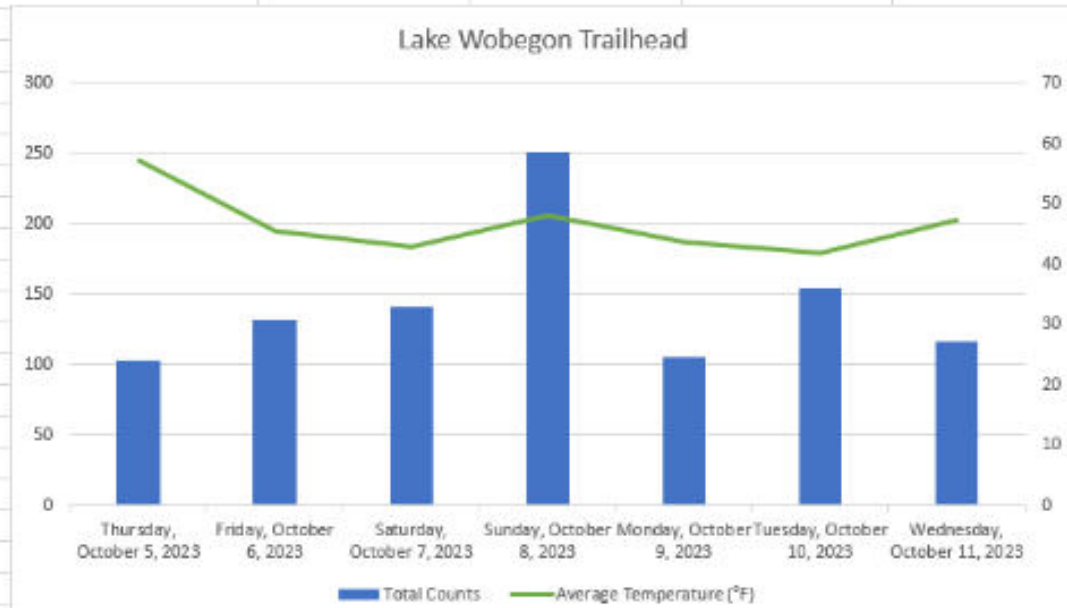
| Time | Total Counts | Walking | Bicycle | In (East toward College Ave N) |
|------------------------------|--------------|------------|-------------|--------------------------------|
| Thursday, September 28, 2023 | 177 | 71 | 106 | 84 |
| Friday, September 29, 2023 | 109 | 70 | 39 | 51 |
| Saturday, September 30, 2023 | 377 | 83 | 294 | 188 |
| Sunday, October 1, 2023 | 374 | 98 | 276 | 189 |
| Monday, October 2, 2023 | 196 | 57 | 139 | 101 |
| Tuesday, October 3, 2023 | 194 | 82 | 112 | 95 |
| Wednesday, October 4, 2023 | 139 | 88 | 51 | 78 |
| Total | 1566 | 549 | 1017 | 786 |



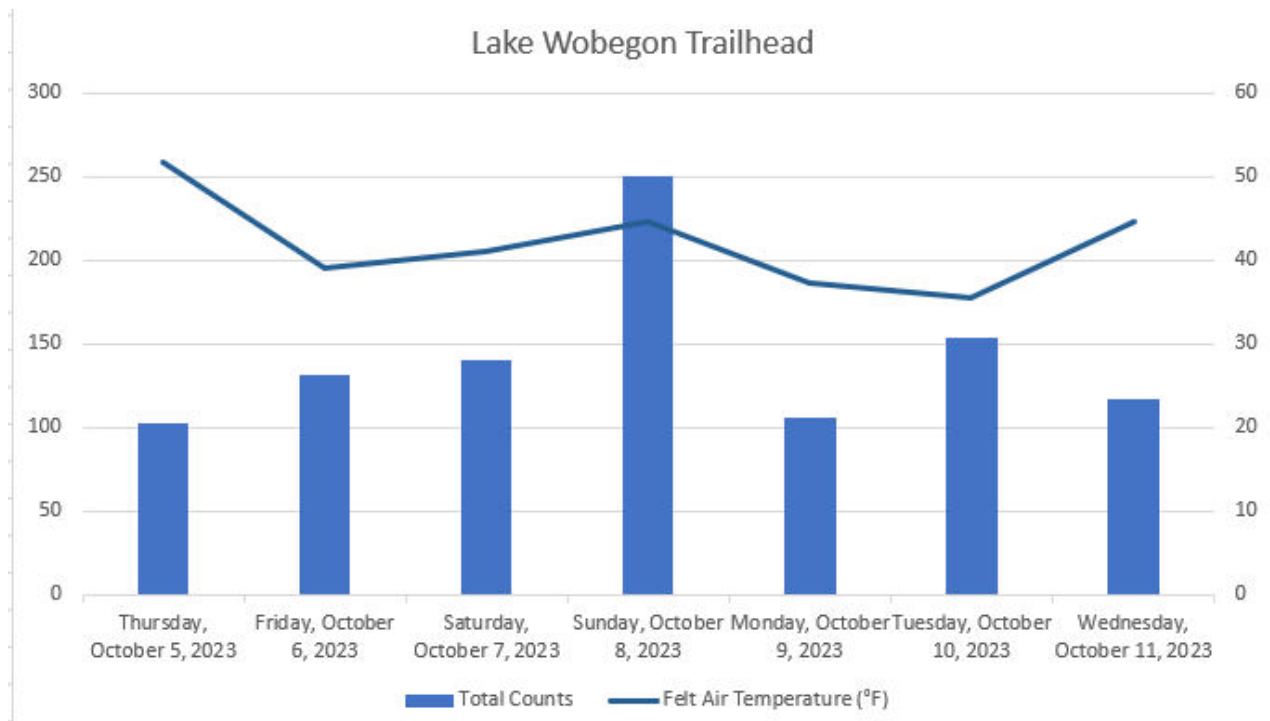
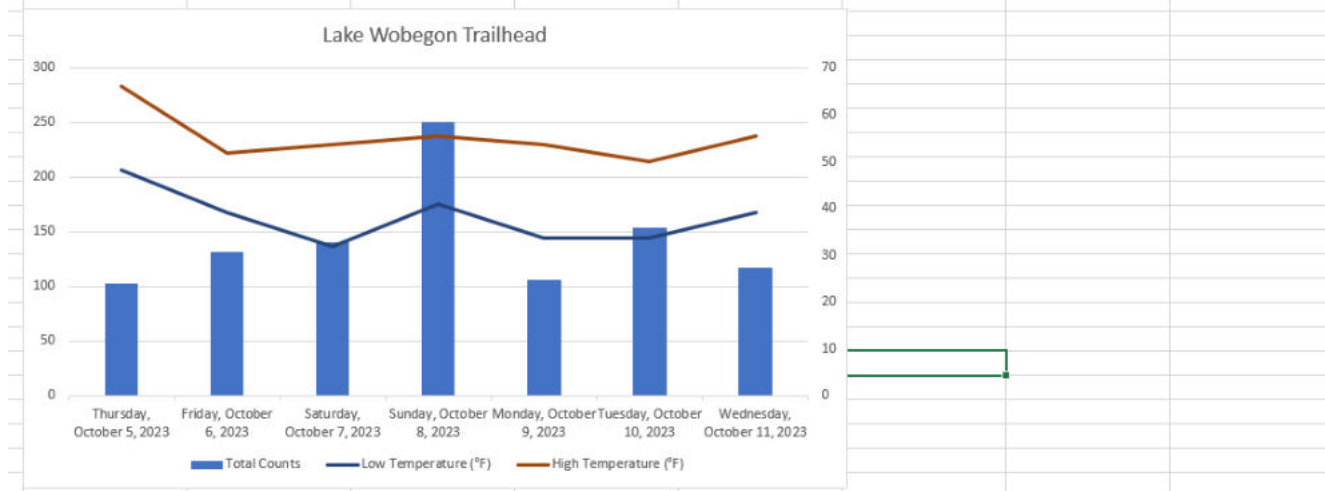
| F | G | H | I | J | K | L | M |
|------------|--------------------------|----------------------|-----------------------|--------------|-----------------|---------------------------|-----------------|
| Out (West) | Average Temperature (°F) | Low Temperature (°F) | High Temperature (°F) | Humidity (%) | Cloud Cover (%) | Felt Air Temperature (°F) | Rainfall (inch) |
| 93 | 66.2 | 59 | 73.4 | 83 | 68 | 62.6 | 0 |
| 58 | 68 | 59 | 77 | 87 | 61 | 64.4 | 0.3 |
| 189 | 69.8 | 60.8 | 78.8 | 86 | 50 | 68 | 0.6 |
| 185 | 75.2 | 62.6 | 87.8 | 73 | 31 | 75.2 | 0.1 |
| 95 | 75.2 | 60.8 | 89.6 | 53 | 14 | 75.2 | 0 |
| 99 | 69.8 | 59 | 80.6 | 62 | 52 | 71.6 | 0 |
| 61 | 59.9 | 53.6 | 66.2 | 77 | 57 | 59 | 0.5 |
| 780 | | | | | | | |
| | | | | | | | |
| | | | | | | | |

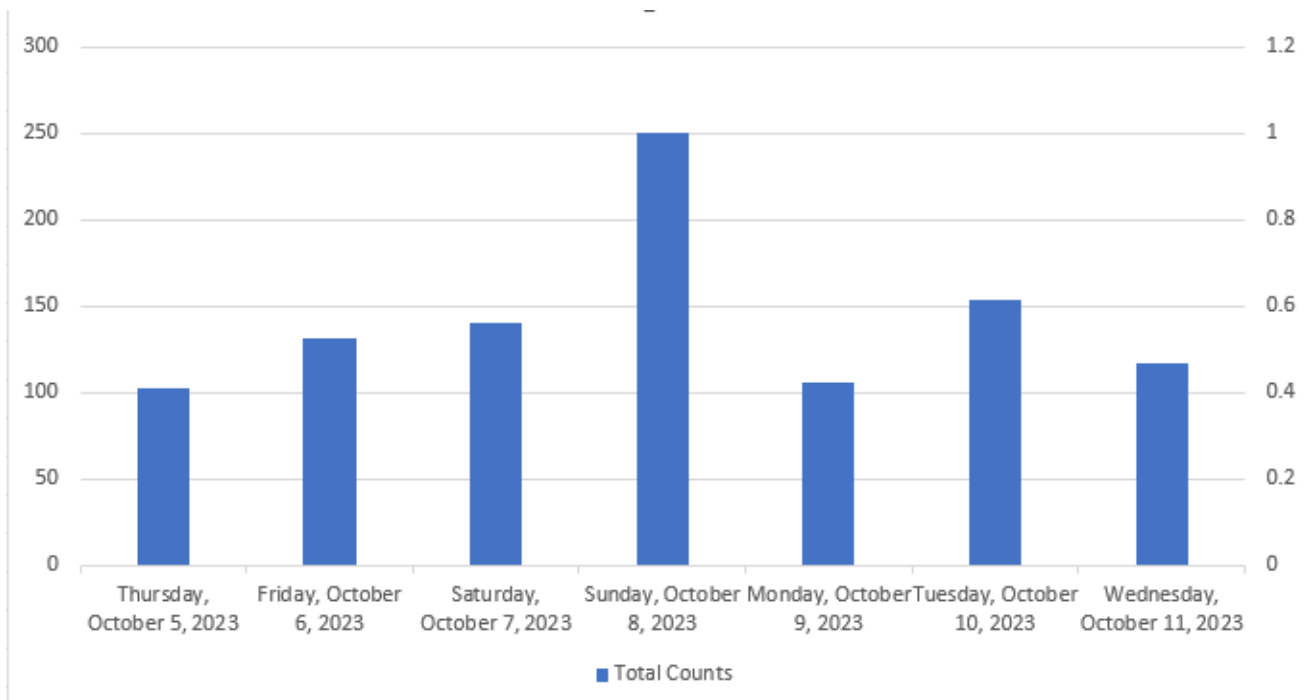


| Time | Total Counts | Walking | Bicycle | In (East toward College Ave N) |
|-----------------------------|--------------|------------|------------|--------------------------------|
| Thursday, October 5, 2023 | 103 | 51 | 52 | 53 |
| Friday, October 6, 2023 | 132 | 104 | 28 | 66 |
| Saturday, October 7, 2023 | 141 | 79 | 62 | 77 |
| Sunday, October 8, 2023 | 251 | 104 | 147 | 119 |
| Monday, October 9, 2023 | 106 | 59 | 47 | 54 |
| Tuesday, October 10, 2023 | 154 | 74 | 80 | 80 |
| Wednesday, October 11, 2023 | 117 | 68 | 49 | 56 |
| Total | 1004 | 539 | 465 | 505 |



| | Out (West) | Average Temperature (°F) | Low Temperature (°F) | High Temperature (°F) | Humidity (%) | Cloud Cover (%) | Felt Air Temperature (°F) | Rainfall (inch) |
|----|------------|--------------------------|----------------------|-----------------------|--------------|-----------------|---------------------------|-----------------|
| 3 | 50 | 57.2 | 48.2 | 66.2 | 63 | 47 | 51.8 | 0.1 |
| 6 | 66 | 45.5 | 39.2 | 51.8 | 74 | 76 | 39.2 | 0.1 |
| 7 | 64 | 42.8 | 32 | 53.6 | 63 | 59 | 41 | 0 |
| 9 | 132 | 48.2 | 41 | 55.4 | 59 | 60 | 44.6 | 0 |
| 4 | 52 | 43.7 | 33.8 | 53.6 | 61 | 15 | 37.4 | 0 |
| 10 | 74 | 41.9 | 33.8 | 50 | 66 | 33 | 35.6 | 0 |
| 6 | 61 | 47.3 | 39.2 | 55.4 | 67 | 57 | 44.6 | 0 |
| 15 | 499 | | | | | | | |





| Totals | | | | | | | | | | |
|-----------------|-----------------------|----------------|-----------------|-------------------|------------------|----------------|------------------|----------------|-----------------|-----------------|
| Season Averages | Average (of one week) | Monday Average | Tuesday Average | Wednesday Average | Thursday Average | Friday Average | Saturday Average | Sunday Average | Weekday Average | Weekend Average |
| Winter | 344 | 29 | 19 | 36 | 42 | 40 | 96 | 83 | 33 | 89 |
| Spring | 1,099 | 93 | 154 | 60 | 83 | 128 | 378 | 203 | 104 | 291 |
| Summer | 2,503 | 374 | 337 | 292 | 301 | 380 | 390 | 431 | 337 | 410 |
| Fall | 1,341 | 173 | 185 | 135 | 173 | 102 | 248 | 325 | 154 | 287 |
| All Seasons | 1,323 | 167 | 174 | 131 | 151 | 159 | 276 | 264 | 157 | 270 |
| Pedestrians | | | | | | | | | | |
| Season Averages | Average (of one week) | Monday Average | Tuesday Average | Wednesday Average | Thursday Average | Friday Average | Saturday Average | Sunday Average | Weekday Average | Weekend Average |
| Spring | 1,348 | 67 | 151 | 45 | 90 | 174 | 630 | 193 | 105 | 411 |
| Summer | 1,120 | 192 | 147 | 117 | 132 | 160 | 173 | 200 | 150 | 186 |
| Fall | 555 | 75 | 72 | 73 | 71 | 60 | 88 | 115 | 70 | 102 |
| All Seasons | 968 | 121 | 119 | 81 | 101 | 119 | 257 | 170 | 108 | 214 |
| Bicyclists | | | | | | | | | | |
| Season Averages | Average (of one week) | Monday Average | Tuesday Average | Wednesday Average | Thursday Average | Friday Average | Saturday Average | Sunday Average | Weekday Average | Weekend Average |
| Spring | 472 | 48 | 54 | 34 | 63 | 64 | 100 | 110 | 52 | 105 |
| Summer | 1,530 | 227 | 203 | 201 | 169 | 228 | 242 | 260 | 206 | 251 |
| Fall | 786 | 98 | 112 | 62 | 102 | 42 | 160 | 210 | 83 | 185 |
| All Seasons | 998 | 135 | 136 | 110 | 124 | 119 | 171 | 203 | 125 | 187 |

EXHIBIT H

LETTERS OF SUPPORT



12/06/2023

RE: Letter of Support for the Development of St. Joseph's Downtown Synergy Connection project

To whomever it may concern,

Our names are Craig and BriAnne Hern and we own property identified as 13 2nd Ave NW. The property we own is adjacent to the city of St. Joseph's proposed Downtown Synergy Connection project. We extend our support for this project and support to the sidewalk connection adjacent to property we own.

This project will significantly enhance the safety of non-motorized transportation users and result in providing direct connections from our property to other destinations throughout the city.

With regards,

Craig and BriAnne Hern
447 12th Ave SE, St Joseph, MN 56374
craighern@houseofhern.com
briannehern@houseofhern.com
320-557-8086



12/4/2023

RE: Letter of Support for the Development of St. Joseph's Downtown Synergy Connection project

To whomever it may concern,

My name is Adam Weber and I own property identified as 11 Date St E, St. Joseph, MN. The property I own is adjacent to the city of St. Joseph's proposed Downtown Synergy Connection project. I'm extending my support for this project and support to the Wobegon Trail connection adjacent to the property I own.

This project will significantly enhance the safety of non-motorized transportation users and result in providing direct connections from my property to other destinations throughout the city.

With regards,

A handwritten signature in black ink, appearing to read 'Adam Weber', is written over a horizontal line.

Adam Weber, Co-Founder of Obbink

11 Date St E, St. Joseph, MN, 55358

adam@obbinkdistilling.com

320-491-4778



JODI L. TEICH, P.E.
Highway Engineer

MICHAEL DECKER, P.E.
Asst. Highway Engineer

MATT ZINNIEL
Maintenance Superintendent

COUNTY OF STEARNS

Department of Highways
PO Box 246 • St Cloud, MN 56302
(320) 255-6180 • FAX (320) 255-6186

December 22, 2023

RE: City of St. Joseph Downtown Synergy Connection Project

To Whom It May Concern:

Stearns County would like to express its strong support for the city of St. Joseph's application for Transportation Alternatives funding for its Downtown Synergy Connection project. Two of the proposed improvement locations (along College Avenue) are within county right of way.

The county encourages accommodating all modes of transportation along all of its projects with its project partners. The connections proposed by St. Joseph will ensure non-motorized roadway users can travel safely throughout the city. The proposed sidewalk connection along the east side of County Road 121 will better direct pedestrians to, and promote the use of, marked crosswalk locations to encourage safer crossings of our county road.

Please feel free to contact me at 320-255-6180, or by email at jodi.teich@stearnscountymn.gov, with any questions.

Sincerely,

Jodi L. Teich, P.E.
Stearns County Engineer



Greater Minnesota Transportation Alternatives Solicitation

(BIKE / PEDESTRIAN GROUPING)

2023/24 Full Application

Funding in year 2028

APPLICANT: City of Sartell

PROJECT: Pinecone Road & 15th Street Pedestrian Improvements

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Notes: The solicitation for Transportation Alternatives funding for the seven-county Twin Cities metropolitan area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties) is conducted by the Metropolitan Council and the Transportation Advisory Board. For more information about the metro area solicitation, visit the [Met Council website](#).

Overview

For the 2023/24 application cycle, MnDOT is conducting a solicitation for Transportation Alternatives (TA) projects. Important eligibility requirements to be aware of are noted below.

- The TA funding available through this solicitation is for project construction in fiscal year 2028. TA funding requires a 20 percent local match. Only projects located outside of the seven-county metropolitan area are eligible for TA funding. Maximum funding awards are set by each Area Transportation Partnership.

See the TA Solicitation Guidebook for more information about the program and additional eligibility requirements.

2023/24 Solicitation Timeline

- **Monday October 2, 2023** – Announce TA solicitation. Open letter of intent period.
- **Friday, November 3rd, 2023** – Deadline for applicants to submit letters of intent.
- **Monday, November 20th, 2023** – Deadline for RDO/MPO/district review of letters of intent. Recommendation to proceed forward with full application given to applicants.
- **Friday, November 24th, 2023** – Official start of full application period.
- **Friday, January 12th, 2024** – Deadline for applicants to submit full applications.
- **Friday, April 12th, 2024** – Deadline for ATPs to select TA projects.

Related Documents/Resources

- **TA Solicitation Guidebook** – includes information related to the overall solicitation process and eligibility requirements for TA funding.
- **Available Environmental Justice (EJ) Tools for answering Criterion #3.**
Detail how this project may adversely impact traditionally underserved or marginally disadvantaged populations including the following: People with Disabilities, Total Percent in Poverty, Percent of People of Color, Youth Population, Elder Population; and Zero Vehicle Households and describe mitigation strategies (if any) to prevent adverse impacts.
 - **MnDOT's Office of Transit and Active Transportation (OTAT)** Suitability for Pedestrian & Cycling Environment (SPACE) analysis tool - <https://mndotspacedev.mn.gov/>
DIRECTIONS:
 - Click on the Layer's graphic (on left side).
 - Click on the "SPACE scored Hexagons."
 - When the hexagons appear, zoom to any area where a proposed project would be, click on it and get the hexagon information, which includes youth population, elderly population, people with disabilities, poverty, etc.

- **U.S. Environmental Protection Agency - EJScreen: Environmental Justice Screening and Mapping Tool | US EPA.**

DIRECTIONS:

- Click on the “*Launch the EJScreen Tool.*” (on right-hand side)
- At the Mapping Tool, Click on the “*Socioeconomic Indicators*” tab to the left of the screen.
- Navigate to the screen location on the map where the project is located.

Transportation Alternatives Full Application

General Information

Notes:

- Applications are reviewed and scored by the Central MN Area Transportation Partnership (ATP-3) Transportation Alternatives (TA) Committee. The 14 TA Committee Members are from a cross-section of the 12 counties located in ATP-3, consisting of state, regional planning organizations, tribal nation, local civil engineers, trails, parks, school districts representation and MnDOT. NOTE: TA Committee members may not be familiar with project details and the local community. Applicants are encouraged to be specific and descriptive in their answers to aid the TA Committee in scoring your application.
- If the overall project contains ineligible elements, please mention the entire project in the brief project description but concentrate the application and budget on the elements that are eligible for the funding you are seeking.
- Sponsoring Agencies, if sponsoring for another project applicant, are advised to have dialog with the project applicant to ascertain the level of commitment by the applicant to follow through on delivery of the project, including the potential use of eminent domain.

Project Information

Name of project: Pinecone Road & 15th Street Pedestrian Improvements

Project is located in which county(ies): Stearns

Brief project description (100 words or less): The project involves construction of a sidewalk and a pedestrian crossing system at a busy intersection for one of the City’s main corridors to allow safe pedestrian travel. The sidewalk would be installed from 15th Street South to Roberts Road along Pinecone Road South. The pedestrian crossing system would include a mast arm for signage and enhanced push button flasher system to safely cross Pinecone Road.

Project applicant: City of Sartell

Previous Application:

- Has this project been previously submitted to the ATP-3 for TA funds and not awarded? ☒ No ☐ Yes
If so, what year(s)? [Click here to enter text.](#)
- Explain if the comments provided to you from ATP-3 have been addressed and describe any other activities that have taken place to advance the project: [Click here to enter text.](#)

Contact Information

Contact person (from applicant agency/organization): Anna Gruber

Mailing address: 125 Pinecone Road North

City: Sartell **State:** Minnesota **Zip:** 56377

Phone: 320-258-7306 **Fax:** n/a **Email:** anna.gruber@sartellmn.com

Sponsoring agency (if different than applicant): N/A

Contact person (from sponsoring agency, if different than applicant): N/A

Project Budget

Notes:

- Identify estimated project costs, using the following budget categories as a guideline. Where appropriate, break down your costs by units purchased. For example: number of acres, cubic yards of fill, etc. Attach additional sheets if necessary.
- Cost estimates are to be submitted in funding year dollars.**

Table A – Eligible Items¹

| Eligible work/construction item | Estimated quantity | Estimated Unit cost | Total cost |
|------------------------------------|--------------------|---------------------|------------|
| See attached budget (Attachment 2) | | | \$791,800 |
| | | | |
| TOTAL TABLE A: | | | \$791,800 |

Table B – Ineligible Items²

| Ineligible work/construction item | Estimated quantity | Estimated Unit cost | Total cost |
|------------------------------------|--------------------|---------------------|------------|
| See attached budget (Attachment 2) | | | \$198,000 |
| | | | |
| TOTAL TABLE B: | | | \$198,000 |

Total Project Budget

- Total cost (**Total Table A + Total Table B**): \$989,800
- Total eligible costs – recommended range \$100,000 to \$800,000 (**Total Table A**): \$791,800
- Applicant's contribution toward eligible TA costs – minimum 20% match required: \$158,360
- Total amount requested in TA funds (**#2 minus #3**): \$633,440

¹ See the [ATP Project Evaluation section](#) of this document for any additional requirements related to project costs.

² Includes Right of Way or Land Acquisition (e.g., appraisal fees, legal fees), Administrative Costs (e.g., preliminary and construction engineering and contingencies).

ATP Project Evaluation

Eligibility

Federal legislation requires that the project be an “eligible activity.” The project must fall within one of the eligible activities listed below. (Check all appropriate categories.)

- ☒ On-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- ☒ Transportation projects to achieve Americans with Disabilities Act of 1990 compliance.
- ☒ Safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- ☐ Conversion and use of abandoned railroad corridors.
- ☐ Construction of turnouts, overlooks and viewing areas.
- ☐ Inventory, control, or removal of outdoor advertising.
- ☐ Historic preservation and rehabilitation of historic transportation facilities.
- ☐ Vegetation management to improve roadway safety, prevent against invasive species and to provide erosion control.
- ☐ Archaeological activities.
- ☐ Environmental mitigation related to storm water management and habitat connectivity.
- ☐ Reduce vehicle-caused wildlife mortality or restore/maintain habitat connectivity.
- ☐ Safe Routes to School (SRTS) project.

Project Information Overview

- Describe why this project is important to your community and quality of life ([elaborate in Criteria #1](#)) and how it will improve existing conditions ([elaborate in Criteria #2](#)) and in safety ([elaborate in Criteria #4](#)) (**Limit to 300 words**): The proposed sidewalk along the west side of Pinecone Road will create vital connections to multiple destinations along the corridor. This connection from residential areas to commercial, office, and employment areas will dramatically increase the quality of life for all residents of Sartell and surrounding communities by offering another safe mode of transportation. Extending the current pedestrian system and connecting residents to commercial business, including a grocery store, restaurants, and retail, as well as to recreation opportunities such as the Sartell Community Center, will increase safety by extending a sidewalk and creating an improved crosswalk where it is currently unsafe;

adding much-needed accessibility to all users. Currently users must navigate across Pinecone Road at 15th Street South which is an uncontrolled intersection with no crosswalk system. The proposed sidewalk extension would allow users to navigate to Roberts Road, which has been determined by public safety and engineering staff to be a safer crossing location due to lane and traffic configurations. The project will also provide an enhanced crosswalk system to cross Pinecone Road at Roberts Road connecting multiple segments of the existing pedestrian system within Sartell as well as to current and future developments along Pinecone Road. The extension would give users the opportunity to cross Pinecone Road, which is a 4-lane high volume and high speed roadway, in a safe manner to access areas which have been unavailable to them due to accessibility and current safety issues.

- Describe the main users by type or classification and the approximate number of users to be served by the proposed project ([elaborate in Criteria #3](#)) (**Limit to 200 words**): Anticipated users will include pedestrians and bicyclists, school-aged children, commuters, and residents with disabilities. An estimated 1,688 residents will benefit directly from these connections, based on US Census block group data for developments adjacent to the proposed improvements. The actual impact is expected to be larger to include users who don't live in the area but are using the larger pedestrian network within the community. Additionally, areas along Pinecone Road continue to develop. Hundreds of single family and multi-family units will be added over the next three to five years with the construction of single-family units, townhomes, and apartments. For example, Milltown Cove is a single-family housing development that is in the final design phase of development, multiple apartment complexes with the Ferche Southwest Plat are in various stages of construction and design, and a new hotel is in the planning phase. The increased availability for development near and adjacent to the Pinecone Road corridor will lead to increases in the number of users served by this proposed project.
- Explain current and future ownership of the property ([elaborate in Criteria #6](#)) (**Limit to 100 words**): The proposed pedestrian system extension from 15th Street South to Roberts Road and proposed crosswalk system will be entirely located within the Pinecone Road right-of-way. Once constructed the trail would be owned and maintained by the City of Sartell as part of their comprehensive pedestrian system operation and maintenance plan.

Evaluation Criteria

Criteria #1 Plan Identification: 20 possible points

Describe the level of identification of your project in one or more regional, tribal, or local plan, which has been adopted by federal, state, regional or local agencies.

- Describe why this project is important to the community through the following means:
 - Explain how the project is either specifically identified in the plan(s) or consistent with these plans and objectives, providing direct reference to specific sections of the plan.
 - Detail the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference.

The project has been identified in multiple regional and local planning documents, including the following:

2019 City Trails Gaps/Crossing Priority List (Attachment 3): During the August 26, 2019 Sartell City Council meeting, the project was identified by the public safety, public works and engineering departments as an area with a significant safety concern and trail gap, making it a top sidewalk priority. Specifically, the Pinecone Road South and 15th Street South intersection was identified as unsafe and a Priority Crossing. A proposed sidewalk was identified west of Pinecone Road South between 15th Street South and Roberts Road. Sartell regularly sends public surveys to its residents to gather input and feedback on the City's pedestrian transportation system. Specifically, the City regularly receives comments and concerns regarding this intersection.

2019 City of Sartell Americans with Disabilities Act (ADA) Transition Plan (Attachment 4): The western intersection at Pinecone Road South and 15th Street South is identified as having noncompliant pedestrian ramps. The project will update the existing pedestrian system and construct new pedestrian ramps to meet ADA standards. Prior to finalizing the ADA Transition Plan, public outreach efforts were completed. Thirteen stakeholder organizations were provided a draft copy of the Plan to provide feedback. Public meetings were held at Central MN Council on Aging (May 15, 2019), Sartell Senior Connections (May 16, 2019), and Stearns County Human Services (June 11, 2019).

2023 Pedestrian Crossing Review (Attachment 5): A 2017 Pedestrians Crossing memo was reviewed at a public meeting with the City Council and updated in 2023. The memo provides recommendations for pedestrian crosswalk treatments at various locations within Sartell. The site is identified as Location 19 in the memo and on the map. The memo states that the location has been reviewed and discussed on multiple occasions. It was determined that directing pedestrian traffic south to Roberts Road to cross Pinecone Road South is the safest option. The city solicits public input through the use of surveys and online comments that can be submitted through the City's website.

FY 2024-2027 Transportation Improvement Program (Attachment 6): The document dated September 21, 2023, prepared by the St. Cloud Area Planning Organization, included a public Transportation Improvement Program (TIP) survey. Fourteen people participated in the survey. The following open-ended question was asked at the end of the survey: "if there was sufficient funding for the City of Sartell to add one project to be considered for future Federal transportation funding opportunities, what project would you add?" A comment was received about needing a roundabout or traffic signal at 15th Street South and Pinecone Road South (page 198), indicating the community sees a need for safety or traffic change at the site.

In addition to the comments received with the 2024-2027 TIP survey, the City has received numerous phone calls and emails expressing concern with the safety of crossing Pinecone Road at 15th Street South and the need for a safer option. A sample of the emails and resident concerns are provided in Attachment 7.

Criteria #2 Connectivity: 20 possible points

Explain the connectivity deficiency of the current facility and how the project will improve (i.e., project removes a barrier and/or provides an important connection near a community center, school, transit facility, etc.).

- Describe how the proposed project will be integrated into the existing local or regional network.
- Document the project area's existing conditions and detail how the project will improve existing conditions for active transportation users.
- If part of a large/regional network, detail how the proposed project will complete or further the completion of the network. For projects furthering the completion of a network, details must be

provided related to the status of the other components including anticipated completion of the full scope of the larger project.

The project will allow students, residents, and visitors a safe option to walk or bike to their destination within the City. There is currently no safe way for pedestrians to cross Pinecone Road South when coming from 15th Street South and the west portion of the community. Completing this sidewalk and pedestrian crossing will connect multiple residential neighborhoods to a retail and commercial hub within the City and the City Community Center.

The project will also connect to the City's overall trail system as users can travel along Pinecone Road South to the Heritage Drive Trail (approximately 0.6 mile north), Scout and Dehler Trail (approximately 0.6 miles south), and navigate from one end of the community to the other. The Pinecone Road Trail is the crown jewel of Sartell's trails and connects to almost every key destination in the Community. This will mean numerous users will have access to and be impacted by this trail extension.

The project will provide a safe way for residents to utilize multiple methods of transportation and help further connect Sartell's vast trail and sidewalk network, creating an environment where non-vehicle travel is encouraged. Currently, a paved trail is located east of Pinecone Road running the entire length of the City, from CR 120 to 35th Street North. This trail connects all areas of the community including multiple schools, retail, commercial, restaurant, parks, public safety facilities and more. The trail is also identified in the APO's Regional Active Transportation Plan as a Regional Bikeway. There is currently no way for residents on the west side of Pinecone Road to access this extensive trail system safely. This project will create that critical connection.

Criteria #3 Bike/Pedestrian Facilities: 15 possible points

Explain the degree to which the proposed project would encourage/facilitate pedestrian and/or bicycle transportation.

- Describe the main users of the proposed project by type (i.e., pedestrians vs. bicyclists) and approximate the anticipated number of users of the facility.
- Using either the SPACE or Justice 40 tool from page 3 and 4, describe how the proposed project will benefit traditionally underserved populations or marginally disadvantaged (people with disabilities, low-income, limited English-speaking capabilities, Black, Indigenous, People of Color (BIPOC), persons under the age of 18 or over the age of 65, households without access to a motor vehicle [zero vehicle households], etc.). Indicate in your response which tool you are using. Detail how this project may adversely impact the traditionally underserved or marginally disadvantaged population and describe mitigation strategies (if any) to prevent adverse impacts.

- Describe the relation to which the project provides access to likely generators of pedestrians and/or bicycle activity. Include distances between likely generators. Provide maps as needed.

The project will include a sidewalk and enhanced pedestrian crossing to connect residents to the City's extensive trail system and various uses throughout the community. Users are anticipated to be a combination of walkers, runners, cyclists, rollerbladers, skateboarders, and scooters. Active transportation counts were conducted between 2019 and 2023 along Heritage Drive, approximately one mile from the project location. The Heritage Drive shared-use path connects Pinecone Road and Roberts Road. In the summer months, this trail sees an average of 90 daily users, with 40% being bicyclists and 60% being pedestrians. Based on similar land use and proximity to this project, the usage pattern is anticipated to be similar.

The city estimates over 1,688 residents will benefit directly from these connections. This estimate is based on US Census statistics for developments west of Pinecone Road and adjacent to the proposed improvements. According to the US Census, of that number an estimated 16.5% are over age 65 and roughly 25.8% are under 18 years old. Development of the residential neighborhoods west of Pinecone Road South began in the mid- 2000s and continue to development at an increasing rate. Development was expected to occur on the north end of the community due to property costs and available land. Over the past ten to 15 years the development has shifted to the west. This crossing which was not expected to have significant pedestrian traffic is now the primary access point from residential and multi-family units to access the rest of the community. Additionally, much of the future residential growth in the community is anticipated to be families with children. Current and future users will see huge safety and convenience benefits of having a safe way to navigate along and across Pinecone Road, as opposed to walking or biking along the shoulder to the roadway. The project will also connect to the City's overall trail system as users can travel along Pinecone Road to almost every key destination in the Community. This will mean numerous users will have access to and be impacted by this trail extension. These improvements will benefit people that may not be able to drive or have access to a vehicle by providing a safe pathway and connection to numerous community amenities, such as schools, businesses, and recreational opportunities. It is not anticipated that these projects will result in adverse impacts to sensitive populations in the community. There are numerous generators of pedestrian and bicyclist activity within the project areas, including neighborhood and regional parks, businesses, and regional trails. The proposed trail will create a vital connection from predominantly residential areas in the South, and West to commercial, office, and employment clusters in the South and East. Specific facilities that will be accessed include Coborn's Grocery Store and Pharmacy (0.5 mile south-southeast), Jack Splash Swim School (0.6 mile south-southeast), multiple restaurants (0.6 mile south-southeast), St. Cloud Financial Credit Union (0.7 mile south-southeast) and other retail businesses are located at the southeastern intersection of Pinecone Road South and Roberts Road. Two Metro Bus Route 32 stops are located at the southeastern intersection of Pinecone Road South and Roberts Road, 0.4 and 0.5 mile south-southeast. Sartell Community Center is located 1.0 mile south of the commercial area along with Chateau Waters senior housing facility (0.9 mile south-southeast). Please see Attachment 8 for an area map of these facilities.

The MnDOT SPACE tool identifies the estimated area of impact with a SPACE score of 39.8. The following flags were identified for this area: youth population, disability, unemployment rate, short commute, transit commuters, walking commuters, biking commuters, no vehicle, K-12 school, and urban area. The tool emphasizes the need for safe paths and trails for commuters and children going to school.

The City does not anticipate that this project will have adverse impacts on these groups and that instead it will have positive safety impacts. The construction of the improvements will increase access for these user groups,

making it easier and safer for them to cross the busy collector road. The installation of the pedestrian crossing system will include modifications to existing infrastructure and will enhance an existing crossing. The crossing will provide a better warning system to vehicle traffic notifying them when pedestrians are crossing the road. This will allow for a safer and more accessible crossing to all user groups. Without this crossing improvement, pedestrian traffic has to navigate 1.0 to 2.0 miles further to be able to cross at a controlled crossing. The City strives to provide equity for all of its residents regardless of age or ability, as identified within the City's Complete Streets Policy, adopted July 23, 2018 (Attachment 9). The City recognizes that not every resident has a motor vehicle, as such, the City strives to provide opportunities for all residents to safely travel to various destinations regardless of age and abilities. This project will help meet the City's Complete Streets Goals by providing a balanced and connected street network, which accommodates all modes of transportation.

The EPA EJScreen Tool identifies that 31% of the households in the project impact area are low income. The EJ Screen Report (Attachment 10) also reflects that 36% of the population in the impact area are 18 or younger and identifies that this area ranks in the 93rd percentile for the State and 91st percentile for the nation for population under age 5. The addition of the sidewalk and crossing improvements will increase safety and access to the nearby grocery store and pharmacy, Coborn's, as well as other commercial businesses for people to walk or bike for shopping or work. The connection also helps young residents safely access schools, the Sartell community Center and recreation opportunities in the community. The sidewalk and crossing will allow access to the existing trail system along Pinecone Road, which extends the entire north-south length of the City. The trail system connects the community center, Coborn's shopping plaza, the public safety facility, city hall, and all five district school buildings.

The City of Sartell is very committed to providing residents with safe, non-motorized transportation options and ensuring connectivity throughout the community. This is something residents consistently rank as a high priority and it is even more important for many of the households in this impact area, including people with a disability, children, those without access to a vehicle, and people with low to moderate income. Having a safe way to walk or bike to work, school, shopping, and recreation opportunities helps our residents in their daily lives, particularly when they don't have another option. For those who do have one or more vehicles, a robust network of trails and sidewalks, with safe crossing points at major roadways, encourages them to walk or bike to their destination.

Criteria #4 Safety: 15 possible points

Explain the safety impacts of your project for potential users.

- Describe the existing conditions of the corridor for the proposed facility in terms of active transportation user safety.
 - Provide documentation of crash history (fatal/serious injury) if available or potential for fatal/serious injuries.
- Detail the safety components of this proposed project (i.e., grade separated facility, protected bike lanes, rectangular rapid flash beacons (RRFB), leading pedestrian intervals (LPI), marked crosswalks, traffic calming features, lighting, and other safety related infrastructure or providing for the collection of data).
- Explain how this project safely integrates with other modes of transportation.

Currently, the trail and sidewalks system at the intersection of 15th Street South and Pinecone Road end with no safe way to cross Pinecone Road to access the City's current and extensive pedestrian system. Due to the lack of a crossing system and pedestrian path on the west side of Pinecone Road South, users are forced to walk on the road or unsafely cross Pinecone Road South. In order to cross Pinecone Road and access the existing trail system, pedestrians have to navigate across 4-lanes of traffic on the 45 miles per hour (mph) minor arterial roadway, making it an unsafe and dangerous crossing. Due to these characteristics, the city completed a preliminary assessment of the crossing. The engineering department and the police department worked together to assess the traffic loads, traffic speed, and road geometrics of the crossing. It was concluded that the safest location for pedestrians to cross Pinecone Road South is at Roberts Road. The proposed project will allow pedestrians to navigate from 15th Street South along Pinecone Road to safely cross at Roberts Road. In addition to the assessment, the City has received multiple resident concerns and complaints about the crossing. Some of the most recent include the following citizen concerns that were sent the City regarding the safety of the intersection (Attachment 7):

- Concern #1: On July 18, 2023, a citizen asked for "safe crossing" at 15th Street South and Pinecone Road South. The citizen stated that there is no way to walk south on Pinecone and "someone could get killed crossing Pinecone."
- Concern #2: On September 11, 2023, a citizen requested a crosswalk at 15th Street South and Pinecone Road South and stated that the location is "such a death trap."

These are just a sample of the many concerns residents have expressed to the city. By constructing a sidewalk on the west side of Pinecone Road South, pedestrian and bicycle traffic from 15th Street South would be directed to Roberts Road to cross Pinecone Road South. A crossing at Roberts Road was determined to be safer due to the road and lane configuration, roadway alignment and intersection significance. The pedestrian crossing at Roberts Road would include an enhanced push button flasher system, overhead mast arm, and pedestrian islands to help navigate across the busy and wide Pinecone Road.

Constructing the trail on the west side of Pinecone Road allows for a crossing of Pinecone at Roberts Road which will greatly improve the safety of our community's most vulnerable users, including children under the age of 18, residents over the age of 65, residents with disabilities, and people without access to a vehicle. Presently the City does not recommend users cross Pinecone Road or to travel along this stretch of roadway due to no shoulder on the roadway. The natural curve of the roadway is also cause for concern. The proposed crosswalk enhancements will give residents greater confidence and sense of safety while crossing highly traveled intersections. The crosswalk enhancements will include painted crosswalks, ADA accessible curb ramps, mast arm with signage and flasher warning system.

Criteria #5 Feasibility: 20 possible points

Explain the feasibility of the project

- Explain your 20-year maintenance plan and any maintenance agreements that will be required with other agencies in your proposed project. Include how many months per year this project will be available for use in your response.
- Describe the extent of project development completed to date.

- Address any issues, environmental concerns, property ownership issues or design challenges. Include any pertinent excerpts from completed feasibility documentation (e.g., scoping study, preliminary engineering, etc.) for the project.
- Describe the environmental path you intend to follow. Identify and explain if you are aware of any needed permits.
- Explain how your agency will provide the necessary local match to leverage the federal TA program funds requested and cover any additional (or ineligible) costs required for the completion of your project.
- Applicants may be asked to provide additional documentation following application submittal.

The City of Sartell is committed to maintaining the project for more than 20 years. Maintenance of the Pinecone Road sidewalk will include regular concrete repairs to ensure the longevity of the investment. Maintenance of sidewalks and trails within the city is part of the annual budget and public works schedule and is done through a combination of a standard timeline, along with visual inspections to determine the need for concrete repairs. The Pinecone Road sidewalk segment will be maintained year-round to ensure pedestrians and bicyclist have a safe pathway. This project is included in planning documents to connect residents to a safe crossing and the community fully supports addressing the safety issue of crossing at 15th Street South and ensuring a more complete network within the City. While final design is not yet completed for this sidewalk segment, the design will be consistent with the city design standards and can be completed in a timely manner. No environmental concerns, property ownership issues, or design challenges are anticipated for any portion of the project. No environmental permits will be needed, however, a City of Sartell Land Disturbance permit and an NPDES Construction permit will be obtained. Local matching funds, including funds to cover 20% of the construction cost and 100% of the ineligible costs will be provided through regional sales tax proceeds.

Criteria #6 Right of Way: 10 possible points

Describe the status of right-of-way acquisition

- If right of way is needed, describe the process you plan to follow for acquisition.
- If applicable, be sure to include in your response the status of interagency agreements or permits, status of funds for purchasing right-of-way, and any work that requires collaboration with rail.
- If working with rail, provide details of negotiations, estimated completion date and any supporting documentation.

The project will be fully located within the City's existing Pinecone Road right-of-way. No additional property or easements will be needed.

Sponsoring Agency Resolution



Please see Attachment 11 for the sponsoring agency resolution that agrees to maintain the facility.

Application Checklist

This section is required for all applicants.

- ☒ Letter of intent was reviewed, and Regional Planner approved the applicant complete the full application.
- ☒ Applicant and sponsoring agency have read and are fully aware of the requirements described in the *TA Solicitation Guidebook*.
- ☒ General Information section completed.
- ☒ Project Budget section completed. TA Program applicants in ATP-3 have a minimum eligible project cost of \$100,000 and a maximum request of \$800,000.
- ☒ ATP Project Evaluation section completed.
- ☒ Sponsoring Agency Resolution completed.
- ☒ Resolution Agreeing to Maintain Facility completed.
- ☒ Required Signatures have been obtained.

Required attachments for Applicants requesting TA Program funds

- ☒ Legible project location map showing project termini and featured locations described in the narrative portion of the application.

Other enclosures for Applicants requesting TA Program funds

- ☒ Documentation of financial support (letters, agreements, etc.).
- ☒ Documentation of plans and public participation.
- ☒ Project schedule.
- ☒ Maps, graphics, photos, typical sections.

Application Submittal


- ☒ Applicant is seeking TA Program funds and submitted, **by January 12, 2024**, 15 hard copies and 1 electronic version of the application to:

Jeff Lenz
 MN Department of Transportation
 District 3 – Baxter
 7694 Industrial Park Road, Baxter, MN 56425
 218/828-5808

Email: Jeff.Lenz@state.mn.us

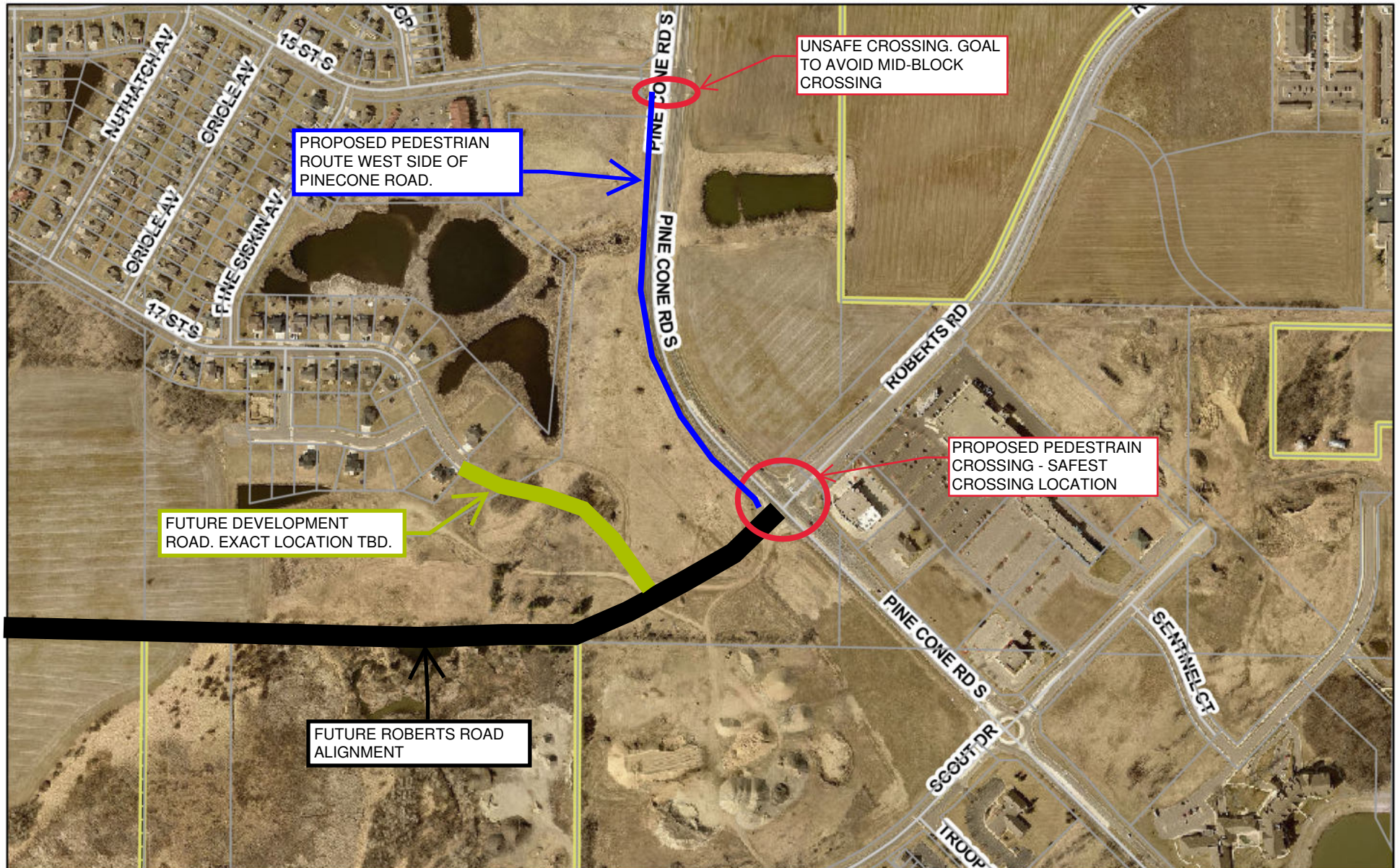
Signatures

Notes: Signatures are required from the following – project applicant; sponsoring agency engineer, if different than the project applicant; a representative of the local unit of government in which the project is located; and the MPO Executive Director, if the project is located in a MPO area.

| | |
|--|----------------------|
|  | 1.8.24 |
| (Applicant Signature) | (Date) |
|  | 1/8/2024 |
| (Sponsoring Agency Engineer Signature) | (Date) |
|  | 1.8.24 |
| (Local Unit of Government Signature) | (Date) |
|  | Jan. 10, 2024 |
| (If in MPO area, signature of MPO Executive Director) | (Date) |

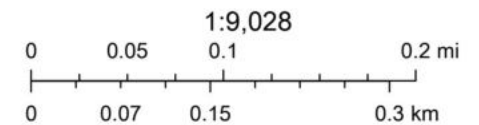
Attachment 1

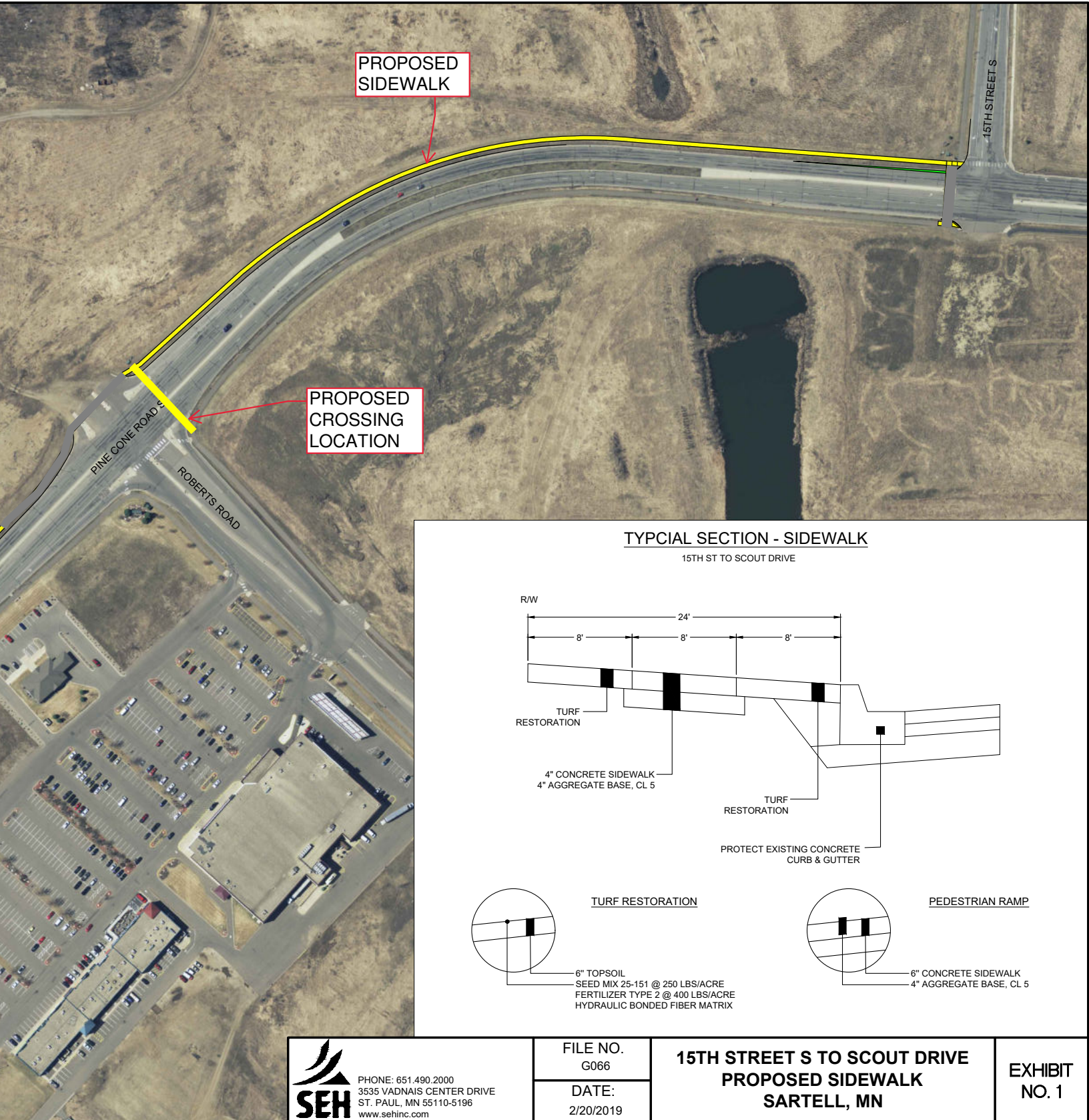
Project Maps



9/11/2023, 11:32:39 AM

Parcels December 2022 - Stearns County Parcels





SEH
 PHONE: 651.490.2000
 3535 VADNAIS CENTER DRIVE
 ST. PAUL, MN 55110-5196
 www.sehinc.com

FILE NO.
G066

DATE:
2/20/2019

**15TH STREET S TO SCOUT DRIVE
 PROPOSED SIDEWALK
 SARTELL, MN**

**EXHIBIT
 NO. 1**

Attachment 2

Cost Estimate

| OPINION OF PROBABLE CONSTRUCTION COST | | | | | |
|---------------------------------------|---|---------------------|----------------------|--------------|---------------------|
| ITEM NO. | ITEM DESCRIPTION | UNIT OF MEASUREMENT | APPROXIMATE QUANTITY | UNIT PRICE | AMOUNT |
| CONSTRUCTION ESTIMATE | | | | | |
| 1 | MOBILIZATION | LUMP SUM | 1.00 | \$45,000.00 | \$45,000.00 |
| 2 | TRAFFIC CONTROL | LUMP SUM | 1.00 | \$30,000.00 | \$30,000.00 |
| 3 | REMOVE CONCRETE CURB & GUTTER | LIN FT | 160.00 | \$15.00 | \$2,400.00 |
| 4 | SAWCUT CONCRETE PAVEMENT | LIN FT | 70.00 | \$10.00 | \$700.00 |
| 5 | SAWCUT BITUMINOUS PAVEMENT | LIN FT | 184.00 | \$3.00 | \$552.00 |
| 6 | REMOVE BITUMINOUS PAVEMENT | SQ YD | 216.00 | \$15.00 | \$3,240.00 |
| 7 | EXCAVATION COMMON | CU YD | 640.00 | \$20.00 | \$12,800.00 |
| 8 | COMMON EMBANKMENT | CU YD | 320.00 | \$15.00 | \$4,800.00 |
| 9 | BITUMINOUS PATCH SPECIAL - STREET | SQ YD | 216.00 | \$100.00 | \$21,600.00 |
| 10 | CURB AND GUTTER | LIN FT | 160.00 | \$65.00 | \$10,400.00 |
| 11 | 4" CONCRETE SIDEWALK W/ SAND BEDDING | SQ FT | 13,700.00 | \$10.00 | \$137,000.00 |
| 12 | 6" CONCRETE SIDEWALK W/ AGGREGATE BASE (PEDESTRIAN RAMPS) | SQ FT | 740.00 | \$15.00 | \$11,100.00 |
| 13 | TRUNCATED DOMES | SQ FT | 120.00 | \$120.00 | \$14,400.00 |
| 14 | EROSION & SEDIMENT CONTROL | LUMP SUM | 1.00 | \$8,000.00 | \$8,000.00 |
| 15 | TURF RESTORATION | SQ YD | 3,100.00 | \$8.00 | \$24,800.00 |
| 16 | CROSSWALK MARKING - EPOXY | SQ FT | 510.00 | \$18.00 | \$9,180.00 |
| 17 | 24" SOLID LINE MULTI-COMPONENT | LIN FT | 84.00 | \$30.00 | \$2,520.00 |
| 18 | TRAFFIC SIGNAL SYSTEM | LUMP SUM | 1.00 | \$350,000.00 | \$350,000.00 |
| SUBTOTAL CONSTRUCTION | | | | | \$688,500.00 |
| 15% CONTINGENCY | | | | | \$103,300.00 |
| CONSTRUCTION TOTAL | | | | | \$791,800.00 |
| SOFT COSTS | | | | | \$198,000.00 |
| PROJECT TOTAL | | | | | \$989,800.00 |

X:\PT\S\SARTE\COMMON\General Numbers\G0193 2023 TA & AT Grant Applications\2-proj-mgmt\25-cost-est\15th St S and Pinecone Rd.xlsx\Grant Summary

Attachment 3

2019 City Trails Gaps – Crossing Priority List

SARTELL CITY COUNCIL

AGENDA COVER SHEET

| | | |
|---|---|---------------------------------|
| Originating Department: Administration | Meeting Date: August 26, 2019 | Agenda Item No. 2,3,4 |
| Agenda Section: Special Meeting | Item: Special Meeting Agenda Items | |
| <p>BACKGROUND: The special meeting will include a Council discussion on future land use concepts and potential changes; discussion with engineering on current projects and Council priorities; and staff delivery of information still being compiled on community sign options and costs for potential Council decision.</p> <p>ATTACHMENTS: Engineering memo for priorities discussion</p> <p>COUNCIL ACTION REQUESTED: All topics will be discussion only except community sign may need decision in order to get timely repairs made.</p> | | |



Building a Better World
for All of Us®

M M M M M M M

TO: Mayor and Council Members

FROM: Jon Halter, City Engineer
April Ryan

DATE: August 26, 2019

RE: Future Project Overview
SEH No. SARTE General 14.00

The following list of projects is for the council's information and discussion on up-coming projects and future needs to help staff priorities our efforts moving forward. Each project has a brief description and a planning level cost estimate for further discussion and input at the August 26th Council Workshop.

Planned Projects:

2020 East Water Treatment Plant Decommissioning:

As recommended in the Water Comp Plan, and discussed with previous councils; the plan is to decommission the East WTP after the East Reconstruction project is completed. This fall a design of the decommissioning and demolition of the East WTP will need be completed, with the intent to bid the work this winter.

The cost is estimated to be \$1M

2020 City of St. Cloud Reconstruction – Sartell Force Main:

The City of St. Cloud is planning a 2020 Reconstruction project for 25th Avenue. As part of St. Cloud's project, the City of Sartell is looking to remove a portion of the existing force main and utilize the new gravity sewer. We have started working with, and will continue to work with, the City of St Cloud on this project as it pertains to Sartell's force main and Sartell's share of the proposed gravity sanitary sewer.

Sartell's portion of this project is estimated to be \$750k.

2020 Intersection Study of Pinecone Road and 7th Street North:

As discussed with previous councils, the plan has been to study this intersection after the relocation of the High School to consider potential intersection improvements. With the significant traffic pattern changes expected this fall; we have strategically waited to begin this study, so that decisions could be made on real world traffic counts rather than what previously would have been assumptions.

The study will cost approx. \$10k, and will summary any recommended intersection improvements along with associated cost estimates.

2021 County Road 1 (Assessment Project):

Stearns County plans to reconstruct County Road 1 from Sartell Street to 12th Street North in 2021. In conjunction with the County project, the City will need to replace and upsize the water mains and sewer mains along this

Engineers | Architects | Planners | Scientists

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stretch, consider replacing LS #2 and the upstream gravity main (LS #2 to the utility bridge crossing), as well as consider potential sidewalk or trail options thru this corridor.

The utility replacements under County Road 1 along with potential pedestrian improvements are estimated to be \$3.35M. Replacing LS #2 and the upstream portion of gravity main is estimated to be \$1.75M. Project total = \$5.1M. Design is anticipated to start this fall, with a public informational meeting proposed for late September.

2022 19th Avenue South (Assessment Project):

The City of Sartell has received \$1.93M of federal funding for this reconstruction project. The proposed improvements include widening 19th Avenue (County Road 4 to County Road 133) to a 3-lane roadway with an off road bike trail.

The total project cost is estimated to be \$5.5M. Based on the significant right of way impacts on this project, we will be looking to begin the preliminary design this fall. The idea would be to develop the project far enough (topo survey and preliminary road design) to identify the right of way needs so that we can begin meeting with property owners next year.

2022 Heritage Drive Trail:

The City received \$367k of TAP (Transportation Alternated Program) funding to construct and off road trail on the south side of Heritage Drive from Huntington Drive to Amber Avenue South, along with some push button pedestrian crossing systems at Connecticut Ave S. and 7th Ave S.

The total estimated project cost is \$640k.

Recommended Projects:

Water Tower or Ground Storage Tank:

The Water Comp Plan identified a need for additional water storage and the subsequent Water Storage Facility Study identified the desired location as Pinecone Central Park for a 1 Million Gallon water tower or ground storage tank. We are recommending either a composite water tower to minimize future painting costs, or a ground storage tank; but a final determination would be made during the design phase when the pros and cons of each option could be further considered and discussed with the City.

The cost is estimated to be \$3M to \$4M, and takes roughly 2 years from design to installation. The comprehensive plan identified this as a short term need (2018-2020 installation), and therefore we are recommending beginning the design phase of this project within the next 6 months.

North Water Treatment Plant Needs Assessment:

SEH and public works staff is recommending to perform a Needs Assessment of the North WTP. The purpose of a Needs Assignment is to develop an understanding of the current plant condition and capacity in order to develop a maintenance, and if need be -- an expansion plan, that will extend the useful life another 20 years. The product of this effort is a report that provides a "snapshot" summary of the Plant's current conditions and capacity and provides a cost estimate and timeline for any identified maintenance or improvement item to aid the City of Sartell in budgeting, maintaining and optimizing this facility into the future.

Lift Station #1 FM Condition Assessment:

This forcemain has experienced a number of breaks in the past ten years, and considering it is one of the most important pieces of Sartell's infrastructure system; we are recommending performing a condition assessment of the portion of forcemain that is not proposed to be replaced with a gravity main as a part of St Cloud's 2020 25th Avenue North project.

The cost is estimated to be \$100k, and will help us not only confirm the condition of the forcemain, but will also help to focus future replacement efforts.

Ditch Management Plan:

There are several existing ditches within Sartell that are owned and operated by the City. The ditch system is an integral part of the City's conveyance. These ditches require inspection and maintenance to ensure proper function and to prevent flooding. It is recommended that the City develop a ditch management plan. This plan is the first step in keeping ditches in good condition by setting a standard profile and cross-section for each ditch, as well as outline an inspection and maintenance schedule.

The estimated cost to complete a ditch management plan for the City's current 68,700 linear feet of ditch conveyance is \$35K.

Trunk Lift Station and Trunk Utilities:

Future development in the SW area of Sartell as well as the north portion of Sartell will be dependent on the installation of trunk Lift Stations and trunk sewer and water mains. Consideration should be made as to when the city would like to consider these infrastructure investments to open areas up for urban development.

West Side Reconstruction (Assessment Project):

Similar to the East Side, a residential area located on the west side of the Mississippi River is in need of a full reconstruct. Utilities and streets are old and in poor condition. A small portion of the area is being reconstructed with the 2020 SRTS project. The remaining area is shown on the attached street priority map.

The total estimated project cost is \$8.5M.

On-going Projects:

On-Going Curb, and Heaving Culvert Repairs:

Both public works and engineering receive frequent complaints concerns related to cracked or settling curbs, heaving storm sewers, castings that need adjustments, and drainage complaints. We are recommending budgeting some yearly dollar amount to address citizen concerns and repair/replace the most pressing issues. Currently we have worked thru creating rough engineering plans to allow us to get quotes on a number of problem areas identified by resident complaints and staff observations.

On-Going Drainage Improvements:

Both public works and engineering receive frequent complaints concerns related to drainage, storm sewers, and stormwater ponds throughout the city. We are recommending budgeting some yearly dollar amount to address citizen concerns and repair/replace/ improve the most pressing issues.

A couple good examples that were brought to our attention during the large rain events this summer (and have been brought to the city's attention in the past) are Daybreak Lake, Scenic Drive, and the pond system south of Huntington Drive.

Often times, drainage complaints can be resolved with educating the public as to how stormwater ponds and basins function. But a number of the complaints show the need for maintenance or the need for a small construction project to modify the drainage system.

Overlay Projects:

In 2017 a map of Street priorities and estimates was prepared that included a combination of overlays and full depth restorations throughout the City. We completed an overlay project in 2017 and Celebration alley project this year, consideration should be made for continued investments in overlay projects to improve and extend the life of Sartell's roadways. See attached overlay priority map.

2020 Stormwater Pond Inspection & Maintenance/Dredging (and on-going):

As required by the City's MS4 permit, we recently completed an assessment of 29 ponds in the City to help evaluate and prioritize future maintenance efforts. The Surface Water management Plan and our recommendation

Future Project Overview
August 26, 2019
Page 4

is to budget and complete pond inspections annually (MS4 requirement) and complete pond maintenance/dredging projects every other year.

The annual estimated cost to complete pond inspections is \$20K. Estimated cost to complete pond maintenance/dredging is \$200K each year completed. Note however, that dredging cost will vary greatly depending on type of sediment disposal (landfill vs land applied) based on contaminants found in the pond.

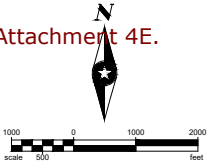
Trail Gap and Trail Priorities:

We have recently identified trail gaps and priorities for staff to focus on for funding applications, and potential additions to future projects. See attached trail/sidewalk priority map.

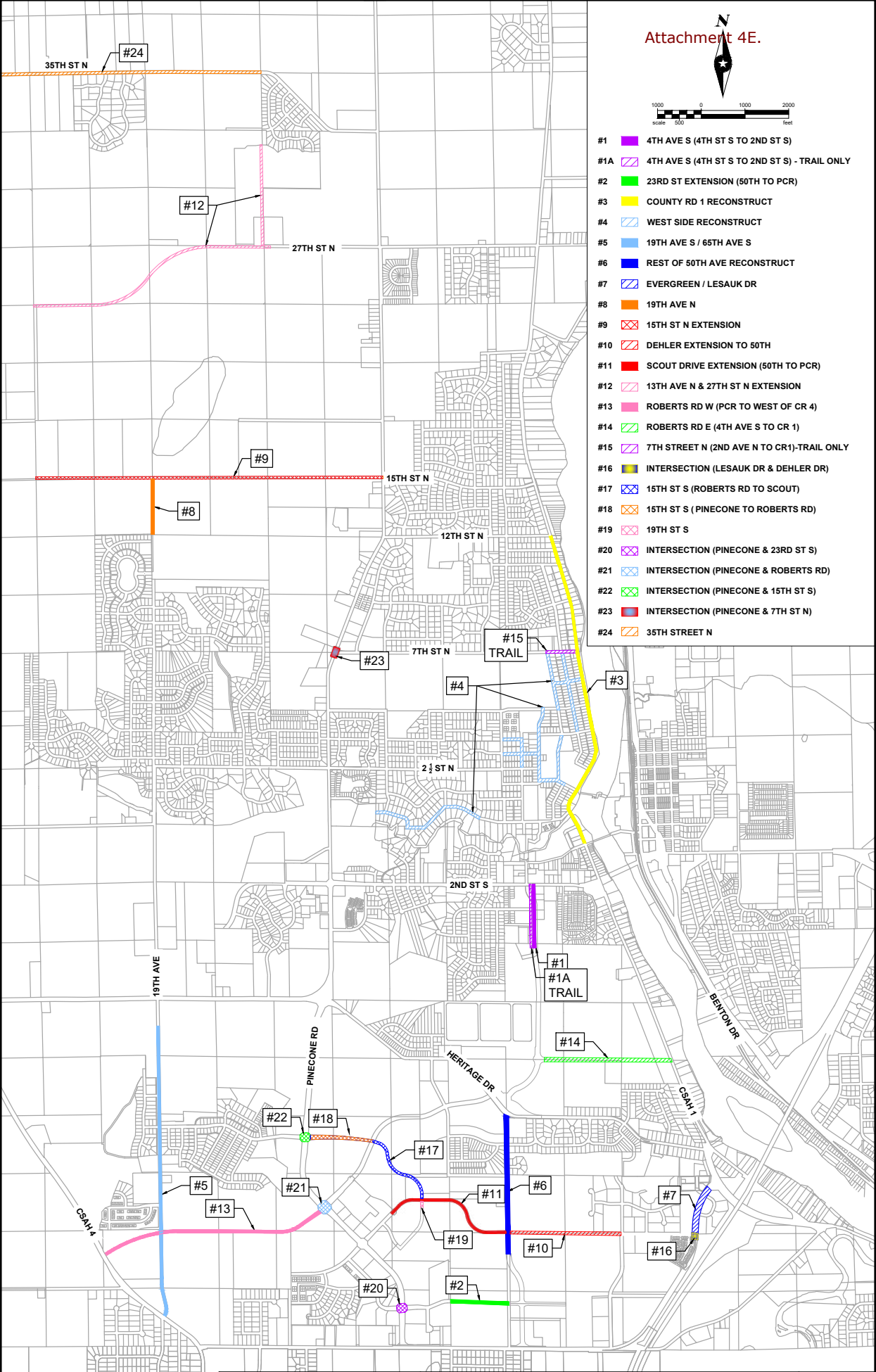
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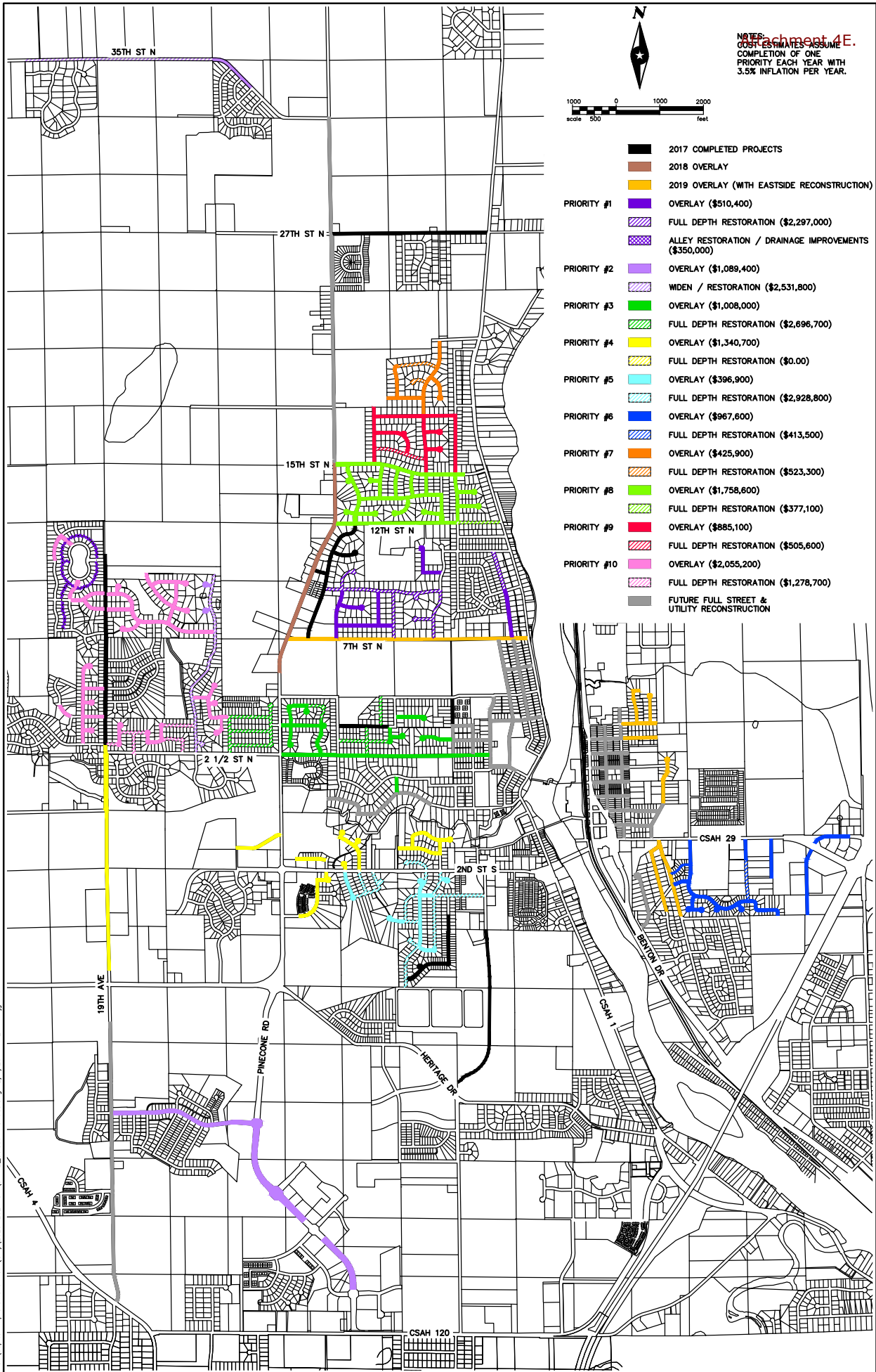
c: April Ryan, SEH
Mary Degiovanni, City of Sartell
Nate Keller, City of Sartell
John Kothenbeutel, City of Sartell

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- #1 4TH AVE S (4TH ST S TO 2ND ST S)
- #1A 4TH AVE S (4TH ST S TO 2ND ST S) - TRAIL ONLY
- #2 23RD ST EXTENSION (50TH TO PCR)
- #3 COUNTY RD 1 RECONSTRUCT
- #4 WEST SIDE RECONSTRUCT
- #5 19TH AVE S / 65TH AVE S
- #6 REST OF 50TH AVE RECONSTRUCT
- #7 EVERGREEN / LESAU DR
- #8 19TH AVE N
- #9 15TH ST N EXTENSION
- #10 DEHLER EXTENSION TO 50TH
- #11 SCOUT DRIVE EXTENSION (50TH TO PCR)
- #12 13TH AVE N & 27TH ST N EXTENSION
- #13 ROBERTS RD W (PCR TO WEST OF CR 4)
- #14 ROBERTS RD E (4TH AVE S TO CR 1)
- #15 7TH STREET N (2ND AVE N TO CR1)-TRAIL ONLY
- #16 INTERSECTION (LESAUK DR & DEHLER DR)
- #17 15TH ST S (ROBERTS RD TO SCOUT)
- #18 15TH ST S (PINECONE TO ROBERTS RD)
- #19 19TH ST S
- #20 INTERSECTION (PINECONE & 23RD ST S)
- #21 INTERSECTION (PINECONE & ROBERTS RD)
- #22 INTERSECTION (PINECONE & 15TH ST S)
- #23 INTERSECTION (PINECONE & 7TH ST N)
- #24 35TH STREET N





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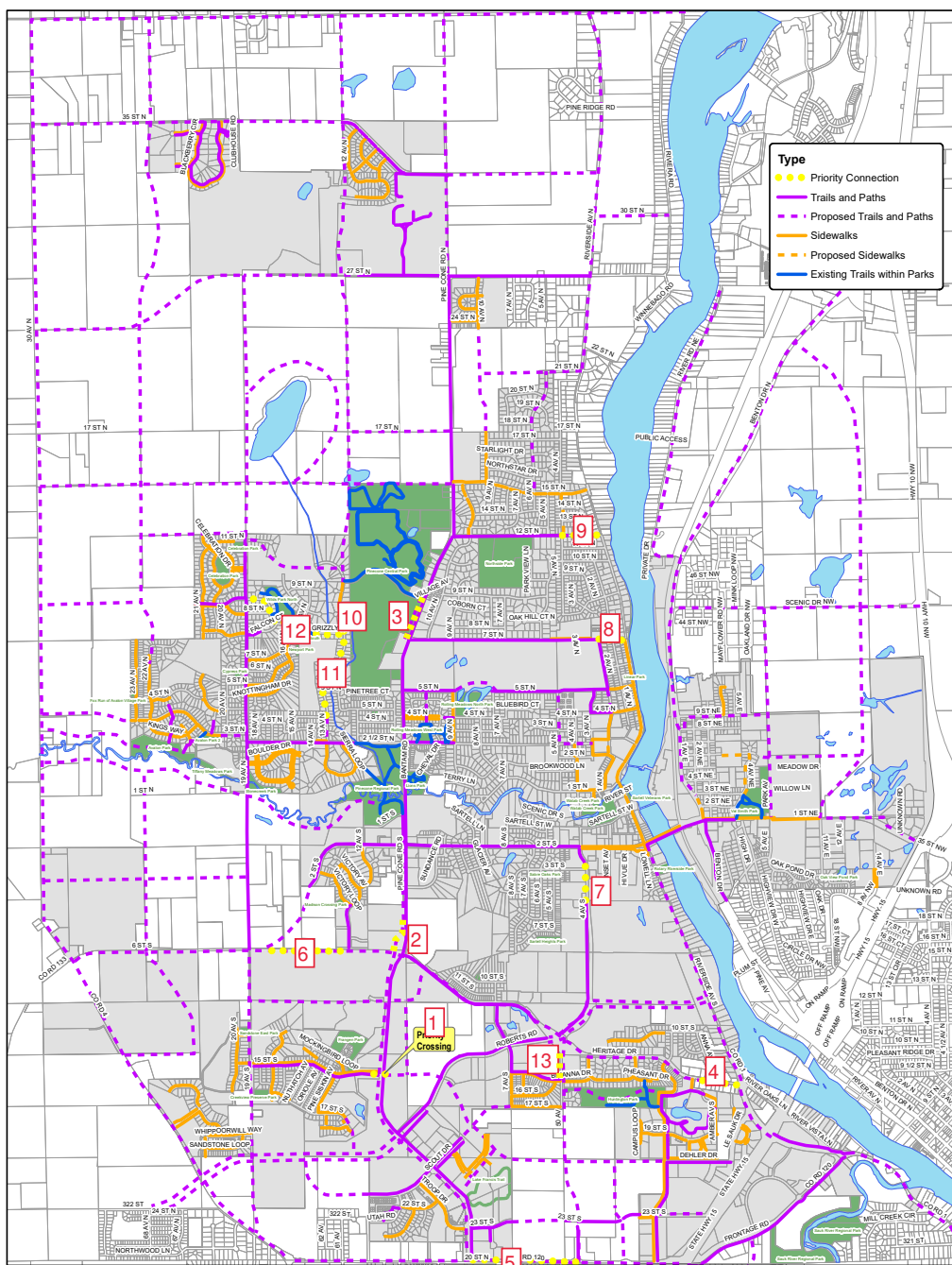


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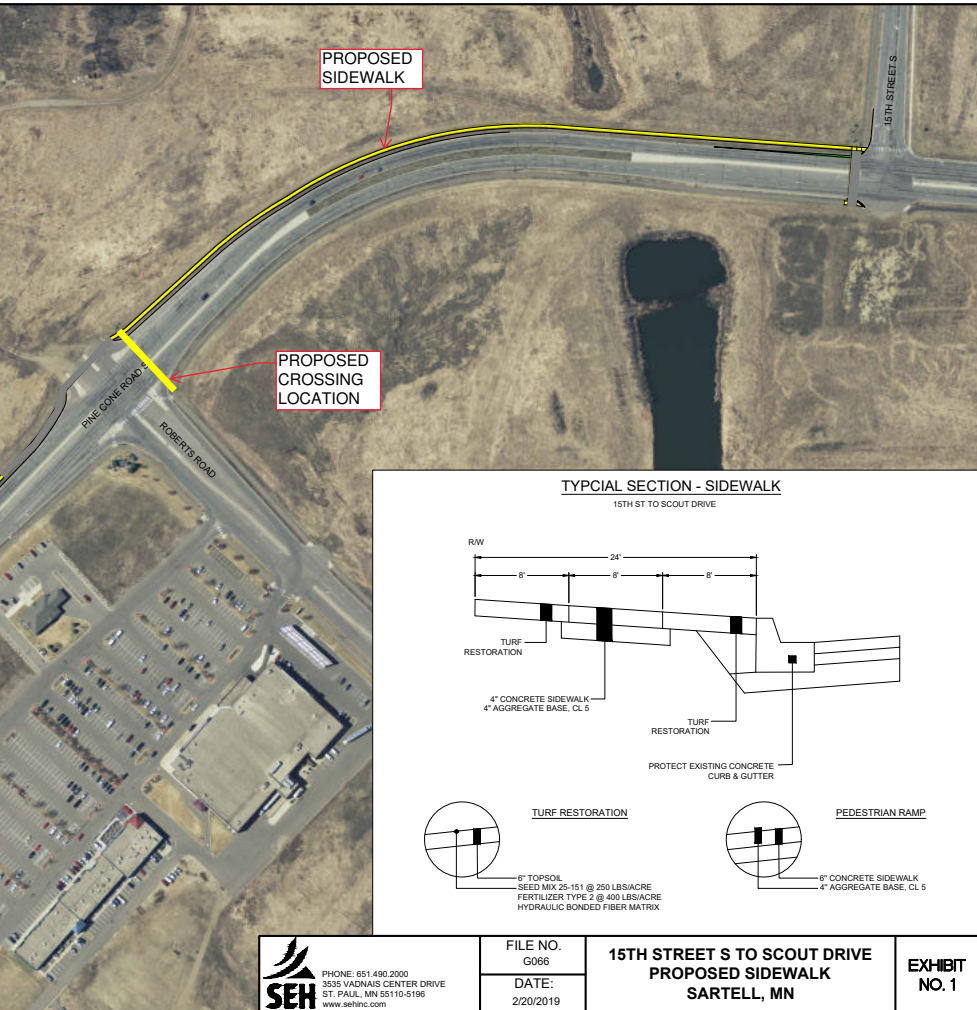
FILE NO.
SARTE 140577
DATE:
12/01/17

**STREET PRIORITIES
SARTELL, MINNESOTA**

**FIGURE
NO. 1**



Attachment 4E.



PHONE: 651.490.2000
3333 VANDANIS CENTER DRIVE
ST. PAUL, MN 55110-5196
www.sehinc.com

FILE NO.
G066

DATE:
2/20/2019

**15TH STREET S TO SCOUT DRIVE
PROPOSED SIDEWALK
SARTELL, MN**

**EXHIBIT
NO. 1**

Attachment 4

2019 Sartell ADA Plan

OVERVIEW

The purpose of this Americans with Disabilities Act (ADA) Transition plan is to evaluate the City's compliance with Title II of the ADA. This report contains findings and recommendations based on the review of accessibility within the public right-of-way, programs, services, activities, building facilities, and events provided. As defined in Title II of the Americans with Disabilities Act, Sartell is a "public entity."

Basic municipal services provided to Sartell residents include but are not limited to: water, sanitary sewer, storm drainage, and police and fire services. City owned buildings and facilities are included in Appendix C.

Most public roadways in Sartell are maintained by the City's Public Works staff. County and State highways within the City are maintained by County and State crews. The roadway section includes pavement, curb/gutter, and sidewalk/trails. An audit of those facilities within City right-of-way is included in Appendix D.

AMERICANS DISABILITIES ACT (ADA) – TITLES 1 AND II

The U.S. Congress signed the ADA in 1990, and it went into effect in 1992. ADA prohibits discrimination against individuals with disabilities in access to jobs, public accommodations, government services, and programs, public transportation, and telecommunications.

Title 1 of the ADA prohibits discrimination by private agencies, state government, local government, employment agencies, and labor unions during the job application process (hiring, firing, procedures, advancement, compensation, job training, and other terms, conditions, and privileges of employment). The City of Sartell is an Equal Employment Opportunity employer and adheres to requirements of Title 1.

Title II of ADA adopts the general prohibitions against discrimination contained in Section 504 of the Rehabilitation Act of 1973, but applies to all state and local governments, regardless of whether or not they receive federal funding. It prohibits the City from denying persons with disabilities the equal opportunity to participate in services, programs or activities, either directly or indirectly through contractual arrangements. Administrative requirements of Title II of the ADA include:

- Designation of an ADA Coordinator (responsible for overseeing Title II compliance)
- Development of ADA grievance/complaint procedure
- Completion of a self-evaluation of facilities, programs, services, and development of a transition plan to identify any accessibility deficiencies
- Development of a transition plan if the self-evaluation identifies any accessibility deficiencies

The City is also required to comply with the requirements of Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color, national origin or gender. This Act does

not pertain to discrimination based on disability and, therefore, is not included in this transition plan.

ADA COORDINATOR

The City Planner assigned to coordinate the self-evaluation and prepare the report also coordinated and worked with other City Staff and SEH (City Consultant Engineer). Staff utilized resources found on the ADA.gov website, and publications such as the ADA Self-Evaluation Tool and the League of MN Cities resources.

Contact information for the ADA Coordinator is:

ADA Coordinator

City of Sartell

125 Pinecone Rd N

Sartell, MN 56377

Phone: (320) 253-2171

GRIEVANCE AND REQUEST PROCEDURE

Grievances or requests can be made in writing and addressed to the ADA Coordinator. Appendix A of this ADA Transition Plan has a copy of the Grievance form. Written Correspondence can be sent to the ADA Coordinator. If an equitable resolution has not been reached an appeal to the City Council can be made. The City also understands the public may prefer to contact department staff informally without filing a grievance form. Members of the public may do this by contacting the ADA Coordinator.

ADA SELF-EVALUATION AND TRANSITION PLAN PROCESS

The City self-evaluated its facilities, programs, and services through a walk-through audit. These components were evaluated with Title II of the ADA.

ADA requires the City to include a list of necessary improvements. These improvements are based on the results of the self-evaluation and should include estimated time frames and costs for each. Estimates were put together to evaluate any recommended changes pertaining to ADA enhancements.

The City prioritizes its ADA improvements based on the criteria outlined below:

1. Level of use
2. Identified complaints
3. Geographic distribution
4. Unique situations (e.g. glaring compliance issues)

As funding is available, the City will bring its facilities into compliance. The following sections and related appendixes highlight in detail the following categories: Infrastructure (streets), public facilities, digital resources (e.g. City website). The next chapter of this plan provides details on public outreach.

INFRASTRUCTURE

During the Summer of 2018, the City worked with its contracted engineering firm (SEH) to perform a complete ADA analysis on all curb ramps/crosswalks in the City. The purpose of the analysis was to identify and prioritize ADA improvements. The findings are documented in Appendix D. Great progress has been made in implementing ADA compliant features through road reconstruction, grant projects, and maintenance activities.

In 2016, the City adopted a Comprehensive Plan which identifies gaps in the City's trail, sidewalk, and bicycle network. These gaps are taken into consideration when new projects are proposed or reconstruction/utility projects occur so ADA improvements can be implemented.

PUBLIC FACILITIES

A "public facility" is defined as any building or facility owned by the City that is open to the public or houses City departments with open public offices. Appendix C outlines the findings conducted in the self-evaluation. The following areas were seen as those with the highest need for ADA enhancements:

PROGRAMS, SERVICES, AND ACTIVITIES SELF-EVALUATION

Customer Service

Recommendations of this Transition Plan include but are not limited to:

- Update interior signage related to accessibility as needed
- Whenever possible make sure that any document sent to a customer as an attachment to an email is in an accessible format like a PDF file (NOT a document that was scanned electronically and converted to PDF)
- Ensure phone services are equipped with the latest ADA features whenever possible

Public Meetings/Hearings

The City strives to ensure its public meetings, hearings, and events are open and accessible to all members of the public, regardless of disability. For example, during public meetings the City has a Soundmate headset available for use for individuals who may be hard of hearing.

Recommendations related to public meetings includes but are not limited to:

- Repair/replace any ADA devices as needed
- Verify devices work properly prior to requested use

Printed Materials

A variety of informational and promotional materials are provided by the City for general use. These could include but are not limited to: maps, forms, newsletters, reports, plans, brochures, etc.

Recommendations of this plan includes but are not limited to:

- Whenever possible departments will strive to provide documents and other printed materials in alternate formats as requested.

Website and digital resources

The City will continue to review and update its digital content to ensure ADA friendly documents are posted and available. Appendix B documents in detail the in-house and consultant digital work recommendations to be completed. During 2018 the City began working with a consultant on a revamp/redesign to the City's website. This redesign will allow the City to implement the consultant recommendations outlined in Appendix B.

POLICIES AND PRACTICES

As standards and procedures change or new ADA laws are passed the City will work towards compliance with these to ensure updates are reflected and text revised in this plan. Accessibility improvements will be consistent with transportation priorities and other City Plans/Policies. Communication between City staff, contractors, and consultants is essential to ensure new or altered pedestrian facilities, policies, and plans are ADA compliant to the maximum extent feasible.



PUBLIC OUTREACH AND UPDATES TO THE PLAN

This ADA Transition Plan is available upon request and has been posted on the City's website. Comments can be directed to the ADA Coordinator.

The City conducted outreach as part of the development of this plan. Outreach details and findings are found in Appendix E of this plan.

Key stakeholder groups were identified and sent direct invitations for feedback on this plan:

- Sartell Senior Connection
- Stearns County Human Services
- Benton County Human Services
- Central Minnesota Council on Aging
- MN DeafBlind Association
- TRI-CAP



IMPLEMENTATION AND TRANSITION PLAN UPDATES

Each year the City Council approves a five-year Financial Management Plan. ADA compliance and improvements are planned and incorporated into projects typically as part of the reconstruction. The City also has scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA standards. City staff also conduct standalone pedestrian facility improvements when money is available. Found in Appendix C are the public facility buildings with highlighted barriers. This plan and its appendixes will be updated as barriers are removed. Highly used facilities in the vicinity of places of public use will typically receive higher priority (i.e. City Hall).

For non-infrastructure items (e.g. digital enhancements) these will be reviewed as often as possible to ensure the City and all departments are striving to maintain their documents/materials in an ADA friendly format. Reminders will be sent to all staff to remind them to check their documents for compliance with ADA. The City has a goal for its employees to make it habitual to use the Accessibility checker in Word the same way many have a habit of utilizing Spell Check.

External Agency Coordination

Not all roadways in the City are owned and maintained by the City. Stearns and Benton County along with MNDOT and LeSauk and Sauk Rapids Townships own and operate roadways in or near the City. Coordination between the City and these agencies is key to ensuring proper ADA implementation occurs. The City will continue to strive for communication and consistency while balancing multiple jurisdictions. ADA enhancements will be made as street reconstruction projects occur and as new roadways are built.

Monitoring

As ADA changes occur and as new and redevelopment growth continues, Sartell's priorities may change. As such this document will be monitored and appendixes updated on a regular basis.



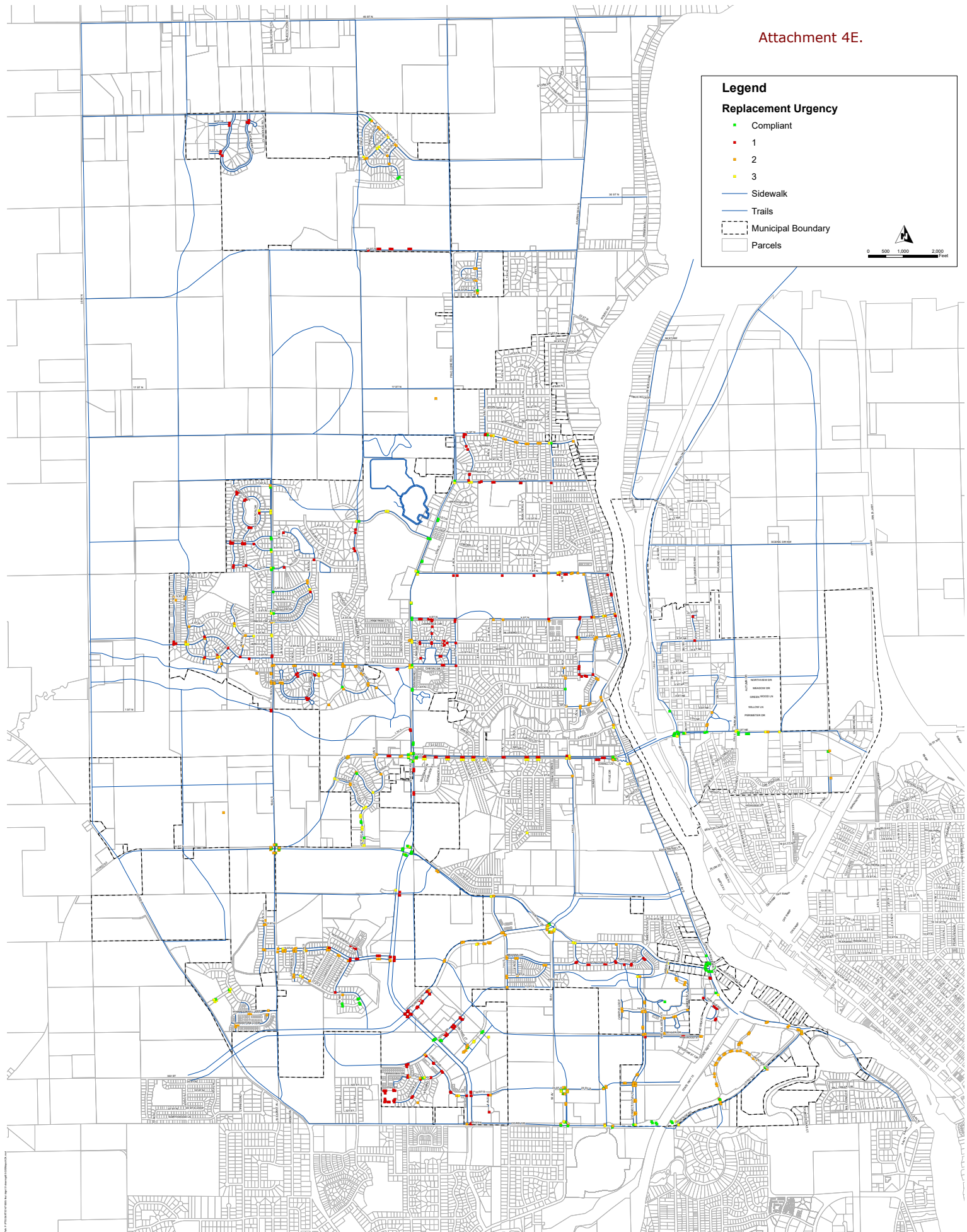
FUNDING SOURCES

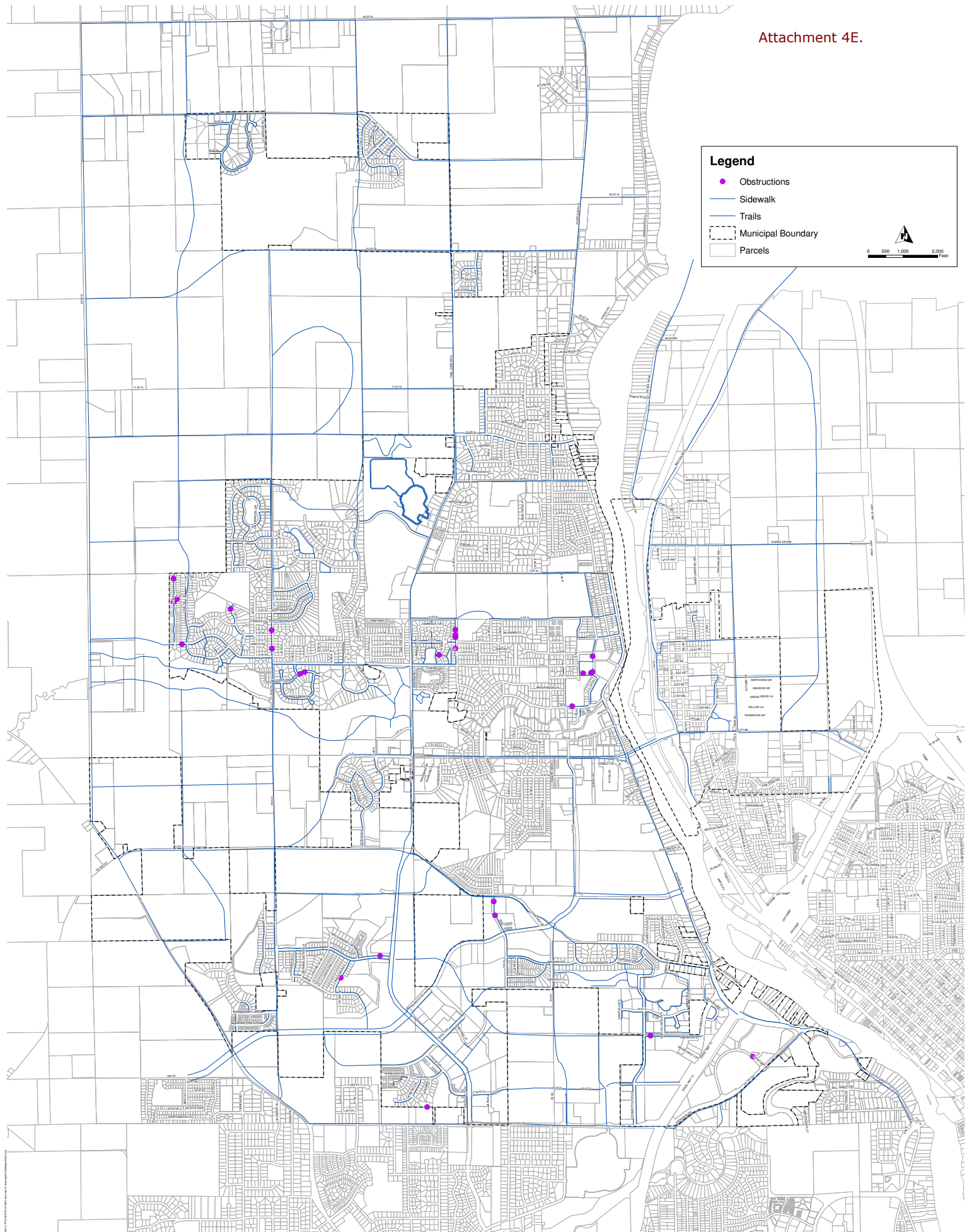
Accessibility improvements can be made through general maintenance of City facilities. Items like signage, clear pathways, restroom fixtures, parking lot striping, etc. or administrative duties like providing documents in alternate formats, ADA website updates, training, etc. will be completed first. Larger financial investments will be made when funding becomes available. Sources of funds may include one or more of the following: general fund, local option sales tax, or various grant resources.

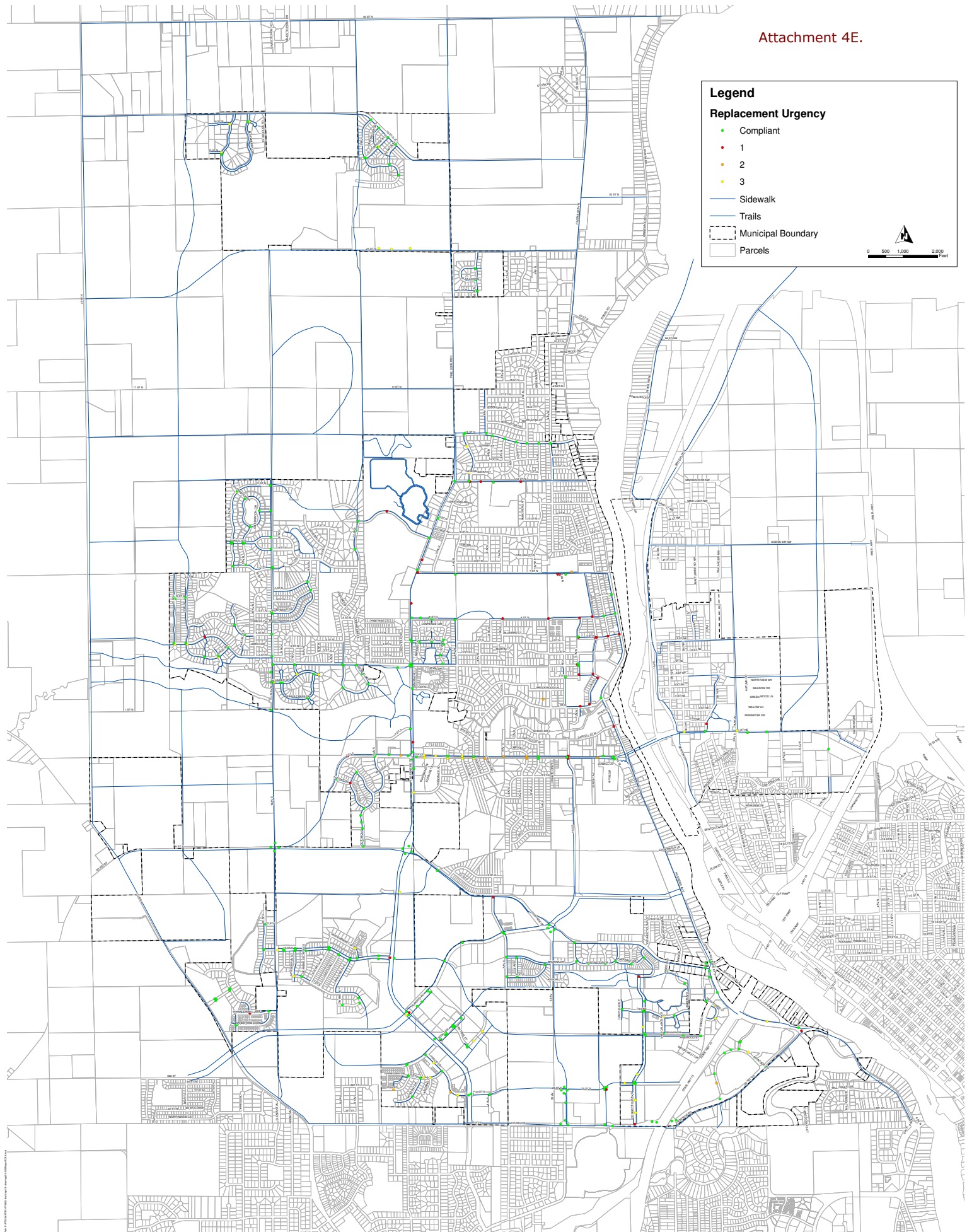
UNDUE BURDEN

According to the ADA, the City does not have to take any action that it can demonstrate would result in a fundamental alteration in the nature of a program or activity, would create a hazardous condition for other people, or would represent an undue financial and administrative burden. This determination can only be made by the ADA Coordinator, department head, or assignee and must be accompanied by a statement citing the reasons for reaching that conclusion.

The determination that an undue financial burden would result must be based on an evaluation of all resources available for use in a program. For example, if a barrier removal action is judged unduly burdensome, the City should to the best extent possible consider other options for providing access that would ensure that individuals with disabilities receive the benefits and services of the program or activity.







APPENDIX E – Public Outreach

Stakeholder meetings:

- MN Council on Aging – May 15th, 2019
- Sartell Senior Connection – May 16th, 2019
- Stearns County Human Services – June 11th, 2019

Public Outreach Tracker. The table below shows a list of the organizations who were contacted and drafted ADA plans were sent to along with their response.

| Name of Organization | Response | Type of outreach conducted |
|--|----------------------------------|----------------------------|
| Benton County Human Services | No response | - |
| Catholic Charities 911 18 th St N Saint Cloud, MN 56303 | No – letter sent out on 08/29/19 | - |
| Central MN Council on Aging | Yes – meeting set-up | Meeting. 05/15/19 |
| Disabled American Veterans 20 West 12 Street St. Paul, MN 55155 | No – letter sent out on 08/29/19 | - |
| Lutheran Social Services 22 Wilson Ave NE Saint Cloud, MN 56304 | No – letter sent out on 08/29/19 | - |
| Metro Bus (Dial-a-Ride) 665 Franklin Ave NE Saint Cloud, MN 56304 | No – letter sent out on 08/29/19 | - |
| MN workforce Center 1542 Northway Drive Saint Cloud, MN 56303 | No – letter sent out on 08/29/19 | - |
| MnDOT | Yes – email responses | - |
| Salvation Army 400 Highway 10 South Saint Cloud, MN 5302 | No – letter sent out on 08/29/19 | - |
| Sartell Senior Connection | Yes – meeting set-up | Meeting. 05/16/19 |
| St. Cloud Area Human Rights Commission | No response | - |
| Stearns County Human Services | Yes – meeting set-up | Meeting. 06/11/19 |
| Tri-CAP 1210 23 rd Ave S Waite Park, MN 56387 | No – letter sent out on 08/29/19 | - |

Attachment 5

2023 Crosswalk Review Memo Update



Building a Better World
for All of Us®

Red boxes are 2023 Crosswalk
Status Updates.

Of Note:

Locations 18 & 19 shown on the map are not listed within this memo. They were added later.

Location 18: 19th Ave. S. & 15th Street S.

This location is being addressed with the 19th Ave. S. Reconstruction Project.

Location 19: Pinecone Road & 15th Street S.

This location has been reviewed and discussed on multiple occasions. It was determined that directing pedestrian traffic south to Roberts Road to cross Pinecone Road is the safest option. This can be achieved by constructing a sidewalk along the west side of Pinecone Road from 15th Street S. to Roberts Road or with sidewalk through the neighborhoods as the area develops. There was a concept and cost estimate put together 2019 that was never approved for final design or construction.

TO: Jon Halter, Sartell City Engineer

FROM: Mike Kotila, Sr. Transportation Engineer

DATE: October 24, 2017
Revised December 6, 2017

RE: Pedestrian Crossing Reviews
SEH No. 140577 14.00

The memorandum provides recommendations for pedestrian crosswalk treatments at various locations in the City of Sartell, Minnesota. The recommendations have been made based upon review of existing conditions for each site, anticipated future changes at each location, City past practices for crosswalk treatments where appropriate, and pedestrian facilitation/treatment guidelines developed and exercised by MnDOT.

Roundabout pedestrian crossings in Sartell area have also been reviewed. Two lane pedestrian crossings are known to be a greater concern for pedestrians than single lane crossings. Also, crossings at the departing lanes from roundabouts tend to be less safe for pedestrians than crossing of the entering lanes. If additional pedestrian safety treatment at roundabouts are considered, the highest priority for should therefore be on the two lane crossings, especially on the departing lanes.

Attached is MnDOT Technical Memorandum No. 15-01-T-01, Pedestrian Crossing Facilitation. MnDOT guidelines prescribe minimum pedestrian crossing demands (i.e. 20 pedestrians per hour) as well as guidelines for treatment to improve pedestrian safety. For the purposes of review of City crosswalks it is prudent to consider trail and sidewalk system connectivity as our primary guide for identifying crossing locations rather than a minimum number of pedestrians per hour.

MnDOT's crosswalk treatment guide (Table 1 from the MnDOT Tech memo) does provide valuable guidance for appropriate treatments for various roadway types based upon vehicle speed, traffic volume and the number of lanes to cross. The guidelines identify when a marked crosswalk may provide a safety benefit for users. In addition, it identifies what additional traffic devices or geometric improvements should be considered to supplement the marked crosswalk. The guidance also identifies when crosswalk treatments and warning devices are not adequate to enhance safety and should not be used.

It should be noted that Minnesota statutes define every street intersection to be a legal crosswalk whether it is treated with warning signs and pavement markings or not and that adding painted crosswalks alone will not always make the crossings safer or result in more vehicles stopping for pedestrians. At the same time we recognize that there's no real evidence that painted crosswalks create a false sense of security for pedestrians.

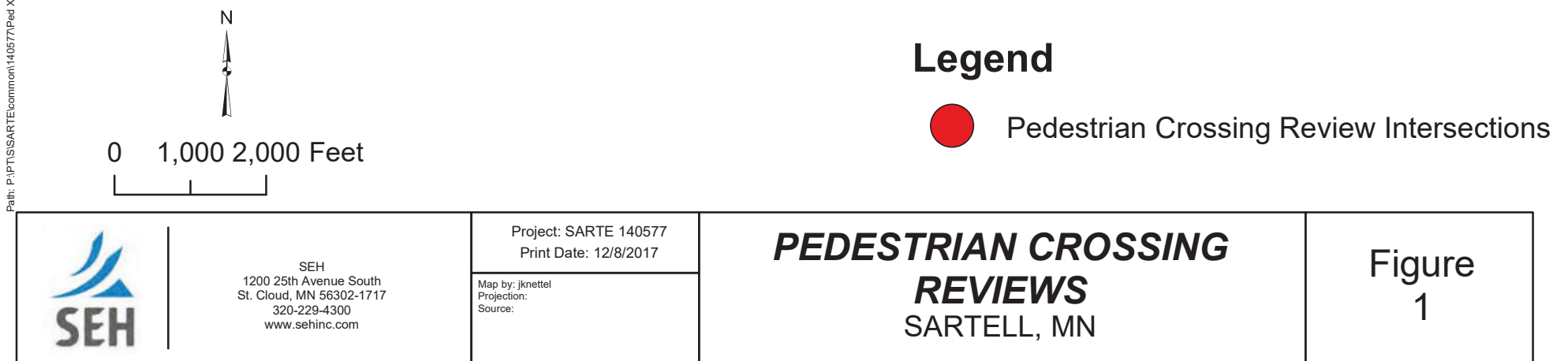
Attachments:

City of Sartell Crosswalk Review Results – October 23, 2017
City of Sartell Roundabout Crossing Review – December 6, 2017
MnDOT Technical Memorandum for Pedestrian Crossing Facilitation

c:\users\mkotila\documents\2-work stuff\2-clients & projects\sartell\crosswalk issues\crosswalk review memo.rev120617.docx

Engineers | Architects | Planners | Scientists

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Attachment 6

Transportation Improvement Program

| Project | Very Important | Important | Somewhat Important | A Little Important | Not Important | No Opinion |
|-----------|----------------|-----------|--------------------|--------------------|---------------|------------|
| 12 | 6 | 3 | 1 | 1 | 2 | |
| 28 | 8 | 3 | 1 | 1 | | |
| 29 | 2 | 6 | 2 | 2 | 2 | |
| 31 | 4 | 3 | 6 | | 1 | |

Appendix C.10: Table indicating the responses to survey question 1 of the City of Sartell 2024-2027 TIP survey and the City of Sartell portion of the overall TIP survey.

The following comments were provided to the open-ended question asking residents: If there was sufficient funding for the City of Sartell to add one project to be considered for future Federal transportation funding opportunities, what project would you add?

| Comment | Disposition |
|---|--|
| Use your judgement Fitz. That's why you are there. | APO staff will pass this comment along to City of Sartell staff. |
| Grizzly In | Because Grizzly Lane is considered a local roadway (i.e., not a functionally classified roadway), unfortunately, it is not eligible to receive Federal transportation funding dollars. That said, APO staff will certainly pass along this concern to City of Sartell staff for their consideration. |
| Roundabout or traffic signal at 15th S and Pine Cone | APO staff will pass along this comment to City of Sartell staff for future consideration. Roundabouts and/or other intersection controls such as traffic signals will need to be further reviewed to determine if the level of traffic (and/or other safety concerns) warrant the change in intersection control. This possibility might also be considered as city staff continue their work to secure right-of-way and other efforts to complete the 15 th Street N corridor. |
| Add roundabouts to the rebuilding of town line road so it slows traffic down. Be sure it has a shoulder or bike path. Also redoing 40th? The road that goes in front of blackberry. That road is too narrow and doesn't have a much needed pathway for bikes and pedestrians. | <p>APO staff will certainly forward this comment along to City of Sartell staff for consideration. However, it should be noted that roundabouts should really only be considered if intersection control is needed/appropriate and not necessarily placed with the sole purpose of slowing down traffic.</p> <p>APO staff believe the commentor was referring to 35th Street N as that is the roadway near Blackberry Ridge. As it stands right now, the City of Sartell has identified 35th Street N as a reconstruction project from Townline Road to 12th Avenue N</p> |

Attachment 7

Sample Resident Concerns

April Ryan

From: [REDACTED]
Sent: Tuesday, July 18, 2023 11:19 AM
To: April Ryan
Subject: 15th St S and Pinecone Rd S

Hello April,

I was given your email address by someone at the city. I had asked via messenger about some kind of safe crossing at 15th St S and Pinecone Rd S. People, including my grandchildren, take their lives into their own hands crossing there to get to the trails on the east side of Pinecone Rd. I was told someone deemed it was safer to go south and cross at Roberts. There is no way to walk south on Pinecone! I was told it was decided to wait until sometime in the future when there COULD be a path on the west side of Pinecone to cross at Roberts.

Please tell me when this is slated to get done quickly, because in the meantime someone could get killed crossing Pinecone, including one of my grandchildren! Have you ever tried crossing at 15th St.???

There are no trails to speak of in between Pinecone Road and 19th St. so they have to cross Pinecone to get to any. I would think this would be a huge priority. There are crosswalks everywhere else but none close to that location. If there isn't a permanent solution in the works soon it would be fantastic to get a temporary flashing sign and crosswalk there.

I await your speedy response.

[REDACTED]

[Sent from Yahoo Mail for iPhone](#)

Anna,

Your description is correct. The safest crossing would be at Roberts Road. There has been talk at a staff and council level regarding this crossing for several years.

I am attaching a very rough sketch of what has been discussed as potential routes both through the future development and along Pinecone Road. Neither of these options have been funded to date.

Hope this helps provide some clarification.

Sincerely,

April A. Ryan, PE (MN)

Principal | Project Manager | Sr. Professional Engineer

SEH | 2351 Connecticut Ave., Suite 300 | Sartell, MN 56377-2485.

320.492.4174 cell

SEH - Building a Better World for All of Us

From: Anna Gruber <Anna.Gruber@sartellmn.com>

Sent: Monday, September 11, 2023 11:22 AM

To: [REDACTED]

Cc: April Ryan <aryan@sehinc.com>; Hunter Lund <hlund@sehinc.com>

Subject: RE: Crosswalk 15th Street South & Pine Cone

Hi [REDACTED]

Great question – we get this one a lot – it is such a difficult intersection for pedestrians.

Our Council has discussed this multiple times and the concept of a crosswalk and/or flasher system, however, the consensus has been that the route for directing pedestrian traffic should be (and will be) to send users south towards Roberts Road and have the crossing be at Roberts Road and not on 15th Street South. I recognize that this does not help in the immediate future, as the connection to Roberts Road is not constructed yet, but our Council has tried to avoid a mid-block crossing at 15th in hopes that we will eventually see development that will send pedestrians to Roberts Road where there is already an intersection.

I am cc'ing our engineers to ensure I am relaying this information accurately. April and Hunter, feel free to correct any of this for [REDACTED] on my behalf. Also, would you be willing to provide a simple drawing of what this future connection might look like? I know we have seen a preliminary plat for additional development along this area, but don't know what ever happened with that concept.

Thanks [REDACTED], hope this helps!

Anna

Anna Gruber

City Administrator

[T: 320-258-7306](tel:320-258-7306)
Anna.Gruber@sartellmn.com
[125 Pinecone Road N, Sartell, MN, 56377](#)

-
-

From: [REDACTED]
Sent: Monday, September 11, 2023 10:59 AM
To: Anna Gruber <Anna.Gruber@sartellmn.com>
Subject: [Crosswalk 15th Street South & Pine Cone](#)

-

CAUTION: [This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.](#)

[Morning Anna -](#)

-

[How does one get a crosswalk at this location? It is such a death trap!](#)

-

[Noticed a real nice one went up on 15th Street & 19th Ave South & no one really crosses there.](#)

[Thanks,](#)

[REDACTED]

Attachment 8

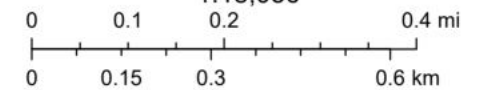
Area Map



12/18/2023, 10:12:48 PM

☐ Stearns County Parcels

1:18,056



Attachment 9

Sartell Complete Streets Policy

RESOLUTION 2018-58

CITY OF SARTELL – COMPLETE STREETS POLICY

WHEREAS, the City of Sartell's 2016 Comprehensive Plan Goal 2 – Strategy 5 in the Transportation chapter calls for the City to “Create Complete, And Context Sensitive Streets”; and

WHEREAS, the City of Sartell's 2016 Comprehensive Plan alludes to the importance of providing opportunities for all modes of transportation; and

WHEREAS, the City of Sartell finds the following to be instrumental in the adoption and implementation of this Complete Streets Policy:

VISION

1. The City of Sartell strives to establish equity for all of its residents regardless of age and ability. The City acknowledges that not every resident has a motor vehicle, as such, opportunities for all residents to safely travel to various destinations regardless of age and ability. As such, the City shall seek to ensure all streets within the City are planned, funded, designed, constructed, operated, and maintained to safely accommodate users of all ages and abilities; this includes balancing the needs for all users including but not limited to: pedestrians, bicyclists, transit users, motorists, agricultural vehicles, freight carriers, and emergency vehicles.

PURPOSE

1. Equity
 - A. Not all residents drive a vehicle; residents may instead rely on walking, biking, or public transportation, as such, all residents may be provided with safe and accessible transportation options, regardless of age or ability.
2. Affordable transportation options
 - a. Gas prices constantly fluctuate, and not all users in the community have access to the resources needed to own or operate a motor vehicle, as such, alternative modes of transportation may be supported.
3. Economic Development
 - a. Alternative modes of transportation such as walking and biking, offer additional access to businesses and encourage economic development.
4. Sustainability
 - a. As a member of the Greensteps program, the City of Sartell strives to reduce carbon emissions and greenhouse gases, complete streets support many alternative transportation options that can help lessen dependence on non-renewable energy sources such as oil, and promote cleaner air.
5. Public Health and Safety

- a. The City of Sartell encourages active living and physical exercise through changes to the built environment and aims to provide safety for all users regardless of transportation choice.
6. Cost Effectiveness and Capital Improvement Planning
 - a. Designing roads with all users in mind from the beginning saves costly reconstruction and retrofits.
7. Quality of life
 - a. Neighborhoods that are walkable, bicycle friendly, and have access to public transportation options help increase community interaction and create a sense of community pride.

GOALS

1. Incorporate the vision and purpose of this policy into all aspects of Sartell's project development process for transportation projects.
2. Create a balanced and connected street network, which accommodates all modes of transportation consistent with the City's Comprehensive Plan goals.
3. Enhance water quality by providing innovative stormwater management techniques for road projects, which result in decreases in rainwater runoff, and increases in water infiltration.

POLICY

1. The City of Sartell may seek to enhance the safety, access, convenience, and comfort of all users of all ages and abilities, including pedestrians, bicyclists, transit users, motorists, and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities. This policy may also consider accommodating each mode of travel that is consistent with and supportive of the local community, recognize that all streets are different and that the needs of various users will need to be balanced in a flexible manner.
2. Transportation improvements may include facilities and amenities that are recognized as contributing to Complete Streets. These improvements may include: street and sidewalk lighting; sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations including bicycle storage, bicycle parking, bicycle routes, shared-use lanes, wide travel lanes or bike lanes as appropriate; and street trees, boulevard landscaping, street furniture and adequate drainage facilities. However, Complete Streets will not look the same in all environments, neighborhoods, and developments, and will not necessarily include elements for all modes.
3. Early consideration of all modes for all users will be important to the success of this Policy. To this end, the Capital Improvements Program process will be utilized to identify potential complete street elements that may be considered for programmed projects. Staff responsible for planning and designing municipal street projects will consider bicycle, pedestrian, and transit facilities from the start of project design. This may apply to all municipal roadway projects, including those involving new construction,

reconstruction, or changes in the allocation of pavement space on an existing roadway (such as the reduction in the number of travel lanes or removal of on-street parking).

4. Bicycle, pedestrian, and transit facilities may be included in street construction, reconstruction, repaving, and rehabilitation projects, except under one or more of the following conditions.

- a. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes;
- b. There is insufficient space to safely accommodate new facilities, as determined by the City Engineer and City staff;
- c. Where determined by the City Engineer and City staff to have relatively high safety risks;
- d. Where the City Council exempts a project due to the excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project;
- e. Where jointly determined by the City Engineer and City staff that the construction is not practically feasible or cost-effective because of significant or adverse environmental impacts to streams, floodplains, remnants of native vegetation, wetlands, steep slopes or other sensitive areas, or due to impacts on neighboring land uses, including impact from right-of-way acquisition.

5. It will be important to the success of the Complete Streets policy to ensure that the project development process includes early consideration of the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users. The context factors that shall be given high priority include one or more of the following:

- a. Whether the corridor provides primary access to a significant destination such as a community or regional park or recreational area, a school, a shopping/commercial area, or an employment center.
- b. Whether the corridor provides access across a natural or human-made barrier such as a river or freeway.
- c. Whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated.
- d. Whether a road corridor provides important continuity or connectivity links for an existing rail or path network.
- e. Whether nearby routes that provide a similar level of convenience and connectivity already exist.

6. The design of new or reconstructed facilities shall anticipate likely future demand for bicycling, walking and transit facilities and the provision of future improvements should be discussed.

7. The City will work towards eliminating gaps in the sidewalk and trail networks.

8. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.

9. The City will generally follow accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy but may consider innovative or non-traditional design options where a comparable level of safety for users is present.

10. The City may develop implementation strategies that may include evaluating and revising manuals and practices, developing and adopting network plans, identifying goals and targets, and tracking measures such as safety and modal shifts to gauge success.

IMPLEMENTATION

The Complete Streets Policy will become effective upon approval of the City Council. Implementation will be achieved through the following practices:

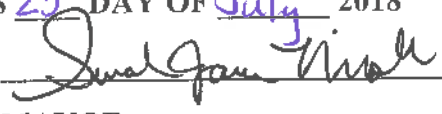
1. Street construction and reconstruction projects along with resurfacing projects shall be reviewed by Public Works, Engineering, and Planning staff to determine the appropriate level of complete street implementation if any. Greater attention will be paid to those projects within the Town Square area and arterial roadways as defined in the City's Comprehensive Plan.

2. The City may work collaboratively with joint partners such as Stearns and Benton County, and the Minnesota Department of Transportation, to encourage Complete Streets Policy measures are being incorporated for projects under their jurisdictions.

3. City staff may continuously educate themselves, Council and Planning Commission members about best practices and cost-effective measures to design and construct Complete Streets.

4. City staff may measure the performance and success of the Complete Streets policy at least once every five years.

ADOPTED BY THE SARTELL CITY COUNCIL THIS 23rd DAY OF July 2018


MAYOR


CITY ADMINISTRATOR

Attachment 10

EJ Screen Report

EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

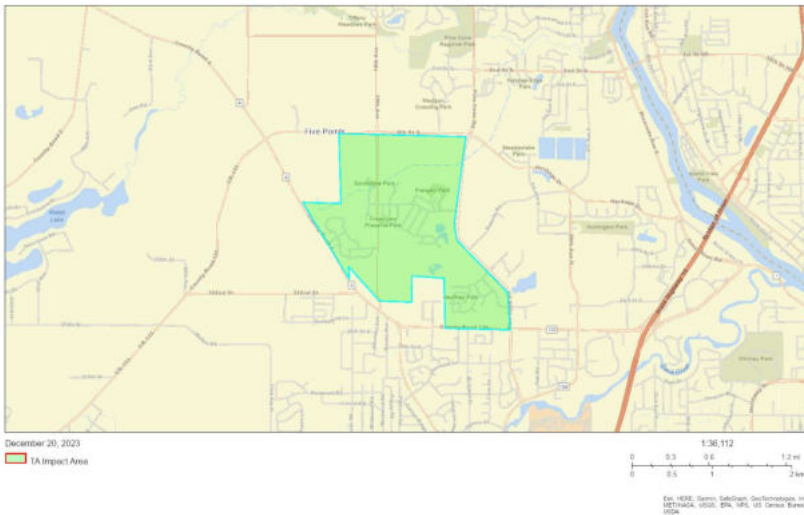
Sartell, MN

the User Specified Area

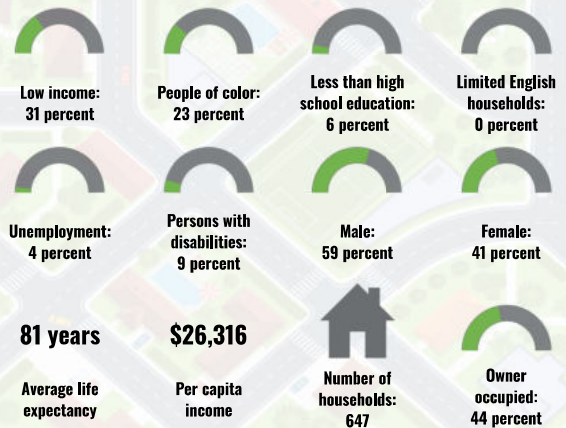
Population: 1,848

Area in square miles: 1.38

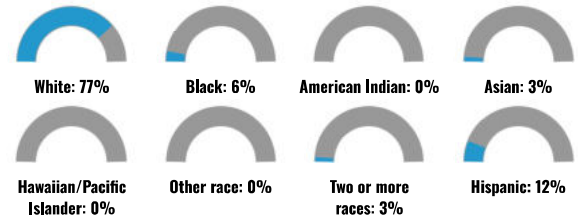
A3 Landscape



COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



LANGUAGES SPOKEN AT HOME

| LANGUAGE | PERCENT |
|-----------------------|---------|
| English | 94% |
| Spanish | 2% |
| Vietnamese | 1% |
| Arabic | 1% |
| Other and Unspecified | 1% |
| Total Non-English | 6% |

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

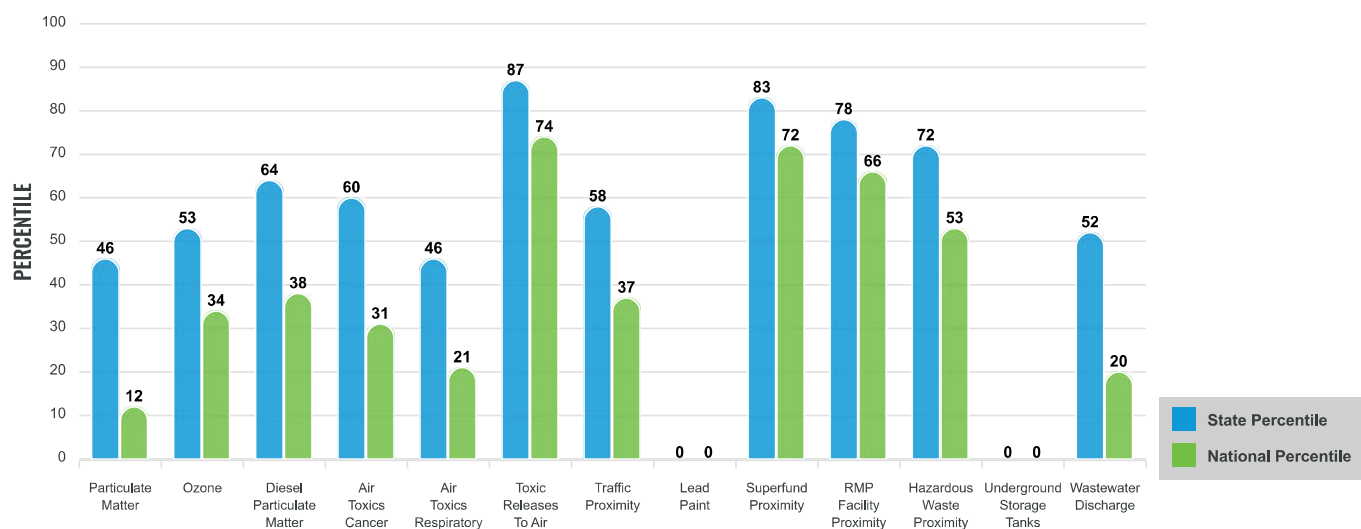
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

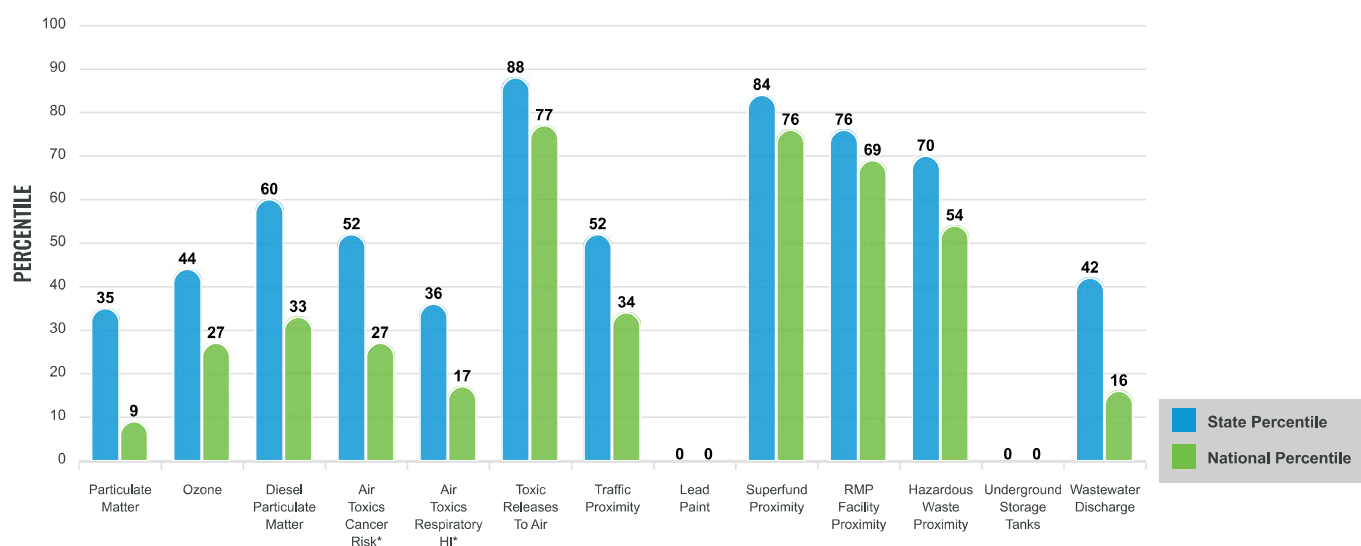
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for the User Specified Area

EJScreen Environmental and Socioeconomic Indicators Data

| SELECTED VARIABLES | VALUE | STATE AVERAGE | PERCENTILE IN STATE | USA AVERAGE | PERCENTILE IN USA |
|---|---------|---------------|---------------------|-------------|-------------------|
| POLLUTION AND SOURCES | | | | | |
| Particulate Matter ($\mu\text{g}/\text{m}^3$) | 5.9 | 6.78 | 22 | 8.08 | 7 |
| Ozone (ppb) | 58.2 | 58.2 | 30 | 61.6 | 25 |
| Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$) | 0.138 | 0.21 | 40 | 0.261 | 28 |
| Air Toxics Cancer Risk* (lifetime risk per million) | 20 | 22 | 12 | 25 | 5 |
| Air Toxics Respiratory HI* | 0.2 | 0.26 | 7 | 0.31 | 4 |
| Toxic Releases to Air | 8,800 | 1,500 | 98 | 4,600 | 92 |
| Traffic Proximity (daily traffic count/distance to road) | 28 | 140 | 36 | 210 | 29 |
| Lead Paint (% Pre-1960 Housing) | 0 | 0.33 | 0 | 0.3 | 0 |
| Superfund Proximity (site count/km distance) | 0.25 | 0.19 | 82 | 0.13 | 89 |
| RMP Facility Proximity (facility count/km distance) | 0.58 | 0.48 | 71 | 0.43 | 79 |
| Hazardous Waste Proximity (facility count/km distance) | 0.57 | 1.3 | 55 | 1.9 | 52 |
| Underground Storage Tanks (count/km ²) | 0 | 1.8 | 0 | 3.9 | 0 |
| Wastewater Discharge (toxicity-weighted concentration/m distance) | 5.4E-06 | 0.19 | 29 | 22 | 14 |
| SOCIOECONOMIC INDICATORS | | | | | |
| Demographic Index | 27% | 22% | 74 | 35% | 46 |
| Supplemental Demographic Index | 11% | 11% | 66 | 14% | 43 |
| People of Color | 23% | 20% | 69 | 39% | 42 |
| Low Income | 31% | 23% | 73 | 31% | 56 |
| Unemployment Rate | 4% | 4% | 63 | 6% | 51 |
| Limited English Speaking Households | 0% | 2% | 0 | 5% | 0 |
| Less Than High School Education | 6% | 7% | 57 | 12% | 39 |
| Under Age 5 | 12% | 6% | 93 | 6% | 91 |
| Over Age 64 | 5% | 17% | 9 | 17% | 9 |
| Low Life Expectancy | 17% | 17% | 41 | 20% | 25 |

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

| | |
|--|---|
| Superfund | 0 |
| Hazardous Waste, Treatment, Storage, and Disposal Facilities | 0 |
| Water Dischargers | 0 |
| Air Pollution | 0 |
| Brownfields | 0 |
| Toxic Release Inventory | 0 |

Other community features within defined area:

| | |
|-------------------------|---|
| Schools | 0 |
| Hospitals | 0 |
| Places of Worship | 1 |

Other environmental data:

| | |
|--------------------------|-----|
| Air Non-attainment | No |
| Impaired Waters | Yes |

| | |
|--|----|
| Selected location contains American Indian Reservation Lands* | No |
| Selected location contains a "Justice40 (CEJST)" disadvantaged community | No |
| Selected location contains an EPA IRA disadvantaged community | No |

Report for the User Specified Area

EJScreen Environmental and Socioeconomic Indicators Data

| HEALTH INDICATORS | | | | | |
|---------------------------|--------------|---------------|------------------|------------|---------------|
| INDICATOR | HEALTH VALUE | STATE AVERAGE | STATE PERCENTILE | US AVERAGE | US PERCENTILE |
| Low Life Expectancy | 17% | 17% | 41 | 20% | 25 |
| Heart Disease | 3.9 | 5.6 | 16 | 6.1 | 10 |
| Asthma | 8.3 | 9 | 10 | 10 | 10 |
| Cancer | 5.1 | 6.4 | 20 | 6.1 | 27 |
| Persons with Disabilities | 8.6% | 11.4% | 27 | 13.4% | 22 |

| CLIMATE INDICATORS | | | | | |
|--------------------|--------------|---------------|------------------|------------|---------------|
| INDICATOR | HEALTH VALUE | STATE AVERAGE | STATE PERCENTILE | US AVERAGE | US PERCENTILE |
| Flood Risk | 4% | 8% | 28 | 12% | 35 |
| Wildfire Risk | 0% | 4% | 0 | 14% | 0 |

| CRITICAL SERVICE GAPS | | | | | |
|--------------------------|--------------|---------------|------------------|------------|---------------|
| INDICATOR | HEALTH VALUE | STATE AVERAGE | STATE PERCENTILE | US AVERAGE | US PERCENTILE |
| Broadband Internet | 11% | 11% | 54 | 14% | 49 |
| Lack of Health Insurance | 2% | 5% | 21 | 9% | 13 |
| Housing Burden | No | N/A | N/A | N/A | N/A |
| Transportation Access | No | N/A | N/A | N/A | N/A |
| Food Desert | No | N/A | N/A | N/A | N/A |

Footnotes

Report for the User Specified Area

Attachment 11

Sponsoring Agency and Maintenance Resolution

RESOLUTION NO. 2023-56

**RESOLUTION AUTHORIZING THE APPLICATION TO THE TRANSPORTATION
ALTERNATIVES PROJECTS GRANT PROGRAM**

WHEREAS, the Federal Highway Administration (FHWA) requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right-of-way or property ownership acquired without prior approval from the FHWA; and

WHEREAS, Transportation Alternatives projects receive federal funding; and

WHEREAS the Minnesota Department of Transportation (MnDOT) has determined that for projects implemented with alternative funds, this requirement should be applied to the project proposer; and

WHEREAS, the City of Sartell is the sponsoring agency for the transportation alternatives project identified as *Sartell Pinecone Road and 15th Street S Pedestrian Improvements Project*.

THEREFORE, BE IT RESOLVED, the sponsoring agency hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned transportation alternatives project.

BE IT FURTHER RESOLVED, the the city of Sartell agrees to act as the sponsoring agency for a "Transportation Alternatives" project identified as *Sartell Pinecone Road and 15th Street S Pedestrian Improvements Project* and has reviewed and approved the local share costs associated with this project and responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules and regulation and that the city of Sartell is hereby authorized to act as agent on behalf of this sponsoring agency.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SARTELL, MINNESOTA, AUTHORIZING APPLICATION TO THE TRANSPORTATION ALTERNATIVES PROJECT GRANT PROGRAM

Adopted by the Sartell City Council this 11th day of December 2023.



Mayor

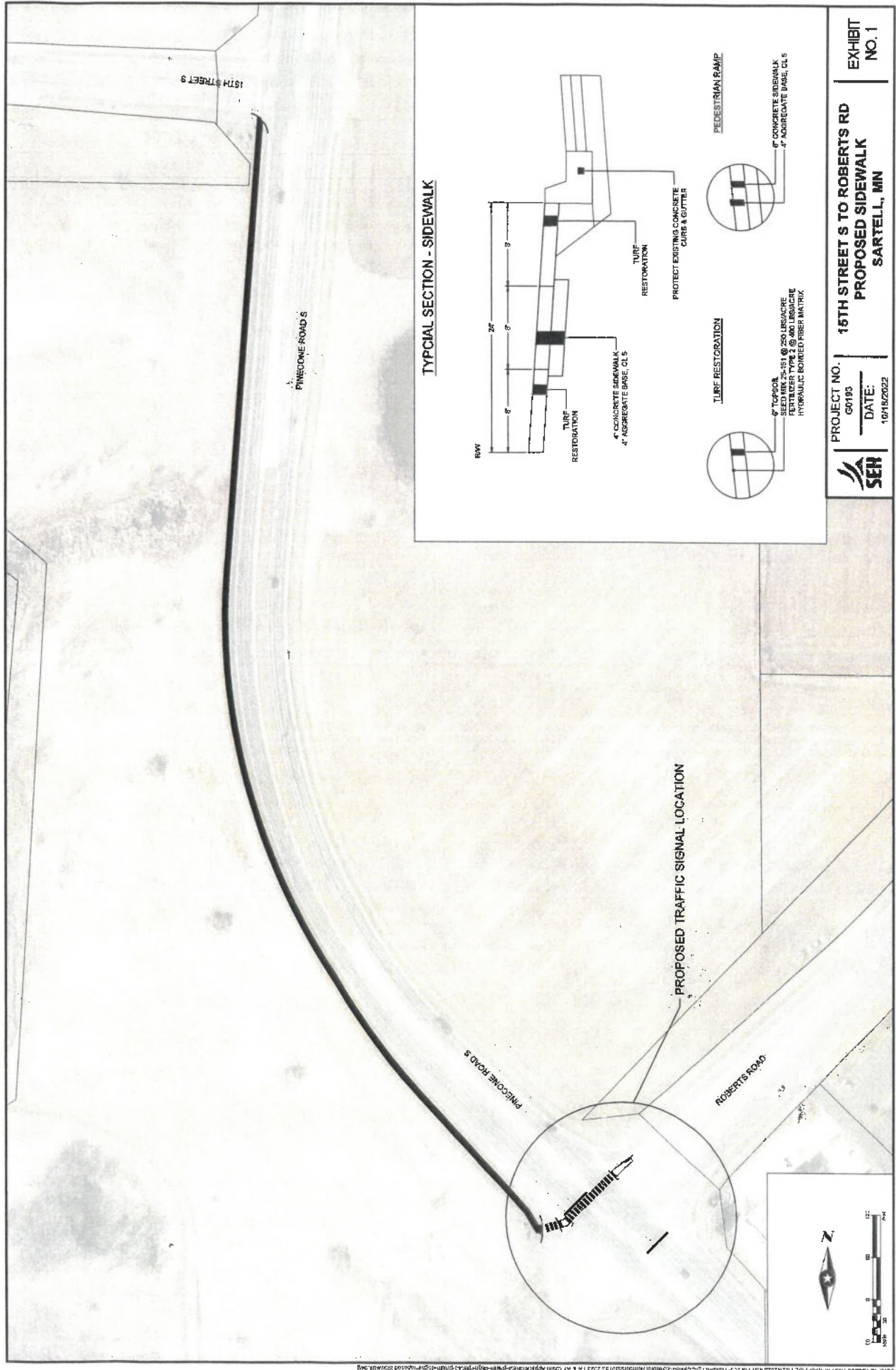
ATTEST:


City Administrator

CITY SEAL:

THIS INSTRUMENT DRAFTED BY:

City of Sartell
125 Pinecone Road North
Sartell, MN 56377
(320) 253-2171




PROJECT NO. 69193
DATE: 10/18/2022
15TH STREET S TO ROBERT'S RD
PROPOSED SIDEWALK
SARTELL, MN
EXHIBIT NO. 1

Attachment 12

Local Match Commitment Documentation



Financial Management Plan
For General Fund, Major Special Revenue Funds,
Debt Service Funds, Capital Funds, and Enterprise
Funds

Draft as of June 26, 2023

City of Sartell
Financial Management Plan
Sales Tax Fund

Local matching funds will be paid with regional sales tax proceeds. This table is from the City of Sartell Financial Management Plan which was adopted by the City Council in 2023.

| | 2021 Actual | 2022 Actual | 2023 Estimated | 2024 Proj | 2025 Proj | 2026 Proj | 2027 Proj | 2028 Proj |
|--|------------------|------------------|-------------------|------------------|------------------|------------------|------------------|------------------|
| Revenues | | | | | | | | |
| Sales tax | 1,643,555 | 1,874,244 | 1,900,000 | 1,938,000 | 1,976,760 | 2,016,295 | 2,056,621 | 2,097,754 |
| Sales tax trails | - | - | - | 108,250 | 108,250 | 108,250 | 108,250 | 108,250 |
| Transfer in | - | - | - | - | - | - | - | - |
| Investment income | 1,914 | (46,949) | - | - | - | - | - | - |
| Total Revenues | 1,645,470 | 1,827,295 | 1,900,000 | 2,046,250 | 2,085,010 | 2,124,545 | 2,164,871 | 2,206,004 |
| Expenditures | | | | | | | | |
| Transfer Out - Debt Service Fund 336 (2016 Comm Cnt Phase I) | 420,000 | 568,000 | 565,969 | 667,994 | 668,069 | 665,344 | 669,894 | 669,194 |
| Transfer Out - Debt Service Fund 337 (2017 Comm Cnt Phase II & Other Amen) | 662,799 | - | 227,775 | 228,350 | 228,775 | 229,050 | 230,000 | 231,225 |
| Transfer Out - Debt Service Fund 338 (2018 Pinecone Rd N) | - | 423,000 | 419,613 | 420,988 | 421,613 | 421,488 | 420,613 | 418,988 |
| Transfer Out - Debt Service Fund 343 (2022 19th Ave Street) | - | - | 169,498 | 217,225 | 292,975 | 296,475 | 294,600 | 297,350 |
| Transfer Out - Debt Service Fund 343 (2022 CR1 Street) | - | - | 165,244 | 208,000 | 288,875 | 287,500 | 285,875 | 288,875 |
| Pinecone Rd S Overlay | - | - | - | 500,000 | 1,000,000 | 1,000,000 | 500,000 | - |
| PCP sign, parking lot, and trails | - | 235,229 | 65,000 | - | - | - | - | - |
| Watab Park | 56,138 | - | - | - | - | - | - | - |
| Scheels Arena engineering | 1,987 | - | - | - | - | - | - | - |
| Heritage Drive trail - Amber Ave to CR1 (net) | - | - | - | - | - | 100,000 | - | - |
| Sales tax fund miscellaneous | - | - | - | - | - | - | - | - |
| Transfer out | - | - | - | 400,000 | - | - | - | - |
| Total Expenditures | 1,140,924 | 1,226,229 | 1,613,099 | 2,642,557 | 2,900,307 | 2,999,857 | 2,400,982 | 1,905,632 |
| Net Change in Fund Balances | 504,545 | 601,066 | 286,901 | (596,307) | (815,297) | (875,312) | (236,111) | 300,372 |
| Ending Fund Balance | 1,351,377 | 1,952,443 | 2,239,344 | 1,643,037 | 827,740 | (47,572) | (283,683) | 16,689 |
| Assets | | | | | | | | |
| Cash and investments | 1,038,857 | 1,446,202 | 2,239,344 | 1,643,037 | 827,740 | (47,572) | (283,683) | 16,689 |
| Taxes receivable | - | - | - | - | - | - | - | - |
| Interest receivable | 5,468 | 4,527 | - | - | - | - | - | - |
| Accounts receivable | - | - | - | - | - | - | - | - |
| Lease receivable | - | - | - | - | - | - | - | - |
| Special assessments receivable | - | - | - | - | - | - | - | - |
| Special assessments deferred other | - | - | - | - | - | - | - | - |
| Due from other funds | - | - | - | - | - | - | - | - |
| Due from other governments | 307,052 | 530,124 | - | - | - | - | - | - |
| Total Assets | 1,351,377 | 1,980,853 | 2,239,344 | 1,643,037 | 827,740 | (47,572) | (283,683) | 16,689 |
| Liabilities | | | | | | | | |
| Due to other governments | - | - | - | - | - | - | - | - |
| Due to other funds | - | - | - | - | - | - | - | - |
| Unearned revenue | - | - | - | - | - | - | - | - |
| All other payables | - | 19,182 | - | - | - | - | - | - |
| Retainage payable | - | 9,228 | - | - | - | - | - | - |
| Deferred inflows of reasources | - | - | - | - | - | - | - | - |
| Total liabilities and deferred inflows | - | 28,410 | - | - | - | - | - | - |
| Fund Balance | 1,351,377 | 1,952,443 | 2,239,344 | 1,643,037 | 827,740 | (47,572) | (283,683) | 16,689 |
| Total Liab, deferred inflows, and fund balance | 1,351,377 | 1,980,853 | 2,239,344 | 1,643,037 | 827,740 | (47,572) | (283,683) | 16,689 |

Attachment 13

Project Schedule

City of Sartell – Pinecone Road and 15th Street Pedestrian Improvements

Project Schedule

| Activity | Timeline |
|------------------|-----------------|
| Design | 2025 |
| Construction | Summer 2026 |
| Project Closeout | Spring 2027 |



Greater Minnesota Transportation Alternatives Solicitation

(BIKE / PEDESTRIAN GROUPING)

2023/24 Full Application

Funding in year 2028

APPLICANT: City of Sauk Rapids

PROJECT: Pedestrian Improvements – CSAH 3 at 6th Avenue and Summit Avenue

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Notes: The solicitation for Transportation Alternatives funding for the seven-county Twin Cities metropolitan area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties) is conducted by the Metropolitan Council and the Transportation Advisory Board. For more information about the metro area solicitation, visit the [Met Council website](#).

Overview

For the 2023/24 application cycle, MnDOT is conducting a solicitation for Transportation Alternatives (TA) projects. Important eligibility requirements to be aware of are noted below.

- The TA funding available through this solicitation is for project construction in fiscal year 2028. TA funding requires a 20 percent local match. Only projects located outside of the seven-county metropolitan area are eligible for TA funding. Maximum funding awards are set by each Area Transportation Partnership.

See the TA Solicitation Guidebook for more information about the program and additional eligibility requirements.

2023/24 Solicitation Timeline

- **Monday October 2, 2023** – Announce TA solicitation. Open letter of intent period.
- **Friday, November 3rd, 2023** – Deadline for applicants to submit letters of intent.
- **Monday, November 20th, 2023** – Deadline for RDO/MPO/district review of letters of intent. Recommendation to proceed forward with full application given to applicants.
- **Friday, November 24th, 2023** – Official start of full application period.
- **Friday, January 12th, 2024** – Deadline for applicants to submit full applications.
- **Friday, April 12th, 2024** – Deadline for ATPs to select TA projects.

Related Documents/Resources

- **TA Solicitation Guidebook** – includes information related to the overall solicitation process and eligibility requirements for TA funding.
- **Available Environmental Justice (EJ) Tools for answering Criterion #3.**
Detail how this project may adversely impact traditionally underserved or marginally disadvantaged populations including the following: People with Disabilities, Total Percent in Poverty, Percent of People of Color, Youth Population, Elder Population; and Zero Vehicle Households and describe mitigation strategies (if any) to prevent adverse impacts.
 - **MnDOT's Office of Transit and Active Transportation (OTAT) Suitability for Pedestrian & Cycling Environment (SPACE) analysis tool** - <https://mndotspacedev.mn.gov/>
DIRECTIONS:
 - Click on the Layer's graphic (on left side).
 - Click on the "SPACE scored Hexagons."
 - When the hexagons appear, zoom to any area where a proposed project would be, click on it and get the hexagon information, which includes youth population, elderly population, people with disabilities, poverty, etc.

- **U.S. Environmental Protection Agency - EJScreen: Environmental Justice Screening and Mapping Tool | US EPA.**

DIRECTIONS:

- Click on the “*Launch the EJScreen Tool.*” (on right-hand side)
- At the Mapping Tool, Click on the “*Socioeconomic Indicators*” tab to the left of the screen.
- Navigate to the screen location on the map where the project is located.

Transportation Alternatives Full Application

General Information

Notes:

- Applications are reviewed and scored by the Central MN Area Transportation Partnership (ATP-3) Transportation Alternatives (TA) Committee. The 14 TA Committee Members are from a cross-section of the 12 counties located in ATP-3, consisting of state, regional planning organizations, tribal nation, local civil engineers, trails, parks, school districts representation and MnDOT. NOTE: TA Committee members may not be familiar with project details and the local community. Applicants are encouraged to be specific and descriptive in their answers to aid the TA Committee in scoring your application.
- If the overall project contains ineligible elements, please mention the entire project in the brief project description but concentrate the application and budget on the elements that are eligible for the funding you are seeking.
- Sponsoring Agencies, if sponsoring for another project applicant, are advised to have dialog with the project applicant to ascertain the level of commitment by the applicant to follow through on delivery of the project, including the potential use of eminent domain.

Project Information

Name of project: Pedestrian Improvements – CSAH 3 at 6th and Summit Avenue, Sauk Rapids

Project is located in which county(ies): Benton

Brief project description (100 words or less): The project is installing a pedestrian crosswalk flasher system along County State Aid Highway (CSAH) 3 (also referred to as 2nd Street North on supporting documents) at the intersections of 6th Avenue North and Summit Avenue North. Specifically, the project would install Rectangular Rapid Flashing Beacons (RRFBs) at the two roundabout intersections.

Project applicant: City of Sauk Rapids

Previous Application:

- Has this project been previously submitted to the ATP-3 for TA funds and not awarded? ☒ No ☐ Yes
If so, what year(s)? [Click here to enter text.](#)
- Explain if the comments provided to you from ATP-3 have been addressed and describe any other activities that have taken place to advance the project: [Click here to enter text.](#)

Contact Information

Contact person (from applicant agency/organization): Ross Olson

Mailing address: 250 Summit Avenue North

City: Sauk Rapids **State:** Minnesota **Zip:** 56379

Phone: 320-258-5302 **Fax:** N/A **Email:** ROLSON@ci.sauk-rapids.mn.us

Sponsoring agency (if different than applicant): N/A

Contact person (from sponsoring agency, if different than applicant): N/A

Project Budget

Notes:

- Identify estimated project costs, using the following budget categories as a guideline. Where appropriate, break down your costs by units purchased. For example: number of acres, cubic yards of fill, etc. Attach additional sheets if necessary.
- Cost estimates are to be submitted in funding year dollars.**

Table A – Eligible Items¹

| Eligible work/construction item | Estimated quantity | Estimated Unit cost | Total cost |
|------------------------------------|--------------------|---------------------|------------------|
| See attached budget (Attachment 1) | | | \$302,500 |
| | | | |
| TOTAL TABLE A: | | | \$302,500 |

Table B – Ineligible Items²

| Ineligible work/construction item | Estimated quantity | Estimated Unit cost | Total cost |
|-----------------------------------|--------------------|---------------------|-----------------|
| See attached budget | | | \$27,500 |
| | | | |
| TOTAL TABLE B: | | | \$27,500 |

Total Project Budget

- Total cost (**Total Table A + Total Table B**): \$330,000
- Total eligible costs – recommended range \$100,000 to \$800,000 (**Total Table A**): \$302,500
- Applicant's contribution toward eligible TA costs – minimum 20% match required: \$60,500
- Total amount requested in TA funds (**#2 minus #3**): \$242,000

¹ See the [ATP Project Evaluation section](#) of this document for any additional requirements related to project costs.

² Includes Right of Way or Land Acquisition (e.g., appraisal fees, legal fees), Administrative Costs (e.g., preliminary and construction engineering and contingencies).

ATP Project Evaluation

Eligibility

Federal legislation requires that the project be an “eligible activity.” The project must fall within one of the eligible activities listed below. (Check all appropriate categories.)

- ☒ On-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- ☐ Transportation projects to achieve Americans with Disabilities Act of 1990 compliance.
- ☒ Safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- ☐ Conversion and use of abandoned railroad corridors.
- ☐ Construction of turnouts, overlooks and viewing areas.
- ☐ Inventory, control, or removal of outdoor advertising.
- ☐ Historic preservation and rehabilitation of historic transportation facilities.
- ☐ Vegetation management to improve roadway safety, prevent against invasive species and to provide erosion control.
- ☐ Archaeological activities.
- ☐ Environmental mitigation related to storm water management and habitat connectivity.
- ☐ Reduce vehicle-caused wildlife mortality or restore/maintain habitat connectivity.
- ☒ Safe Routes to School (SRTS) project.

Project Information Overview

- Describe why this project is important to your community and quality of life ([elaborate in Criteria #1](#)) and how it will improve existing conditions ([elaborate in Criteria #2](#)) and in safety ([elaborate in Criteria #4](#)) (**Limit to 300 words**): The project involves increasing safety and pedestrian confidence at two roundabouts along CSAH 3/Second Street North by installing a pedestrian crosswalk flasher system. CSAH 3/Second Street North provides a continuous and vital connection from the Mississippi River and downtown on the western edge of Sauk Rapids to the Sauk Rapids-Rice High School (2.88 miles) on the eastern edge of the community, with numerous key community facilities located in between including the Middle School, Bob Cross Nature Preserve, and the Government Center. Navigating through the roundabouts at 6th Avenue and Summit Avenue has proven very challenging for pedestrians trying to

reach their destination, particularly for accessing the Sauk Rapids-Rice Middle School. During the morning commute, the Sauk Rapids Police Department has been stationed at one or the other of the roundabouts and has documented speeding as well as motor vehicle violations, including accidents, at the existing roundabouts. The speed of vehicles, combined with the challenges of navigating through multilane roundabouts results in numerous close calls and near-accidents. MnDOT has documented that the use of a pedestrian flasher system decreases speed and higher rates of yield to pedestrians and bicyclists.

- Describe the main users by type or classification and the approximate number of users to be served by the proposed project (**elaborate in Criteria #3**) (**Limit to 200 words**): The main users will be pedestrians and bicyclists. An average of 175 pedestrians and 98 bicyclists use the project roundabouts and crosswalks weekly. Users of the project areas rely on public transit, biking, or walking to work or school. Given the proximity to the Sauk Rapids-Rice Middle School, many of the people walking or biking through this roundabout are middle-school aged children. The roundabout at Summit Avenue is a key intersection for connecting two major corridors within Sauk Rapids.
- Explain current and future ownership of the property (**elaborate in Criteria #6**) (**Limit to 100 words**): The project area is public right-of-way with one private parcel that will require an easement. Once constructed, the crosswalk and flasher system will be owned and maintained by the City of Sauk Rapids.

Evaluation Criteria

Criteria #1 Plan Identification: 20 possible points

Describe the level of identification of your project in one or more regional, tribal, or local plan, which has been adopted by federal, state, regional or local agencies.

- Describe why this project is important to the community through the following means:
 - Explain how the project is either specifically identified in the plan(s) or consistent with these plans and objectives, providing direct reference to specific sections of the plan.
 - Detail the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference.

The project was identified on the following plans or regulatory documents:

City of Sauk Rapids Transportation Plan (Attachment 2)

<https://saukrapids.govoffice.com/vertical/Sites/%7B0431F973-8F1A-45B9-BC40-963EF7BF7919%7D/uploads/%7B0C3622A0-840E-4902-8AA4-A88BCB2B47C4%7D.PDF>:

Both intersections had an issue identified of “concern for crossing” and potential action items include signage, traffic control devices, crosswalks, traffic calming, and school crossing guards. Development of this plan included three Public Open House meetings, two Transportation Stakeholder Committee meetings, and two Non-Motorized Stakeholder Committee meetings.

Draft City of Sauk Rapids 2040 Comprehensive Plan (Attachment 3): https://ci.sauk-rapids.mn.us/vertical/Sites/%7B0431F973-8F1A-45B9-BC40-963EF7BF7919%7D/uploads/Sauk_Rapids_Comprehensive_Plan_AUG22_DRAFT-1.pdf

This project is consistent with draft 2040 Comprehensive Plan for Sauk Rapids, which on page 37 states a goal to “Provide a safe, comfortable, and positive experience for pedestrians and bicyclists whenever possible” and a multimodal strategy to “Enhance the pedestrian experience by....mitigating conflicts with traffic and street intersections by providing proper demarcation and signage control when possible.” Public engagement for this plan included a pop-up event in August of 2021 at Rock the Riverside to kick-off the planning process. Additionally, online engagement was conducted through Social Pinpoint and an open house was held for the community on December 19, 2023.

St. Cloud Area Planning Organization (APO) Regional Active Transportation Plan (Attachment 4): <https://stcloudapo.org/wp-content/uploads/2022/09/Regional-Active-Transportation-Plan-2022-FINAL.pdf>

This project is consistent with the St. Cloud APO Regional Active Transportation Plan which on page 177 (Figure A.26) of the identifies the recommendation to construct a regional shared use path along CSAH 3 in Sauk Rapids, which would then connect the region to other regionally significant bicycle networks as identified in the Minnesota Department of Transportation District 3 Bicycle Plan. Additionally, on page 98 of the plan, Goal #1 is listed as “Improve Bicycle and Pedestrian Safety and Comfort.” Community engagement in preparing this plan included an online survey through SurveyMonkey with 127 responses and an online map through a Wikimapia platform with 27 responses. Additionally, approximately 2,700 people were reached through Facebook and 180 engagements were made and further outreach was conducted through local media outlets and area organizations, along with numerous committee meetings.

Criteria #2 Connectivity: 20 possible points

Explain the connectivity deficiency of the current facility and how the project will improve (i.e., project removes a barrier and/or provides an important connection near a community center, school, transit facility, etc.).

- Describe how the proposed project will be integrated into the existing local or regional network.
- Document the project area’s existing conditions and detail how the project will improve existing conditions for active transportation users.
- If part of a large/regional network, detail how the proposed project will complete or further the completion of the network. For projects furthering the completion of a network, details must be provided related to the status of the other components including anticipated completion of the full scope of the larger project.

The pedestrian crosswalk flashers will be installed at existing roundabout crosswalks (Attachment 5) along CSAH 3 at Summit Avenue and 6th Avenue. Crossing these roundabouts has been extremely problematic for pedestrians and bicyclists. CSAH 3 and the existing sidewalk network is a main east-west thoroughfare in Sauk Rapids that connects motorists, cyclists, and pedestrians to Sartell and St. Cloud to the west and to greater Minnesota to the east. Additionally, CSAH 3 is one of three entrance and exit roadways for Highway 10 in Sauk Rapids. There is a high volume of both vehicle and non-motorized traffic each day, particularly at the beginning and end of the school day given the close proximity to the Sauk Rapids-Rice Middle School. The majority of vehicles (67%) traveling through the roundabout were documented to be driving faster than the 30 mile per

hour speed limit and roughly a quarter of the vehicles were traveling in excess of 40 miles per hour. Vehicles traveling faster than 30 miles per hour makes it particularly difficult for pedestrians and bicyclists to judge the gap for them to safely cross. The multi-lane configuration of the roundabout further complicates the crossing for pedestrians and bicyclist because while the vehicle in the right lane may stop for them, the vehicle traveling through the left lane may not stop either while entering or exiting the roundabout. These challenges cause pedestrians and bicyclist to wait a long time to be able to cross or to do so with uncertainty. There have been a number of near-miss accidents due to these issues and increasing safety at these roundabouts is a top priority of the City, School District, parents, and residents. The pedestrian crosswalk flasher system will increase safety by bringing awareness to vehicles in both lanes of the roundabout to be watching for and yield to pedestrians. According to the Federal Highway Administration, RRFBs can increase the vehicle yield rate to 98% and reduce pedestrian crashed by 47% (<https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb#:~:text=Research%20suggests%20RRFBs%20can%20result,the%20number%20of%20travel%20lanes.&text=RRFBs%20can%20also%20accompany%20school%20or%20trail%20crossing%20warning%20signs.>) The installation of crosswalk flashers will increase the safety for vulnerable road users, in particular the children walking to and from school and people navigating the roundabouts to get to other community amenities along the corridor.

Criteria #3 Bike/Pedestrian Facilities: 15 possible points

Explain the degree to which the proposed project would encourage/facilitate pedestrian and/or bicycle transportation.

- Describe the main users of the proposed project by type (i.e., pedestrians vs. bicyclists) and approximate the anticipated number of users of the facility.
- Using either the SPACE or Justice 40 tool from page 3 and 4, describe how the proposed project will benefit traditionally underserved populations or marginally disadvantaged (people with disabilities, low-income, limited English-speaking capabilities, Black, Indigenous, People of Color (BIPOC), persons under the age of 18 or over the age of 65, households without access to a motor vehicle [zero vehicle households], etc.). Indicate in your response which tool you are using. Detail how this project may adversely impact the traditionally underserved or marginally disadvantaged population and describe mitigation strategies (if any) to prevent adverse impacts.
- Describe the relation to which the project provides access to likely generators of pedestrians and/or bicycle activity. Include distances between likely generators. Provide maps as needed.

The users of the existing crosswalks at the project are both pedestrians and bicyclists. The APO conducted a 2021 pedestrian traffic study for the project area (Attachment 6). The study identified, on average, 175 pedestrians and 98 bicyclists utilize the crosswalks at the project roundabouts per week. The peak usage is in the summer with an average of 203 pedestrians and 161 bicyclists per week.

The SPACE tool was the area surrounding the project. A SPACE score of 49.3 was assigned to approximately 0.20 square miles surrounding the project area. Points were assigned for the following items: disability, unemployment rate, short commute, transit commuters, walking commuters, biking commuters, no vehicle, supermarkets, K-12 school, and an urban area. This tool specifically outlines for the project area the reliance of public transit, biking, or walking to work or school.

The EJScreen Report for the project impact area indicates that 30% of the residents have a low income, which places this area in the 73rd percentile when compared to the State (Attachment 7). The report also shows that 22% of the residents are age 18 or below and 17% are age 65 and over. This aligns with the points awarded in the SPACE score for “no vehicle” and means it is even more critical to ensure pedestrian safety and accessibility for residents of this area to access their school, jobs, and recreation opportunities. Residents living within the impact area are more likely to be reliant on non-motorized transportation options. These roundabouts are along highly traveled routes and currently pose a safety risk for pedestrians and bicyclists. The proximity and connection point to several schools means that there are numerous school aged children that need to traverse through these roundabouts every school day. Children are less likely to be seen while they’re walking or biking, and this is particularly challenging with a multi-lane roundabout, where one lane of traffic may stop, but the driver in the other lane may not see a pedestrian or bicyclist enter the crossing.

There are no adverse impacts to underserved or disadvantaged communities anticipated and in fact it is anticipated that this will increase safety for all residents traveling through the roundabout. During construction, it is anticipated that residents will still be able to walk or bike through the corridor but will be redirected to other crosswalks. The timing of this work is such that it would be completed at the same time that the pedestrian ramps are being replaced to make them ADA compliant, which will minimize the timeframe for disruption.

The CSAH 3 and Summit Avenue roundabout connects residences west of the roundabout to the Sauk Rapids Government Center (330 feet northeast), the post office (460 feet northeast), the Bob Cross Nature Preserve (550 feet south to the nearest trailhead), and the Sauk Rapids-Rice Public School/ Community Arts Center (0.5 miles south-southeast). The CSAH and 6th Avenue roundabout connects surrounding residences to the Hillside Early Childhood Center (0.2 miles south) and to downtown with Walgreens Pharmacy, multiple restaurants, Anytime Fitness, and Coborn’s grocery store (approximately 0.3 to 0.7 miles southwest). Existing sidewalks are located throughout the project area to the greater Sauk Rapids area, specifically including to the schools and grocery store.

Criteria #4 Safety: 15 possible points

Explain the safety impacts of your project for potential users.

- Describe the existing conditions of the corridor for the proposed facility in terms of active transportation user safety.
 - Provide documentation of crash history (fatal/serious injury) if available or potential for fatal/serious injuries.
- Detail the safety components of this proposed project (i.e., grade separated facility, protected bike lanes, rectangular rapid flash beacons (RRFB), leading pedestrian intervals (LPI), marked crosswalks, traffic calming features, lighting, and other safety related infrastructure or providing for the collection of data).
- Explain how this project safely integrates with other modes of transportation.

The two existing roundabouts at the CSAH 3 project intersections currently have painted crosswalks at each roadway intersection that traverse medians across the divided intersections. The speed limit on CSAH 3, 6th Avenue, and Summit Avenue is 30 miles per hour (mph) with a recommended speed through the roundabout of

15 mph. Two Sauk Rapids Police Department speed reports were prepared for CSAH 3 in 2022 (Attachment 8). Between August 22 and December 20, 2022, a westbound speed monitor was set at 1287 CSAH 3 (approximately 750 feet east of the CSAH 3 and Summit Avenue). Of the 269,904 vehicles entering the roundabout, 66.77% of vehicles exceeded the speed limit of 30 mph and 26.83% of vehicles were considered excessive speed above 40 mph. Between August 16 and December 27, 2022, an eastbound speed monitor was set at 1010 CSAH 3 (approximately 250 feet east of CSAH 3 and Summit Avenue). Of the 244,972 vehicles exiting the roundabout, 77.66% of vehicles exceeded the speed limit of 30 mph and 30.74% of vehicles were considered excessive speed above 40 mph. Additionally, the Sauk Rapids Police Department provided a traffic incident report for the project area from between 2013 and 2022. The report identified the following relevant traffic incidents that occurred at the CSAH 3 and Summit Avenue intersection: 14 traffic accidents, one hit-and-run, seven traffic stops, six citations, six driving incidents, two complaints, and 47 warnings. The following relevant traffic incidents occurred at the CSAH 3 and 6th Avenue intersection: 13 traffic accidents, one driving under the influence (DUI)/driving while intoxicated (DWI) incident, eight traffic stops, five citations, three driving incidents, four complaints, and 39 warnings.

The City of Sauk Rapids and the Sauk Rapids-Rice School District are currently working on a Safe Routes to School Plan. Based on feedback received before and during the planning process, addressing safety concerns at these roundabouts is a top priority. The School District has received numerous complaints from both parents and property owners in the area about the lack of safe options for crossing the roundabouts and the number of near-miss accidents with children trying to go to and from school. These roundabouts are at critical crossroads within the community and are particularly problematic for pedestrians and bicyclists because of the fact that they are multi-lane roundabouts and the high speeds at which the majority of drivers are entering the roundabout. Drivers have been observed to change lanes in the roundabout and there have been times where a driver in one lane will stop for a pedestrian but the driver in the adjacent lane is unaware that someone is trying to walk or bike through the intersection.

Pedestrian flashing beacons will draw attention to pedestrians in the area, causing drivers to slow down, be more observant, and specifically watch for pedestrians and bicyclists while moving through the roundabout. As previously noted, this type of improvement has been found to increase vehicle yield rates to 98%.

Criteria #5 Feasibility: 20 possible points

Explain the feasibility of the project

- Explain your 20-year maintenance plan and any maintenance agreements that will be required with other agencies in your proposed project. Include how many months per year this project will be available for use in your response.
- Describe the extent of project development completed to date.
- Address any issues, environmental concerns, property ownership issues or design challenges. Include any pertinent excerpts from completed feasibility documentation (e.g., scoping study, preliminary engineering, etc.) for the project.
- Describe the environmental path you intend to follow. Identify and explain if you are aware of any needed permits.
- Explain how your agency will provide the necessary local match to leverage the federal TA program

funds requested and cover any additional (or ineligible) costs required for the completion of your project.

- Applicants may be asked to provide additional documentation following application submittal.

Maintenance of the crosswalk and flashers will include regular testing, crack filling, and seal coating to ensure the longevity of the investment. Maintenance of crosswalk systems are part of the annual budget and public works schedule and is done through a combination of a standard timeline, along with visual inspections to determine the need for repairs. To date, the need for this improvement was identified in several plans, including the current Safe Routes to School planning process, and preliminary design has been completed. Construction of the project is planned for the summer of 2025, with some installation occurring during the fall of 2025 or early winter of 2026. No environmental concerns, property ownership issues, or design challenges are anticipated for any portion of the project. It is currently anticipated that the environmental review will conclude with a categorical exclusion. No environmental permits will be needed, however, a City of Sauk Rapids Land Disturbance permit, a County permit and an NPDES Construction permit will be obtained. Local matching funds, including funds to cover 20% of the construction cost and 100% of the ineligible costs will be provided through City general funds.

Criteria #6 Right of Way: 10 possible points

Describe the status of right-of-way acquisition

- If right of way is needed, describe the process you plan to follow for acquisition.
- If applicable, be sure to include in your response the status of interagency agreements or permits, status of funds for purchasing right-of-way, and any work that requires collaboration with rail.
- If working with rail, provide details of negotiations, estimated completion date and any supporting documentation.

The project is located within public right-of-way or within City of Sauk Rapids or Benton County owned parcels. The exception is a portion of a privately-owned parcel (Benton County parcel 190003100) is located at the southeast intersection of Summit Avenue and CSAH 3. The parcel overlaps a portion of the roadway and existing crosswalk. The City of Sauk Rapids will work with the property owner to obtain an easement. No acquisitions are required for the project. No interagency agreements are necessary for this project, nor does any component of the project require collaboration with rail.

RESOLUTION NO. 2024-03

**RESOLUTION SUPPORTING
TRANSPORTATION ALTERNATIVES GRANT APPLICATION**

BE IT RESOLVED that the City of Sauk Rapids agrees to act as sponsoring agency for the project identified as the 2nd Street N. (CSAH 3) Pedestrian Crosswalk Flasher System Safety Improvements seeking Transportation Alternatives funding and has reviewed and approved the project as proposed. Sponsorship includes a willingness to secure and guarantee the local share of costs associated with the project and responsibility for seeing this project through its completion, with compliance of all applicable laws, rules, and regulations.

BE IT FURTHER RESOLVED, the City Council of the City of Sauk Rapids is hereby authorized to act as agent on behalf of this sponsoring agency.

ADOPTED BY THE SAUK RAPIDS CITY COUNCIL THIS 8th DAY OF JANUARY 2024.



Mayor

ATTEST:



City Administrator

CITY SEAL:

RESOLUTION NO. 2024-04

**RESOLUTION SUPPORTING
TRANSPORTATION ALTERNATIVES GRANT MAINTENANCE AGREEMENT**

WHEREAS, the Federal Highway Administration (FHWA) requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right of way or property ownership acquired without prior approval from the FHWA; and

WHEREAS, Transportation Alternatives projects receive federal funding; and

WHEREAS the Minnesota Department of Transportation (MnDOT) has determined that for projects implemented with alternative funds, this requirement should be applied to the project proposer; and

WHEREAS, the City of Sauk Rapids is the sponsoring agency for the transportation alternatives project identified as the 2nd Street N. (CSAH 3) Pedestrian Crosswalk Flasher System Safety Improvements.

THEREFORE, BE IT RESOLVED, the sponsoring agency hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned transportation alternatives project.

ADOPTED BY THE SAUK RAPIDS CITY COUNCIL THIS 8th DAY OF JANUARY 2024.

Mayor

ATTEST:

City Administrator

CITY SEAL:

Application Checklist

This section is required for all applicants.

- ☒ Letter of intent was reviewed, and Regional Planner approved the applicant complete the full application.
- ☒ Applicant and sponsoring agency have read and are fully aware of the requirements described in the *TA Solicitation Guidebook*.
- ☒ General Information section completed.
- ☒ Project Budget section completed. TA Program applicants in ATP-3 have a minimum eligible project cost of \$100,000 and a maximum request of \$800,000.
- ☒ ATP Project Evaluation section completed.
- ☒ Sponsoring Agency Resolution completed.
- ☒ Resolution Agreeing to Maintain Facility completed.
- ☒ Required Signatures have been obtained.

Required attachments for Applicants requesting TA Program funds

- ☒ Legible project location map showing project termini and featured locations described in the narrative portion of the application.

Other enclosures for Applicants requesting TA Program funds

- ☒ Documentation of financial support (letters, agreements, etc.).
- ☒ Documentation of plans and public participation.
- ☒ Project schedule.
- ☒ Maps, graphics, photos, typical sections.

Application Submittal

- ☒ Applicant is seeking TA Program funds and submitted, **by January 12, 2024**, 15 hard copies and 1 electronic version of the application to:

Jeff Lenz
 MN Department of Transportation
 District 3 – Baxter
 7694 Industrial Park Road, Baxter, MN 56425
 218/828-5808

Email: Jeff.Lenz@state.mn.us

Signatures

Notes: Signatures are required from the following – project applicant; sponsoring agency engineer, if different than the project applicant; a representative of the local unit of government in which the project is located; and the MPO Executive Director, if the project is located in a MPO area.


(Applicant Signature)

1-9-24
(Date)



(Sponsoring Agency Engineer Signature)

01/11/2024

(Date)


(Local Unit of Government Signature)

1-9-24
(Date)


(If in MPO area, signature of MPO Executive Director)

1-11-24
(Date)

Attachment 1

Cost Estimate



2024 2ND STREET NORTH RRFB PROJECT
GRANT APPLICATION
SAUK RAPIDS, MN
SEH NO. SR G128

12/20/2023

| OPINION OF PROBABLE COST | | | | | | | | | | | | |
|--------------------------|--|----------|----------------------------------|-----------------------------------|----------------------------------|---------------------------------|------------|----------------------------------|-----------------------------------|----------------------------------|---------------------------------|--------------|
| ITEM NO. | ITEM DESCRIPTION | UNIT | 2ND ST N @ SUMMIT AVE (EAST LEG) | 2ND ST N @ SUMMIT AVE (NORTH LEG) | 2ND ST N @ 6TH AVE N (NORTH LEG) | 2ND ST N @ 6TH AVE N (WEST LEG) | UNIT PRICE | 2ND ST N @ SUMMIT AVE (EAST LEG) | 2ND ST N @ SUMMIT AVE (NORTH LEG) | 2ND ST N @ 6TH AVE N (NORTH LEG) | 2ND ST N @ 6TH AVE N (WEST LEG) | TOTAL |
| 1 | TRAFFIC CONTROL | LUMP SUM | 1 | 1 | 1 | 1 | \$5,500.00 | \$5,500.00 | \$5,500.00 | \$5,500.00 | \$5,500.00 | \$22,000.00 |
| 2 | PEDESTAL POLE FOUNDATION | EACH | 4 | 3 | 3 | 3 | \$1,100.00 | \$4,400.00 | \$3,300.00 | \$3,300.00 | \$3,300.00 | \$14,300.00 |
| 3 | PEDESTAL POLE, BASE, WIND COLLAR | EACH | 4 | 3 | 3 | 3 | \$1,320.00 | \$5,280.00 | \$3,960.00 | \$3,960.00 | \$3,960.00 | \$17,160.00 |
| 4 | RRFB FLASHERS | EACH | 5 | 4 | 4 | 4 | \$1,650.00 | \$8,250.00 | \$6,600.00 | \$6,600.00 | \$6,600.00 | \$28,050.00 |
| 5 | TYPE C SIGN PANELS | SQ FT | 70 | 53 | 53 | 53 | \$55.00 | \$3,850.00 | \$2,915.00 | \$2,915.00 | \$2,915.00 | \$12,595.00 |
| 6 | APS PUSH BUTTON AND SIGN | EACH | 4 | 3 | 3 | 3 | \$880.00 | \$3,520.00 | \$2,640.00 | \$2,640.00 | \$2,640.00 | \$11,440.00 |
| 7 | HANDHOLES | EACH | 6 | 3 | 3 | 3 | \$2,200.00 | \$13,200.00 | \$6,600.00 | \$6,600.00 | \$6,600.00 | \$33,000.00 |
| 8 | 2 INCH CONDUIT | LIN FT | 400 | 100 | 200 | 200 | \$27.50 | \$11,000.00 | \$2,750.00 | \$5,500.00 | \$5,500.00 | \$24,750.00 |
| 9 | 3 INCH CONDUIT | LIN FT | 125 | 125 | 100 | 100 | \$44.00 | \$5,500.00 | \$5,500.00 | \$4,400.00 | \$4,400.00 | \$19,800.00 |
| 10 | FLASHER SYSTEM CABINET | EACH | 1 | 1 | 1 | 1 | \$3,300.00 | \$3,300.00 | \$3,300.00 | \$3,300.00 | \$3,300.00 | \$13,200.00 |
| 11 | SERVICE CABINET WORK | EACH | 1 | 1 | 1 | 1 | \$1,650.00 | \$1,650.00 | \$1,650.00 | \$1,650.00 | \$1,650.00 | \$6,600.00 |
| 12 | NEW CONDUIT INTO EXISTING LIGHTING SERVICE CABINET | EACH | 1 | 0 | 1 | 0 | \$1,100.00 | \$1,100.00 | \$0.00 | \$1,100.00 | \$0.00 | \$2,200.00 |
| 13 | CABLES AND CONDUCTORS | EACH | 1 | 1 | 1 | 1 | \$6,600.00 | \$6,600.00 | \$6,600.00 | \$6,600.00 | \$6,600.00 | \$26,400.00 |
| 14 | CONCRETE MEDIAN REMOVAL | EACH | 2 | 1 | 1 | 1 | \$550.00 | \$1,100.00 | \$550.00 | \$550.00 | \$550.00 | \$2,750.00 |
| 15 | CONCRETE MEDIAN INSTALLATION | EACH | 2 | 1 | 1 | 1 | \$2,750.00 | \$5,500.00 | \$2,750.00 | \$2,750.00 | \$2,750.00 | \$13,750.00 |
| 16 | BITUMINOUS TRAIL REMOVAL | LUMP SUM | 1 | 1 | 1 | 1 | \$1,100.00 | \$1,100.00 | \$1,100.00 | \$1,100.00 | \$1,100.00 | \$4,400.00 |
| 17 | BITUMINOUS TRAIL REPLACEMENT | LUMP SUM | 1 | 1 | 1 | 1 | \$1,100.00 | \$1,100.00 | \$1,100.00 | \$1,100.00 | \$1,100.00 | \$4,400.00 |
| 18 | SIGN AND POST REMOVAL | EACH | 4 | 3 | 3 | 3 | \$220.00 | \$880.00 | \$660.00 | \$660.00 | \$660.00 | \$2,860.00 |
| 19 | MOUNTING HARDWARE | EACH | 4 | 3 | 3 | 3 | \$275.00 | \$1,100.00 | \$825.00 | \$825.00 | \$825.00 | \$3,575.00 |
| SUBTOTAL - MATERIALS | | | | | | | | \$83,930.00 | \$58,300.00 | \$61,050.00 | \$59,950.00 | \$263,230.00 |
| MISCELLANEOUS | | | | | | | | \$12,870.00 | \$7,700.00 | \$9,350.00 | \$9,350.00 | \$39,270.00 |
| SUBTOTAL - CONSTRUCTION | | | | | | | | \$96,800.00 | \$66,000.00 | \$70,400.00 | \$69,300.00 | \$302,500.00 |
| ENGINEERING | | | | | | | | \$8,778.00 | \$6,050.00 | \$6,380.00 | \$6,292.00 | \$27,500.00 |
| GRAND TOTAL | | | | | | | | \$105,578.00 | \$72,050.00 | \$76,780.00 | \$75,592.00 | \$330,000.00 |

Attachment 2

City of Sauk Rapids Transportation Plan

1.2 Report Organization

The Sauk Rapids Transportation Plan is organized into the following main sections:

- 1.0 Introduction and Background
- 2.0 Existing Conditions
- 3.0 2035 Transportation Plan

1.3 Transportation Plan Goals and Objectives

Transportation goals and objectives should reflect a vision of what Sauk Rapids' transportation system should provide and help guide priorities for future investment, either as a publicly-maintained local system or in partnership with regional or state transportation agencies. These transportation goals and objectives provide Sauk Rapids with a means to measure the performance of the transportation system over time, and as necessary, an opportunity to reassess, revise and/or supplement the desires of the City.

The goals and objectives were developed with input provided by the Stakeholder Committees, City Council, and the public. These goals and objectives are not ranked or presented in order of importance or need.

Goal 1: Identify Existing and Future Mobility Needs

- Objective: Assess existing and forecast travel demands to determine where road capacity concerns exist and/or are anticipated in the future.
- Objective: Assess the needs of non-motorized transportation (i.e. pedestrian and bicycle movements).

Goal 2: Plan Transportation Improvements Complimentary to Land Use Planning

- Objective: Plan transportation improvements to accommodate future local development and regional growth.
- Objective: Provide for safe and convenient access to commercial and residential properties.
- Objective: Provide connectivity between neighborhoods, schools, retail centers, employment centers and recreational facilities.
- Objective: Preserve corridors for future roadway and trail system needs.

Goal 3: Improve Bicycle and Pedestrian Facilities

- Objective: Create a long term plan for trails and sidewalks.
- Objective: Develop a Safe Routes to School Plan for K-8 students to facilitate safe walking and biking to school.

Goal 4: Create a Practical Plan

- Objective: Follow a study process that allows opportunities for public review and comment.

- Objective: Identify transportation improvements that are consistent with other local and regional studies, plans, and programs.
- Objective: Prioritize improvements to create a useful implementation schedule/plan that is fiscally reasonable.
- Objective: Recognize constraints and the need to protect environmentally sensitive features (e.g. wetlands, floodplain areas, other natural resources).

1.4 Public Involvement and Stakeholder Committees

The City of Sauk Rapids is committed to public involvement/outreach at all levels in decision-making. The City engaged city residents, business owners, community organizations, and other local agencies. Transportation related input (issues and needs) in the Sauk Rapids area were compiled from the following:

- Public Open House Meetings
 - May 20, 2010
 - August 5, 2010
 - January 3, 2011
- Transportation Stakeholder Committee Meetings
 - June 22, 2010
 - October 19, 2010
- Non-Motorized Stakeholder Committee Meetings
 - July 13, 2010
 - October 28, 2010

1.4.1 Public Open House Meetings

The City hosted three Public Open House Meetings. The intent of the public open house meetings was to introduce the public to the process, to solicit input on transportation issues, and to review the conceptual future roadway system plan and results of the technical analyses.

Furthermore, the Transportation Plan Report and a summary of the findings were presented to the Planning Commission and City Council on January 3, 2011, and January 10, 2011, respectively.

1.4.2 Transportation Stakeholder Committee Meetings

Two Transportation Stakeholder Group meetings were conducted throughout the plan development process. The Transportation Stakeholder Committee was comprised of representatives from Benton County, Sauk Rapids Township, Minden Township, the City of Sauk Rapids, St. Cloud Area Planning Organization, and the City's consultant (SEH Inc.). The Stakeholder Group helped identify existing and future transportation issues and was instrumental in developing the recommended transportation conceptual future roadway system plan.

Principal Arterials

Principal arterials typically have the highest volume capacity and provide the highest level of service at higher speeds for the longest uninterrupted distance. This type of roadway is intended to connect larger cities with one another and connect major business centers. The functional emphasis is on mobility rather than land access. The nature of land uses adjacent to principal arterials is typically of higher intensity. Highways 10, 15, 23 and 95 are classified as principal arterial roadways (Figure 6).

Principal Arterial Roadway Characteristics:

- Emphasis on mobility rather than providing land access.
- High speed design with travel speeds of 55 mph or greater in rural areas.
- Serve longer (regional, state-wide) trips, typically greater than 8 miles.
- Commonly spaced at least 6 to 12 miles apart.



Minor Arterials

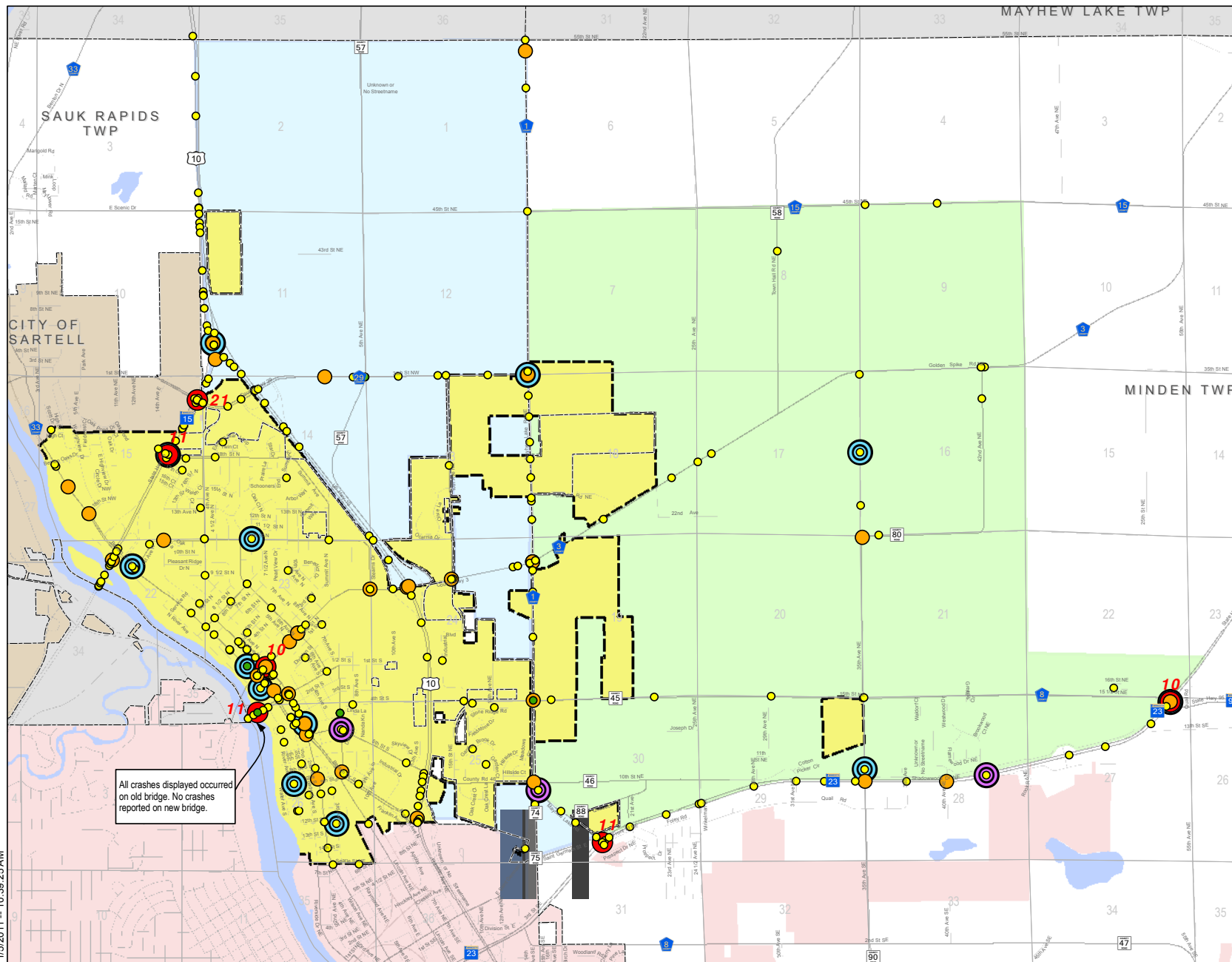
Minor arterials are intended to connect important locations inside and outside of Sauk Rapids. This type of roadway is intended to provide service for trips of moderate length (greater than 2 miles) at a somewhat lower level of mobility than principal arterials. However, minor arterials have a greater focus on mobility rather than land access. They generally connect to principal arterials, other minor arterials, or collectors. Minor arterials are of regional importance because they relieve traffic on or substitute for principal arterials when necessary. In Sauk Rapids, the following roadways are classified as minor arterials (see Figure 6):



- CSAH 1/Mayhew Road;
- CSAH 3/2nd St./Golden Spike Rd.;
- CSAH 29/35th Street;
- CSAH 33/Benton Drive;
- County Road 45/Wapicada Road
- 2nd Avenue South


Minor Arterial Roadway Characteristics:

- Emphasis on mobility rather than providing land access.
- High speed design with travel speeds of 55 mph or greater in rural areas, lower speed design in urban areas.
- Serve longer trips and provide connections to principal arterials.
- Generally spaced 1-2 miles apart in urban areas and 6-12 miles in rural areas.



Attachment 4

Sauk Rapids



SAUK RAPIDS TRANSPORTATION PLAN

0 00 d 00 r 00
0 r 00 00 00 00 r 00 20 00 00 20 00 80

Legend

TYPE

- Pedestrian or Bicycle (5 Incidents)

Crash Frequency

- 1 - 2
- 3 - 9
- 10 - 21

Severe Crashes

- Incapacitating Injury (13 Incidents)
- Fatality (3 Incidents)


Boundaries

- Existing Sauk Rapids City Limits
- Sartell
- Saint Cloud

Annexation Boundaries

- Minden Township
- Sauk Rapids Township

Sources: Benton County, MnDNR, LMIC, SEH, APO, City of Sauk Rapids, MnDOT



0 0.5 1 Miles

0 0 0 0 0 0

City-Wide Non-Motorized Facilities Plan Map

Figure 23 depicts existing non-motorized facilities along with desired improvements, including new facilities and connections. Areas identified in green illustrate existing facilities; however for the purposes of this plan a distinction between facility types (sidewalk, routes, trails, etc) has not been made. Red lines illustrate facility gaps in the existing system along with desired facility improvements. Throughout the stakeholder and community engagement process, the focus has been to identify the locations for desired improvements and allow flexibility for designating specific facility type as development and scope are refined in future detailed planning initiatives.



Non-Motorized Facility Design Standards and Options

Facility design standards can be customized to meet the needs of both the facility type and facility location within the City. The design typical illustrations found on Figures 20-22 depict several designs available in a range of facility alternatives.

3.6.2 Safe Routes to School Plans

Attendance Areas

Minnesota law requires school districts to provide transportation at no charge for students who reside more than two miles from the school they attend. The Sauk Rapids-Rice School District has chosen to provide transportation for elementary students who live more than one mile from their school and secondary students who live more than two miles from their school. The distance radius is modified to some extent because the Sauk Rapids-Rice School District has designated Trunk Highways 10 and 15 as hazardous barriers and provides transportation at no cost to students residing within the 1 and 2 mile limits affected by these roadways. School bus transportation is contracted with Metropolitan Transportation Network Inc. (MTN).

Safe Routes to School Program Overview

The Safe Routes to School (SRTS) Program was established in August 2005 through the federal transportation bill, SAFETEA-LU. The bill provided funding for each state Department of Transportation to establish a SRTS program. According to the Federal Highway Administration (FHWA), in 1969, about half of all students walked or bicycled to school. Currently, less than fifteen (15) percent of students walk or bicycle to school. On a national level, nearly twenty-five (25) percent of students use bus transportation, while more than fifty (50) percent of children are transported to school via private automobiles. The historical reduction in student walking and bicycling has corresponded with an increase nationwide in several adverse community impacts such as increased traffic congestion, decreased bicycle and pedestrian safety, and steadily increasing rates of childhood obesity.

SRTS aims to directly address the systemic impacts of reduced non-motorized student transportation. Specific funding opportunities are available for school districts to embark on educational programming as well as needed infrastructure improvements. A primary goal of SRTS is that through educational activities such as street-crossing safety training and bike rodeos or infrastructure improvements such as sidewalks and crosswalks that communities can actively support and encourage students and their caregivers to participate in non-motorized transportation.

Eligible Infrastructure Projects

SAFETEA-LU specifies that eligible infrastructure-related projects include the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including:

- sidewalk improvements,
- traffic calming and speed reduction improvements,
- pedestrian and bicycle crossing improvements,
- on-street bicycle facilities,
- off-street bicycle and pedestrian facilities,
- secure bicycle parking facilities, and
- traffic diversion improvements in the vicinity of schools. (Section 1404(f)(1)(A))



Given the general guidelines established in the legislation, each State is responsible for determining the specific types of infrastructure projects that are eligible for this program. Below is a list of potential infrastructure projects that some States have used for existing SRTS or related programs. This list is not intended to be comprehensive; other types of projects that are not on this list may also be eligible if they meet the objectives of reducing speeds and improving pedestrian and bicycle safety and access.

- Sidewalk improvements: new sidewalks, sidewalk widening, sidewalk gap closures, sidewalk repairs, curbs, gutters, and curb ramps.
- Traffic calming and speed reduction improvements: roundabouts, bulb-outs, speed humps, raised crossings, raised intersections, median refuges, narrowed traffic lanes, lane reductions, full- or half-street closures, automated speed enforcement, and variable speed limits.
- Pedestrian and bicycle crossing improvements: crossings, median refuges, raised crossings, raised intersections, traffic control devices (including new or upgraded traffic signals, pavement markings, traffic stripes, in-roadway crossing lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs, and pedestrian activated signal upgrades), and sight distance improvements.
- On-street bicycle facilities: new or upgraded bicycle lanes, widened outside lanes or shoulders, geometric improvements, turning lanes, traffic signs, channelization and roadway realignment, and pavement markings.



- Off-street bicycle and pedestrian facilities: exclusive multi-use bicycle and pedestrian trails and pathways that are separated from a roadway.
- Secure bicycle parking facilities: bicycle parking racks, bicycle lockers, designated areas with safety lighting, and covered bicycle shelters.
- Traffic diversion improvements: separation of pedestrians and bicycles from vehicular traffic adjacent to school facilities, and traffic diversion away from school zones or designated routes to a school.



Planning, design, and engineering expenses, including consultant services, associated with developing eligible infrastructure projects are also eligible to receive infrastructure funds.⁴

Eligible Non-infrastructure Activities

SAFETEA-LU specifies that eligible non-infrastructure activities are activities to encourage walking and bicycling to school, including:

- public awareness campaigns and outreach to press and community leaders,
- traffic education and enforcement in the vicinity of schools,
- student sessions on bicycle and pedestrian safety, health, and environment,
- funding for training, volunteers, and managers of safe routes to school programs. (Section 1404(f)(2)(A))

The above categories are broad in nature. There are several sources of information available that provide further guidance on non-infrastructure activities, such as the National Highway Traffic Safety Administration's (NHTSA) *Safe Routes to Schools: Practice and Promise*, and NHTSA's *Safe Routes to School Toolkit*.

Existing SRTS programs have used non-infrastructure funds for the following:

- Creation and reproduction of promotional and educational materials.
- Bicycle and pedestrian safety curricula, materials and trainers.
- Training, including SRTS training workshops that target school- and community-level audiences.
- Modest incentives for SRTS contests and incentives that encourage more walking and bicycling over time.
- Safety and educational tokens that also advertise the program.
- Photocopying, duplicating, and printing costs, including CDs, DVDs, etc.
- Mailing costs.
- Costs for data gathering, analysis, and evaluation reporting at the local project level.

⁴ <http://safety.fhwa.dot.gov/saferoutes/guidance/>

Table 5 – Sauk Rapids-Rice Middle School

| Map Label # | Location/Intersection Identified | Issue Identified | Potential Treatments or Action Items for Further Consideration |
|-------------|--------------------------------------|--|--|
| 1 | 6 th Avenue Corridor | Concern for crossing of 6 th Avenue | Signage, traffic control devices, crosswalks |
| 2 | 2 nd Street/Summit Avenue | Concern for crossing of 2 nd Avenue | Traffic calming, crosswalks, School Crossing Guards |

Table 6 – Sauk Rapids-Rice High School

| Map Label # | Location/Intersection Identified | Issue Identified | Potential Treatments or Action Items for Further Consideration |
|-------------|--|---|--|
| 1 | Ingress/Egress to West School Access & Mayhew Lake Rd. (CSAH 1) | Concern regarding ability to safely enter and leave property | Movement restrictions, such as right-in/right-out, warning flashers |
| 2 | Mayhew Lake Road Corridor (Designation of school zone eligible within 700' from school property) | Perceived traffic speed, not conducive to safe student travel | Traffic calming measures, warning flashers during peak school ingress/egress, increased law enforcement presence |
| 3 | County Road 3/Golden Spike Rd. (Corridor) | Perceived traffic speed not conducive to safe student travel | Traffic calming measures, increased law enforcement presence |

3.7 Implementation

This section provides an overview of the procedures required to implement the Transportation Plan.

3.7.1 Plan Adoption

The Transportation Plan will be reviewed and ultimately adopted by the City of Sauk Rapids City Council. It is recommended that this document be updated within the next 3 years to account for any changes resulting from ongoing or upcoming studies mentioned in Section 5.6. As growth and changes subside, updates should be completed every 5 years. This is a living document that can and should be periodically reviewed and updated as conditions change. Circulation of this document among residents and business community will bring awareness of opportunities and limitations incorporated into the plan so that they may make informed decisions.

3.7.2 Recommendations and Implementation Schedule

This implementation schedule summarizes the improvements that have been identified in this Transportation Plan. Since available funding is not adequate to meet all transportation needs, the timing of the improvements will be determined as the City experiences new development/redevelopment and the improvements will be advanced through the future Capital Improvement Programs (CIPs).

SAUK RAPIDS


Midd

Legend

- Existing Facilities

- # See Table 5

Boundaries

-  Existing Sauk Rapids City Limits

- Sartre

- Saint Cloud

Annexation Boundaries

- Minden Township

- Sauk Rapids Township

Sources: Benton County, MnDNR, LMIC, SEH, APO, City of Sauk Rapids, MnDOT



Number of People

Minutes

0 250 500 1,000

0 10 20 30 40

□ □ □ □ **2**

Attachment 3

Sauk Rapids Comprehensive Plan

A PLACE WITH A STRONG, DIVERSE AND EVOLVING DOWNTOWN

The Downtown has historically defined the community's character. It is a place where the community conducts business and the center for community gatherings. The Downtown should strive to function as a focal point for government, entertainment, community activities, and commerce.



Goals

- Promote a viable and compatible mix of community and visitor-serving activities that make Downtown a desirable place to live, work, shop, recreate, and visit.
- Reinforce Downtown as a premier riverfront destination that attracts and welcomes both residents and visitors year-round.
- Provide a safe, comfortable, and positive experience for pedestrians and bicyclists whenever possible.

General Strategies

32. Encourage the redevelopment of incompatible and/or functionally obsolete buildings.
33. Eliminate, through removal and relocation, conflicting and non-complementary uses when possible.
34. Consider the establishment of a downtown commission or committee to monitor its successes, organize events, and help prioritize economic development initiatives.

Multimodal Strategies

35. Establish a pedestrian network that connects major economic and recreational activity areas within the downtown district to residential neighborhoods.
36. Enhance the pedestrian experience by improving or providing sidewalks and street furniture and mitigating conflicts with traffic and street intersections by providing proper demarcation and signage control when possible.
37. Embrace a district-wide parking approach that maximizes the existing parking supply and reduces the demand to build additional spaces.
38. Encourage internal pedestrian circulation to create connections between building entrances, open spaces, and surrounding uses.

Design Strategies

39. Establish an orderly transition between the downtown district and residential neighborhoods by preserving residential character around the periphery of downtown and introducing medium to higher density residential uses.
40. Encourage locating commercial and retail space on the ground floor and provide direct access from street frontages and open spaces.
41. Create inviting spaces by emphasizing the use of façade treatments and glass windows that provide views into commercial/retail use.

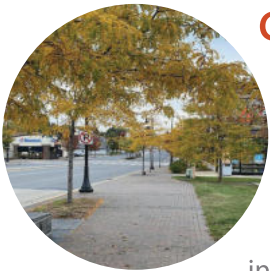
Cultural Strategies

42. Embrace and celebrate the site's history and access to the Mississippi River.
43. Inspire pedestrian movement and exploration through art installations.

TRANSPORTATION & MOBILITY FRAMEWORK

The Transportation and Mobility Framework stresses the importance of placing multi-modal elements as a priority over the automobile. As part of this effort, the City will need to consider how to balance multi-modal enhancements with the automobile and future developments.

In order to create a safe transportation system for all road users, thoughtful consideration should be given to pedestrians, transit users, and bicyclists. Designing roadway networks that give primary consideration to the most vulnerable road users, including children, elderly and people with disabilities, creates a safer experience for everyone. Eliminating conflict points at intersections, increasing visibility and accessibility, and prioritizing safe road design benefits all users. The City should consider the following initiatives to help advance its transportation and multi-modal goals.



Create a Well-Connected Street Network

The network of streets in a community helps determine land use configurations. It is a challenging task for cities to balance the access needs of shoppers and employees of local businesses and industries, provide efficient through transportation for regional travelers, and account for recreational transportation opportunities.

A well-connected roadway system is one that is designed with a network of streets in a grid pattern that provides multiple, short routes to destinations. Therefore, new developments should be carefully planned to provide connections within individual developments, between developments, and by having a well-planned collector road network to complement the arterial highway network.

Attachment 4F.

To best plan for all road users and create a well-connected street network, new developments should:

1. Establish a system of collector streets that serve as the primary traffic corridors connecting neighborhoods to arterial systems.
2. Build streets to meet broad community values regarding traffic management, pedestrian and bicycle accommodations, traffic calming, on-street parking, aesthetics and beautification, and environmental protection/enhancement.
3. Build a community-wide sidewalk and trail network that links households, schools, parks, commercial services, and job centers.
4. Be innovative with alternative street designs that help implement the community's vision and principles without compromising safety or increasing long term maintenance costs.
5. Consider parking strategies that include on-street parking in areas where off-street parking could be limited by sharing street area.
6. Establish and follow a program of street maintenance, repair, and reconstruction throughout the City to ensure quality and enduring street infrastructure.
7. Maintain the assessment policy for equitable sharing of improvement costs and the levy of special assessments for street reconstruction.
8. Use a context-sensitive (see sidebar next page) approach that integrates design, safety, cost considerations, environmental stewardship, and aesthetics when planning roadway and infrastructure improvements.
9. Minimize long block lengths, three-way intersections, and dead-ends (cul-de-sacs).



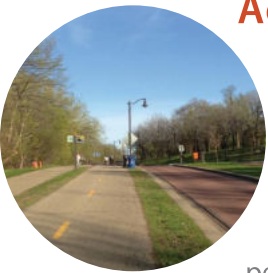
Utilize Traffic Calming Techniques

Traffic calming generally refers to strategic physical changes made to streets to reduce vehicle speeds, improve safety, discourage through traffic on residential streets, and decrease the automobile's visual dominance in a neighborhood setting. There are many different strategies that may be referred to as traffic calming.

Examples of traffic calming techniques include raised intersections and crosswalks, traffic circles, neck-downs, curvilinear streets, street narrowing, medians and islands, pedestrian treatments, and streetscaping. These traffic-calming treatments are appropriate on low volume local and minor collector streets where excessive speeds pose a safety problem.

Multiple jurisdictions have traffic calming guidelines and procedures in place to ensure that new and reconstructed roads implement traffic calming measures. These guidelines often include a public request process for considering traffic calming measures on a particular road. The City takes these requests into consideration and may choose to study the street to determine whether it should incorporate traffic calming measures.

Sauk Rapids should create traffic calming guidelines, standards, or procedures for roadway improvements.



Adopt a Complete Streets Policy

"Complete Streets" is a comprehensive approach to create streets that are designed for all road users and prioritize safety over speed. Complete streets are safe, attractive, easy to cross, well-connected, and easy to navigate. Complete streets can also create vibrant and attractive corridors that encourage people to get out of their cars and interact with the environment around them. By design, a complete street's improvements and amenities can go a long way to establish an "identity or brand" of an area by creating or reinforcing the character of the places it connects.

Different communities will use and establish Complete Streets policies differently based on their unique needs. In order to provide a framework for a safer street network, it is recommended that Sauk Rapids establishes a

Complete Streets policy or resolution. MnDOT has established a Complete Streets policy for the State, and includes resources and policy language for cities looking to establish their own Complete Streets policies. The National Complete Streets Coalition highlights ten key elements for an exhaustive Complete Streets policy:

1. Provides a vision and intent
2. Recognizes diverse users
3. Establishes a commitment to all projects and phases
4. Establishes clear and accountable exceptions for projects
5. Identifies the responsible jurisdiction
6. Provides design standards or strategies
7. Considers different land uses and context sensitivity
8. Identifies performance measures
9. Identifies project selection criteria
10. Identifies implementation steps.



Develop a Safe Routes to School Plan

Safe Routes to School (SRTS) first started in Minnesota in 2005, launching programs across the state that continue to make it safer for students to walk and bike to school. SRTS programs improve safety, reduce traffic, and improve air quality near schools through evaluation, education, encouragement, equity, engagement, and engineering.

Funding for SRTS is available each year to communities around the state. Grants have funded sidewalks adjacent to schools, trails along state highways, and crosswalks along school routes. Funding is generally provided to communities with a SRTS plan in place. Sauk Rapids should consider developing a SRTS plan to access funding for area schools. The 2011 Sauk Rapids Transportation Plan identifies specific issues and strategies at area schools (see Figure 5.2).



Prioritize Development In Areas Along Existing Bus Routes

Transit is an important component of a comprehensive transportation system that meets the varied needs of residents, employees, and visitors. Ensuring easy and safe access to transit contributes to sustainable neighborhood development and provides connectivity to jobs, schools, services, healthcare, and other key destinations. The demand for transit will continue to rise as the community develops and as preferences shift from the automobile to alternative modes of transportation. Transit is an important element in the transportation network because it:

- Provides vulnerable populations access to services in the area, including those who cannot afford a personal vehicle, people who cannot drive, and senior citizens.
- Provides opportunities for people who prefer an alternative to automobile travel.
- Provides an alternative mode of transportation and cost savings associated with rising gas prices.
- Removes a portion of existing and future automobile traffic from the roadway, reducing travel time and congestion for everyone on the roadway.

Existing transit options in Sauk Rapids are limited to two routes. Sauk Rapids should prioritize development in areas along existing bus routes, and seek opportunities to expand transit if development opportunities occur. Coordination with the St. Cloud APO and surrounding communities will ensure adequate transit access is provided regionally.

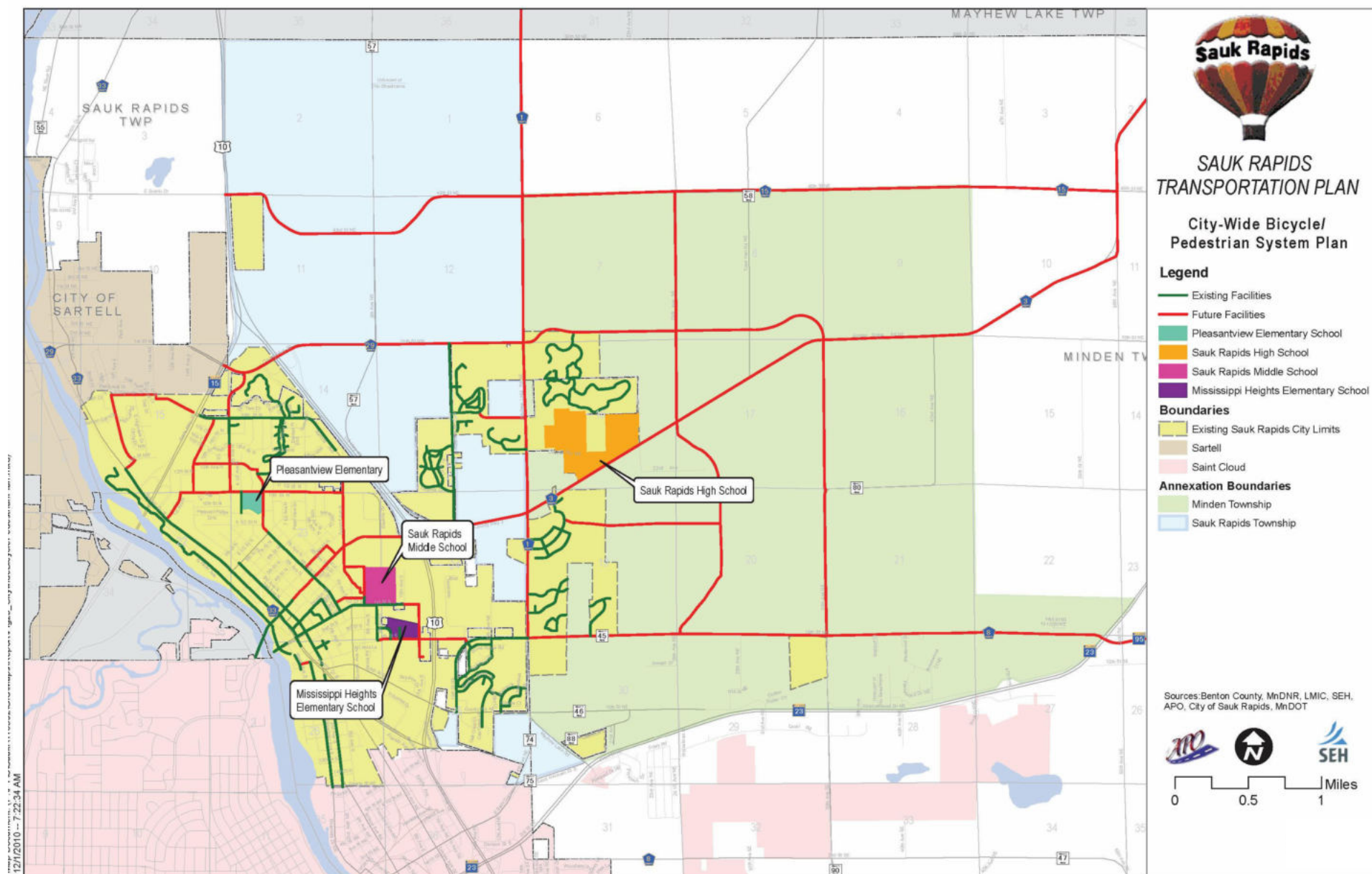


Figure 5.2 2011 Transportation Plan (Pedestrian System Plan)

Attachment 4

2022 Regional Active Transportation Plan

CHAPTER FOUR: GOALS, OBJECTIVES, AND EVALUATING NEEDS

VISION STATEMENT

The following vision for the area's active transportation network was developed through a comprehensive overview of the region's active transportation facilities and their usage, various regional planning documents, and public input.

The Saint Cloud MPA strives to provide a regionally-coordinated and well-maintained active transportation network allowing for safe, efficient, convenient, and comfortable walking and bicycling access to local and regional destinations for all users of all abilities.

To accomplish this vision, a series of goals and objectives have been developed to direct and guide the ATP as well as future project development and implementation by APO member jurisdictions. Specific, measurable actions (i.e., objectives) were identified for each goal to help the region reach the desired goal. Various factors were analyzed to determine the degree to which objectives are being met.

Performance measures were also defined and will be used to track progress toward achieving the ATP's goals and objectives.

As a component of the APO's long-range planning document – [MAPPING 2045](https://bit.ly/3rAtNBj) (<https://bit.ly/3rAtNBj>) – these goals and objectives are consistent with those outlined in the MTP.

GOALS, OBJECTIVES, EVALUATION FACTORS, AND PERFORMANCE MEASURES

GOAL 1: IMPROVE BICYCLE AND PEDESTRIAN SAFETY AND COMFORT

Public safety data shows a growing number of fatalities and serious injuries involving pedestrians and bicyclists across the MPA. According to early public input findings, residents who walk or bicycle often feel the available active transportation networks they use are unsafe or stressful due to vehicle traffic and speeds. Public feedback indicates a clear desire for facilities separated from the flow of vehicular traffic.

To assist in achieving this goal, the APO has established the following objectives.

Objective 1.1: *Reduce the number and severity of crashes involving pedestrians and people who cycle.*

An essential and identifiable measure of improved safety reduces the number of bicycle and pedestrian fatalities – especially in areas prone to crashes. Crashes that result in death or serious injury typically involve motor vehicles.

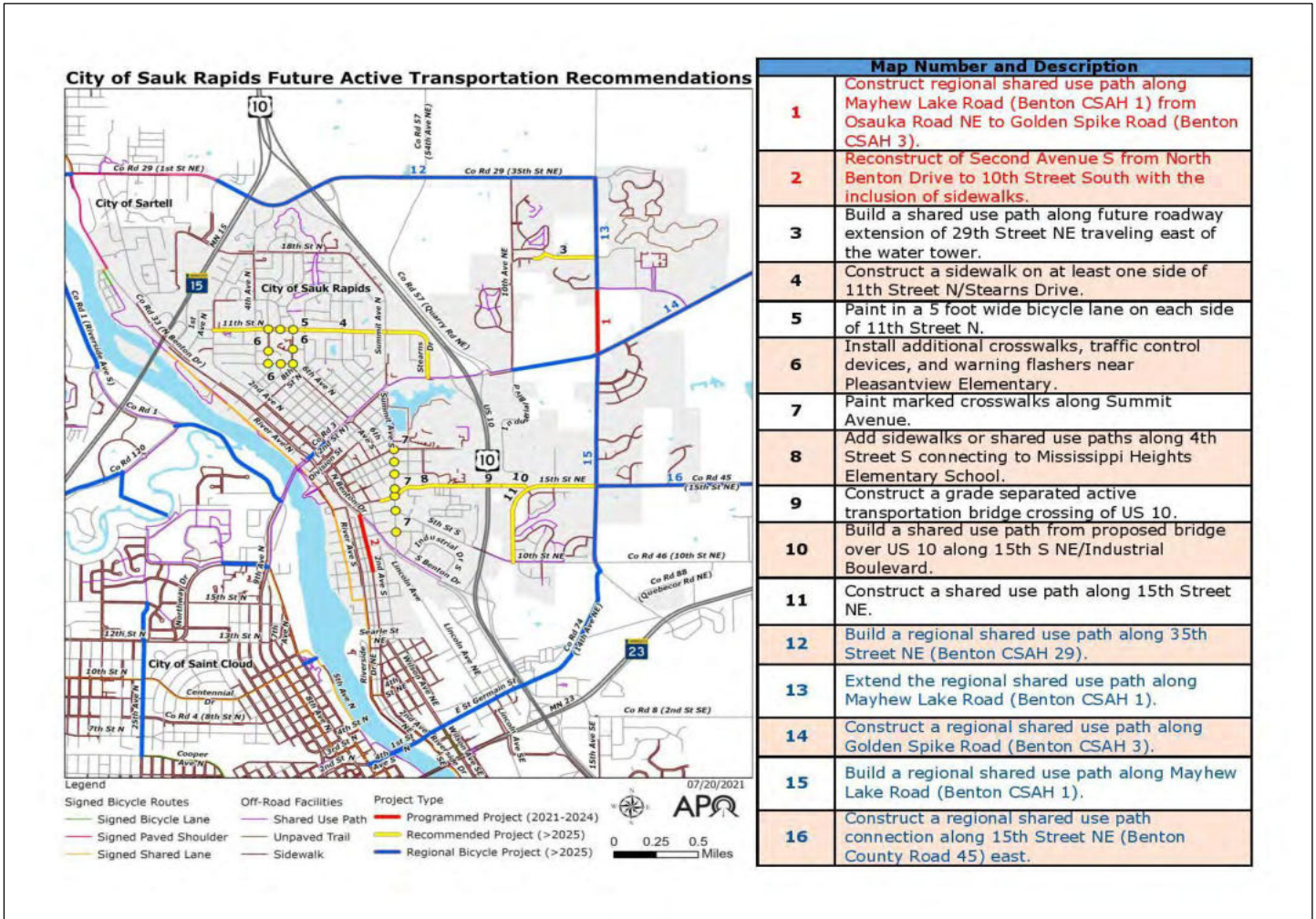
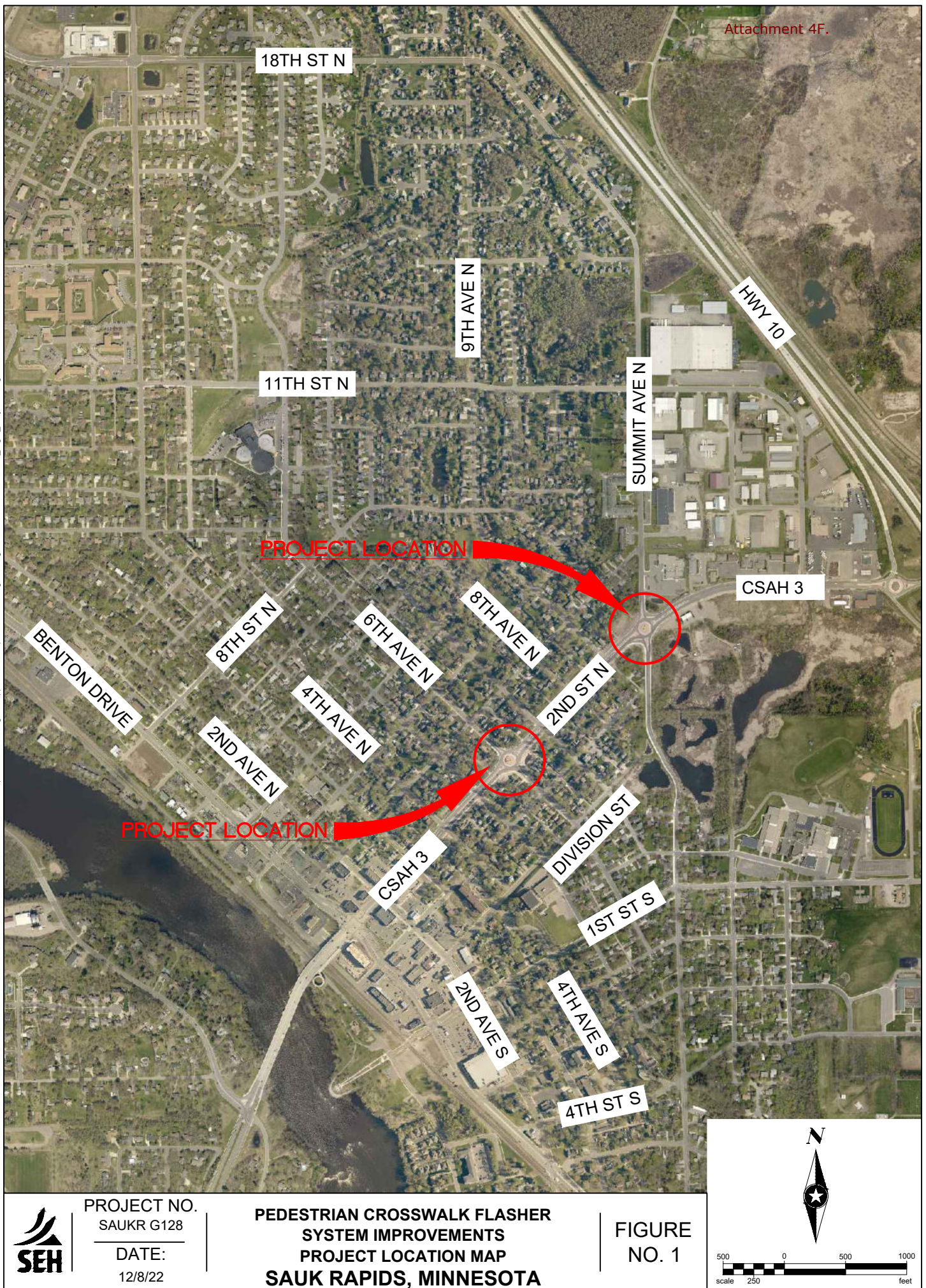


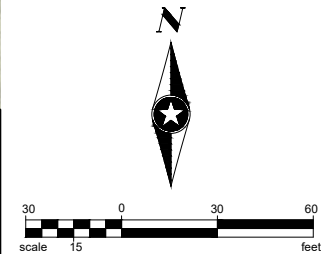
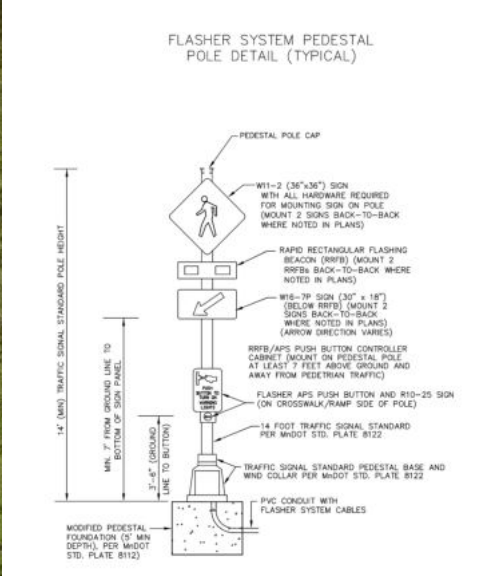
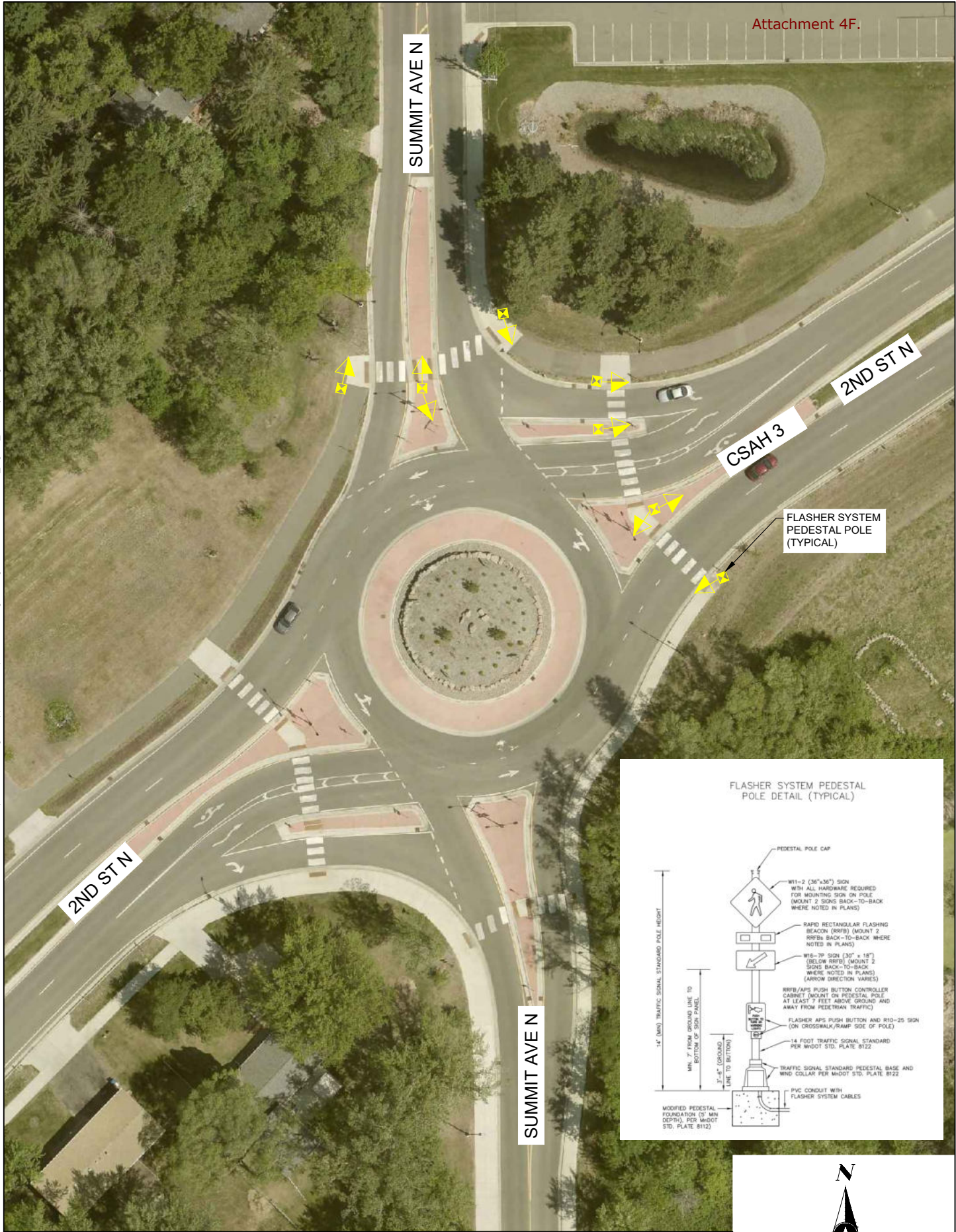
FIGURE A.26 – PROGRAMMED AND RECOMMENDED PROJECTS FOR THE CITY OF SAUK RAPIDS.

Attachment 5

Project Location Map



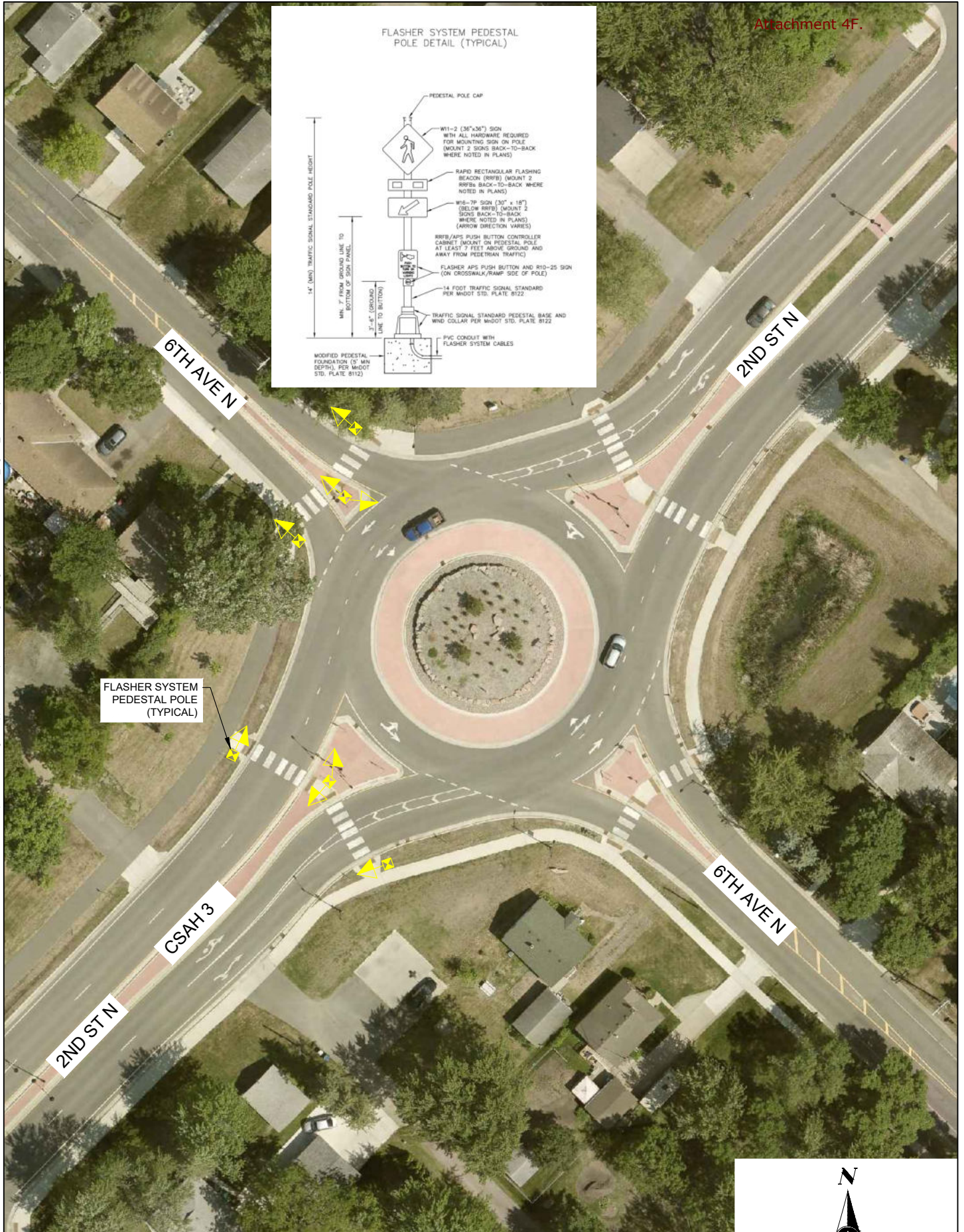
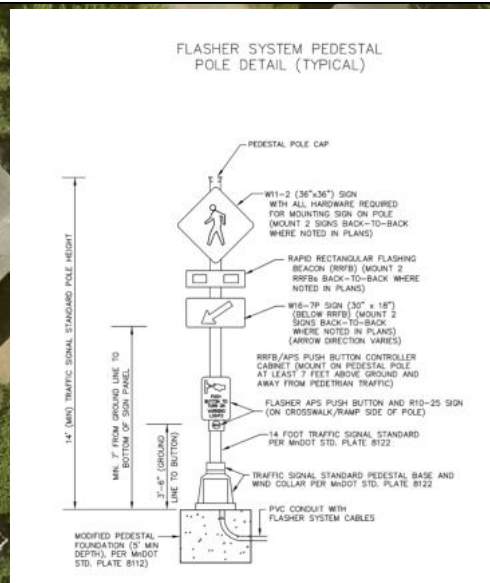
Save: 12/8/2022 10:24 AM Match Plot: 12/8/2022 10:27 AM X:\PTISS\SAUKR\COMMON\General Numbers 125+VG 28 2022 Active Transp Infrastructure grant app 2nd St So ped flashers\1-gen\18-grant\WORKING\SR G128_Fig 2-3_RRFB layout.dwg



PROJECT NO.
SAUKR G128
DATE:
12/8/22

PEDESTRIAN CROSSWALK FLASHER
SYSTEM IMPROVEMENTS
2ND STREET NORTH AT SUMMIT AVENUE NORTH
SAUK RAPIDS, MINNESOTA

FIGURE
NO. 2



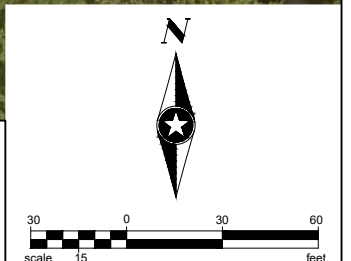
FLASHER SYSTEM
PEDESTAL POLE
(TYPICAL)



PROJECT NO.
SAUKR G128
DATE:
12/8/22

PEDESTRIAN CROSSWALK FLASHER
SYSTEM IMPROVEMENTS
2ND STREET NORTH AT 6TH AVENUE NORTH
SAUK RAPIDS, MINNESOTA

FIGURE
NO. 3



Attachment 6

2021 APO Pedestrian Traffic Study Results

| Totals | | | | | | | |
|-----------------|-----------------------|----------------|-----------------|-------------------|------------------|----------------|------------------|
| Season Averages | Average (of one week) | Monday Average | Tuesday Average | Wednesday Average | Thursday Average | Friday Average | Saturday Average |
| Winter | 135 | 19 | 25 | 17 | 22 | 18 | 22 |
| Spring | 206 | 42 | 27 | 25 | 27 | 31 | 37 |
| Summer | 346 | 57 | 49 | 59 | 62 | 42 | 42 |
| Fall | 195 | 29 | 22 | 33 | 29 | 36 | 27 |
| All Seasons | 234 | 39 | 32 | 36 | 38 | 33 | 33 |
| | | | | | | | |
| Pedestrians | | | | | | | |
| Season Averages | Average (of one week) | Monday Average | Tuesday Average | Wednesday Average | Thursday Average | Friday Average | Saturday Average |
| Spring | 181 | 40 | 23 | 20 | 8 | 50 | 19 |
| Summer | 203 | 34 | 22 | 30 | 32 | 27 | 34 |
| Fall | 145 | 20 | 16 | 26 | 22 | 24 | 22 |
| All Seasons | 175 | 29 | 20 | 26 | 23 | 30 | 26 |
| | | | | | | | |
| Bicyclists | | | | | | | |
| Season Averages | Average (of one week) | Monday Average | Tuesday Average | Wednesday Average | Thursday Average | Friday Average | Saturday Average |
| Spring | 71 | 25 | 7 | 7 | 1 | 9 | 11 |
| Summer | 161 | 21 | 25 | 30 | 32 | 24 | 11 |
| Fall | 50 | 10 | 6 | 8 | 7 | 12 | 5 |
| All Seasons | 98 | 17 | 13 | 16 | 16 | 16 | 9 |

| Sunday Average | Weekday Average | Weekend Average |
|----------------|-----------------|-----------------|
| 13 | 20 | 18 |
| 19 | 30 | 28 |
| 35 | 54 | 39 |
| 20 | 30 | 24 |
| 23 | 36 | 28 |
| ... | ... | ... |
| | | |
| Sunday Average | Weekday Average | Weekend Average |
| 21 | 28 | 20 |
| 26 | 29 | 30 |
| 16 | 21 | 19 |
| 21 | 26 | 23 |
| ... | ... | ... |
| | | |
| Sunday Average | Weekday Average | Weekend Average |
| 11 | 10 | 11 |
| 19 | 26 | 15 |
| 5 | 8 | 5 |
| 12 | 16 | 10 |

Attachment 7

EJ Screen Report

EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

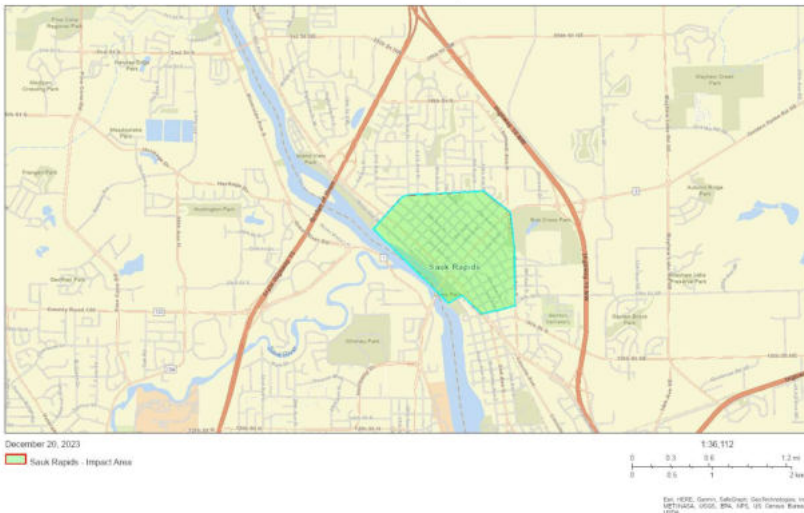
Sauk Rapids, MN

the User Specified Area

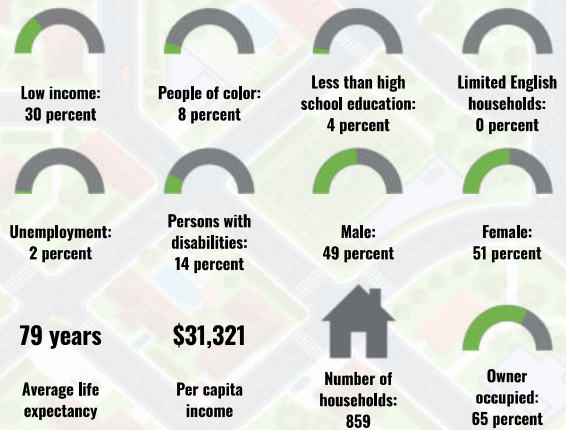
Population: 2,013

Area in square miles: 0.73

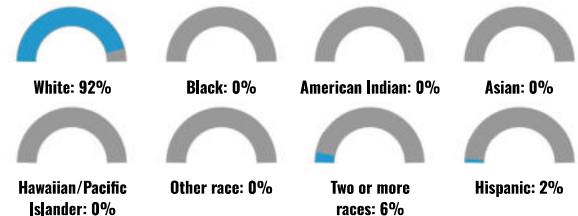
A3 Landscape



COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



LANGUAGES SPOKEN AT HOME

| LANGUAGE | PERCENT |
|----------------------------------|---------|
| English | 96% |
| German or other West Germanic | 1% |
| Russian, Polish, or Other Slavic | 2% |
| Vietnamese | 1% |
| Total Non-English | 4% |

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

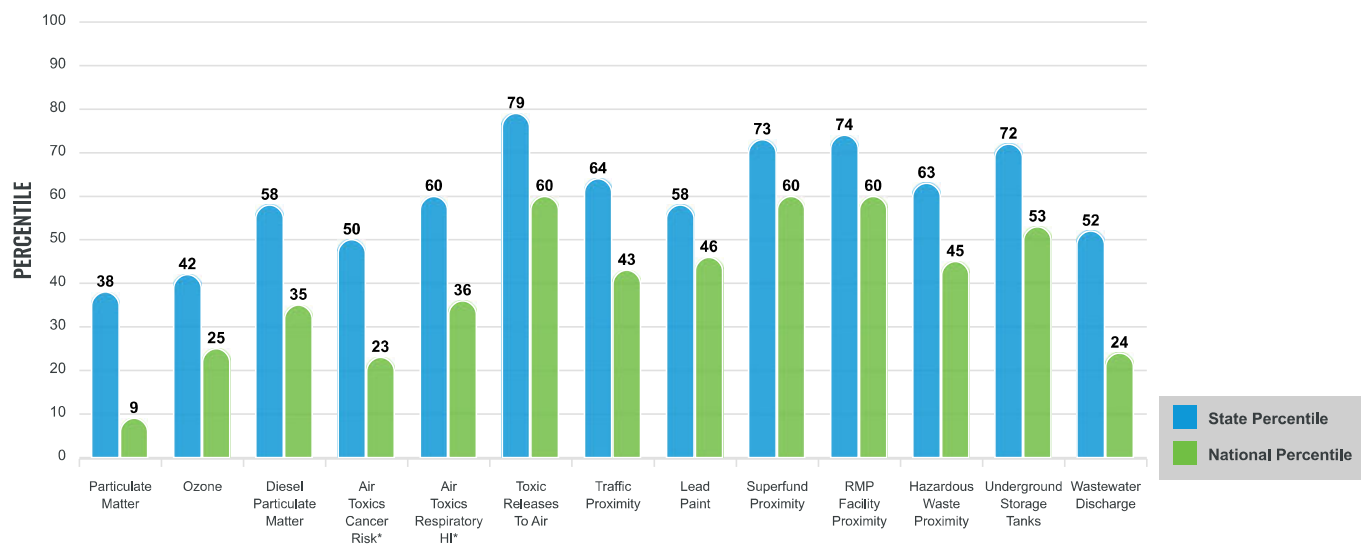
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

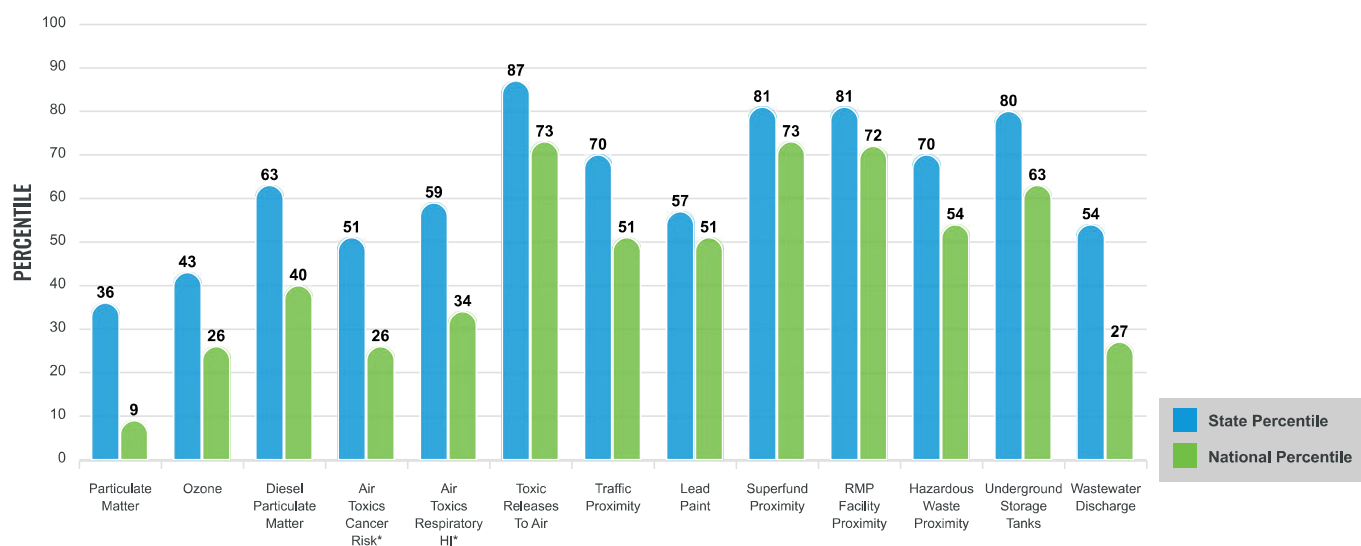
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for the User Specified Area

EJScreen Environmental and Socioeconomic Indicators Data

| SELECTED VARIABLES | VALUE | STATE AVERAGE | PERCENTILE IN STATE | USA AVERAGE | PERCENTILE IN USA |
|---|---------|---------------|---------------------|-------------|-------------------|
| POLLUTION AND SOURCES | | | | | |
| Particulate Matter ($\mu\text{g}/\text{m}^3$) | 5.92 | 6.78 | 23 | 8.08 | 7 |
| Ozone (ppb) | 58.2 | 58.2 | 30 | 61.6 | 25 |
| Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$) | 0.163 | 0.21 | 45 | 0.261 | 35 |
| Air Toxics Cancer Risk* (lifetime risk per million) | 20 | 22 | 12 | 25 | 5 |
| Air Toxics Respiratory HI* | 0.23 | 0.26 | 7 | 0.31 | 4 |
| Toxic Releases to Air | 5,100 | 1,500 | 96 | 4,600 | 86 |
| Traffic Proximity (daily traffic count/distance to road) | 79 | 140 | 61 | 210 | 50 |
| Lead Paint (% Pre-1960 Housing) | 0.24 | 0.33 | 47 | 0.3 | 52 |
| Superfund Proximity (site count/km distance) | 0.19 | 0.19 | 75 | 0.13 | 84 |
| RMP Facility Proximity (facility count/km distance) | 1.1 | 0.48 | 87 | 0.43 | 90 |
| Hazardous Waste Proximity (facility count/km distance) | 0.62 | 1.3 | 56 | 1.9 | 53 |
| Underground Storage Tanks (count/km ²) | 3.3 | 1.8 | 82 | 3.9 | 68 |
| Wastewater Discharge (toxicity-weighted concentration/m distance) | 5.2E-05 | 0.19 | 42 | 22 | 26 |
| SOCIOECONOMIC INDICATORS | | | | | |
| Demographic Index | 19% | 22% | 56 | 35% | 30 |
| Supplemental Demographic Index | 11% | 11% | 64 | 14% | 41 |
| People of Color | 8% | 20% | 34 | 39% | 18 |
| Low Income | 30% | 23% | 72 | 31% | 55 |
| Unemployment Rate | 2% | 4% | 37 | 6% | 32 |
| Limited English Speaking Households | 0% | 2% | 0 | 5% | 0 |
| Less Than High School Education | 4% | 7% | 49 | 12% | 32 |
| Under Age 5 | 5% | 6% | 46 | 6% | 50 |
| Over Age 64 | 17% | 17% | 54 | 17% | 55 |
| Low Life Expectancy | 19% | 17% | 74 | 20% | 49 |

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

| | |
|--|---|
| Superfund | 0 |
| Hazardous Waste, Treatment, Storage, and Disposal Facilities | 0 |
| Water Dischargers | 0 |
| Air Pollution | 1 |
| Brownfields | 0 |
| Toxic Release Inventory | 0 |

Other community features within defined area:

| | |
|-------------------------|---|
| Schools | 4 |
| Hospitals | 1 |
| Places of Worship | 3 |

Other environmental data:

| | |
|--------------------------|-----|
| Air Non-attainment | No |
| Impaired Waters | Yes |

| | |
|--|-----|
| Selected location contains American Indian Reservation Lands* | No |
| Selected location contains a "Justice40 (CEJST)" disadvantaged community | No |
| Selected location contains an EPA IRA disadvantaged community | Yes |

Report for the User Specified Area

EJScreen Environmental and Socioeconomic Indicators Data

| HEALTH INDICATORS | | | | | |
|---------------------------|--------------|---------------|------------------|------------|---------------|
| INDICATOR | HEALTH VALUE | STATE AVERAGE | STATE PERCENTILE | US AVERAGE | US PERCENTILE |
| Low Life Expectancy | 19% | 17% | 73 | 20% | 49 |
| Heart Disease | 5.1 | 5.6 | 43 | 6.1 | 31 |
| Asthma | 9.3 | 9 | 72 | 10 | 33 |
| Cancer | 6 | 6.4 | 39 | 6.1 | 45 |
| Persons with Disabilities | 11.9% | 11.4% | 60 | 13.4% | 46 |

| CLIMATE INDICATORS | | | | | |
|--------------------|--------------|---------------|------------------|------------|---------------|
| INDICATOR | HEALTH VALUE | STATE AVERAGE | STATE PERCENTILE | US AVERAGE | US PERCENTILE |
| Flood Risk | 10% | 8% | 72 | 12% | 67 |
| Wildfire Risk | 0% | 4% | 0 | 14% | 0 |

| CRITICAL SERVICE GAPS | | | | | |
|--------------------------|--------------|---------------|------------------|------------|---------------|
| INDICATOR | HEALTH VALUE | STATE AVERAGE | STATE PERCENTILE | US AVERAGE | US PERCENTILE |
| Broadband Internet | 13% | 11% | 61 | 14% | 55 |
| Lack of Health Insurance | 3% | 5% | 28 | 9% | 16 |
| Housing Burden | No | N/A | N/A | N/A | N/A |
| Transportation Access | Yes | N/A | N/A | N/A | N/A |
| Food Desert | Yes | N/A | N/A | N/A | N/A |

Footnotes

Report for the User Specified Area

Attachment 8

2022 Speed Reports

| | | | |
|------------|---------------------------------------|----------------|--------------------------|
| Location: | 2nd Street North (East Bound) | Report Period: | 2022-08-16 to 2022-12-27 |
| Address: | 2nd Street North (radio station side) | | |
| Speed(mph) | Count | % | |
| 1-5 | 1183 | 0.48% | |
| 6-10 | 1799 | 0.73% | |
| 11-15 | 903 | 0.37% | |
| 16-20 | 1704 | 0.70% | |
| 21-25 | 6559 | 2.68% | |
| 26-30 | 42547 | 17.37% | |
| 31-35 | 114974 | 46.93% | %Excessive |
| 36-40 | 65445 | 26.72% | 30.74% |
| 41-45 | 9366 | 3.82% | |
| 46-50 | 462 | 0.19% | |
| 51-55 | 25 | 0.01% | |
| 56-60 | 5 | 0.00% | |
| 61-65 | 0 | 0.00% | |
| 66-70 | 0 | 0.00% | |
| 71-75 | 0 | 0.00% | |
| 76-80 | 0 | 0.00% | |
| 81-85 | 0 | 0.00% | |
| 86-90 | 0 | 0.00% | |
| 91-95 | 0 | 0.00% | |
| 96-100 | 0 | 0.00% | |

Generated on 20 SafePace Cloud powered by Logix On Cloud

Location: 2nd Street North (West Bound) Report Peri 2022-08-22 to 2022-12-20

Address: Kelm and Reuter

| Speed(mph Count | | % | |
|-----------------|--------|--------|------------|
| 1-5 | 4646 | 1.72% | |
| 6-10 | 8779 | 3.25% | |
| 11-15 | 5900 | 2.19% | |
| 16-20 | 6496 | 2.41% | |
| 21-25 | 13900 | 5.15% | |
| 26-30 | 49978 | 18.52% | |
| 31-35 | 107781 | 39.93% | |
| 36-40 | 60508 | 22.42% | %Excessive |
| 41-45 | 10977 | 4.07% | 26.83% |
| 46-50 | 851 | 0.32% | |
| 51-55 | 75 | 0.03% | |
| 56-60 | 13 | 0.00% | |
| 61-65 | 0 | 0.00% | |
| 66-70 | 0 | 0.00% | |
| 71-75 | 0 | 0.00% | |
| 76-80 | 0 | 0.00% | |
| 81-85 | 0 | 0.00% | |
| 86-90 | 0 | 0.00% | |
| 91-95 | 0 | 0.00% | |
| 96-100 | 0 | 0.00% | |

Generated SafePace Cloud powered by Logix On Cloud

Attachment 9

Local Matching Funds

CHAPTER 6 SALES TAX CAPITAL IMPROVEMENT PLAN

If funded through Transportation Alternatives, the local/city matching funds for this project would be paid with the carry forward balance of the Regional Sales Tax Proceeds.

Attachment 4F.

| 2019-2038 1/2 CENT SALES TAX CASH FLOW | | | | | | | | | | | | | | | | | | TOTAL COSTS |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|----------------|
| | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | TOTAL | |
| | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | | |
| Prior Year Carryforward Balance | 1,807,440 | 2,981,946 | 754,939 | 1,406,096 | 1,393,107 | 1,712,711 | 2,170,814 | 987,576 | 1,175,293 | 1,431,613 | 914,596 | 815,084 | 365,880 | 942,059 | 1,433,212 | 2,514,258 | | |
| Interest Income- Avg balance @ 2% | - | 54,643 | 37,369 | 21,610 | 27,992 | 31,058 | 38,835 | 31,584 | 21,629 | 26,069 | 23,462 | 17,297 | 11,810 | 13,079 | 23,753 | 39,475 | 419,665 | |
| 2020A \$5.6m Rev Bond-Southside/Lions Park | (40,194) | (357,588) | (356,938) | (356,188) | (355,338) | (354,388) | (353,338) | (357,138) | (357,388) | (359,000) | (355,181) | (356,088) | (356,513) | (356,450) | (355,450) | (353,500) | (5,380,675) | |
| 2024A \$2m Rev Bond Proceeds (payments) | | 2,000,000 | | | | | | | | | | | | | | | 2,000,000 | |
| Annual Sales Tax Collections | \$ 1,125,000 | \$ 1,155,938 | \$ 1,187,726 | \$ 1,220,388 | \$ 1,253,949 | \$ 1,288,433 | \$ 1,323,864 | \$ 1,360,271 | \$ 1,397,678 | \$ 1,436,114 | \$ 1,475,607 | \$ 1,516,187 | \$ 1,557,882 | \$ 1,600,723 | \$ 1,644,743 | \$ 1,689,974 | \$ 22,234,477 | |
| 2nd Ave South (1st St S to Benton Dr) 1st St S (Benton dr to 2nd Ave) 2nd St S & 3rd St S(2nd Ave to 3rd Ave)-reconstructed in 2017 | | | | | | | | | | | | | | | | (288,000) | (288,000) | |
| 2nd Ave South (9th St S to Searle St - S city limit) 9th St S(2nd Ave to Lincoln Ave) 10th St S, 11th St S, 12th St S, 13th St S, 14th St S (Broadway to 2nd Ave S) Sewer in alley (fr 9th St S to 14th St S between broadway & 2nd Ave) | | | | (536,800) | | | | | | | | | | | | | (536,800) | |
| 2nd Ave North (3rd St N to 8th St N) 3rd St N, 4th St N, 5th St N, 6th St N, 7th St N (2nd Ave N to Benton Dr) | (300,000) | | | | | | | | | | | | | | | | (300,000) | |
| 2nd Ave North & South (1st St N to 1st St S)-reconstructed in 2010: | | | | | | | | | (131,200) | | | | | | | | (131,200) | |
| 2nd Ave North (1st St N to 3rd St N)-reconstructed in 2007: costs) | | | | | | | | | (147,600) | | | | | | | | (147,600) | |
| Benton Dr (2nd St N(csa# 3) to 2nd St S)-reconstructed in 2007: | | | | | | | | | (319,800) | | | | | | | | (319,800) | |
| Benton Dr (2nd St S to 5th St S)-reconstructed in 2012: | | | | | | | | | | | | (316,800) | | | | | (316,800) | |
| Benton Dr (5th St S to Summit Ave)-reconstructed in 2015: | | | | | | | | | | | | | | (469,200) | | | (469,200) | |
| 5th St S (Summit Ave to Hwy 10) | | | | | | | | | | | | | | | | (624,000) | (624,000) | |
| Summit Ave S/Lincoln Ave NE (s city limits Searle St to Benton Dr S)-reconstructed in 1988: Overlay | | | | | | | | | | | | (598,400) | | | | | (598,400) | |
| Summit Ave S (Benton Dr S to 1/2 St S)-reconstructed in 7 overlay (2010) | | | | | | | (1,185,600) | | | | | | | | | | (1,185,600) | |
| Summit Ave S (1/2 St S to 2nd St N)-reconstructed in 2014: | | | | | | | | | | | | (334,400) | | | | | (334,400) | |
| Summit Ave N (2nd St N to 11th St N)-reconstructed in 1982: overlay (2017) | | | | | | | | | | | (619,200) | | | | | | (619,200) | |
| Summit Ave N (11th St N to 1400 Block-Tower Park)-reconstructed in ??: overlay (2012) | | | | | | | | (640,000) | | | | | | | | | (640,000) | |
| Summit Ave N (1400 Block to 9th Ave N)-reconstructed in 1995: overlay (2017) | | | | | | | | | | | (447,200) | | | | | | (447,200) | |
| 18th St N/Summit Ave N (9th Ave N to Hwy 15)-reconstructed in ? overlay (2015) | | | | | | | | | | (1,243,200) | | | | | | | (1,243,200) | |
| Holiday Decorations: Benton Dr, 2nd St N & 2nd Ave | | | | | (50,000) | | | | | | | | | | (55,000) | | (105,000) | |
| Southside/Lions Park Phase II Completion: Costs remaining-\$13,300, \$463,000 grant reimb in 2023 | 449,700 | | | | | | | | | | | | | | | | 449,700 | |
| Water Park / Park Dev (\$3m cash, \$2m bond- 2025-2038-3%) | | (5,060,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (7,538,000) | |
| BCP Tennis Court Conversion to Pickleball Courts | (50,000) | | | | | | (800,000) | | | | | | | | | | (850,000) | |
| Municipal Park: Parking lot addition | | | | | | | | | | | | | | | | | - | |
| Sauk Rapids Parks Trails & Sidewalks Reconstruction | | | | | (80,000) | | | | | | | | (200,000) | | | (250,000) | (530,000) | |
| Bob Cross Park & Mayhew Creek Park Improvements | (10,000) | | (40,000) | (20,000) | (100,000) | (30,000) | | (30,000) | (30,000) | | | | (260,000) | (40,000) | | (20,000) | (580,000) | |
| Park Improvements - Contingency | | (20,000) | | (100,000) | | | | | | (200,000) | | (200,000) | | | | (500,000) | (1,020,000) | |
| Southside Park Performance Area | | | | | | | | | | | | | | (80,000) | | | (80,000) | |
| Park Playground Equipment | | | | (65,000) | (200,000) | (300,000) | (30,000) | | | | | | | | | (160,000) | (755,000) | |
| | | | | BCP | Municipal | Autumn Ridge | Fairgrounds | | | | | | | | | Lions | - | |
| END OF YEAR CASH BALANCE | \$ 2,981,946 | \$ 754,939 | \$ 1,406,096 | \$ 1,393,107 | \$ 1,712,711 | \$ 2,170,814 | \$ 987,576 | \$ 1,175,293 | \$ 1,431,613 | \$ 914,596 | \$ 815,084 | \$ 365,880 | \$ 942,059 | \$ 1,433,212 | \$ 2,514,258 | \$ 1,871,207 | \$ - | (19,209,700) |
| Estimated A/R | | | | | | | | | | | | | | | | | \$ (10,903,300) | Park & Rec |
| Total Spent in Current Year | 89,700 | (5,080,000) | (217,000) | (898,800) | (607,000) | (507,000) | (2,192,600) | (847,000) | (805,600) | (1,620,200) | (1,243,400) | (1,626,600) | (637,000) | (766,200) | (232,000) | (2,019,000) | (8,306,400) | Transportation |
| | | | | | | | | | | | | | | | | | (2,596,900) | Difference |

Attachment 10

Project Schedule

Pedestrian Improvements – CSAH 3 at 6th and Summit Avenues
Project Schedule

Final Design – Fall 2024

Site work – Summer 2025

Installation completed – Late 2025/Early 2026



Greater Minnesota Transportation Alternatives Solicitation

(BIKE / PEDESTRIAN GROUPING)

2023/24 Full Application

Funding in year 2028

APPLICANT: City of Sauk Rapids

PROJECT: Second Avenue South Railroad Pedestrian Crossing Safety Improvements

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Notes: The solicitation for Transportation Alternatives funding for the seven-county Twin Cities metropolitan area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties) is conducted by the Metropolitan Council and the Transportation Advisory Board. For more information about the metro area solicitation, visit the [Met Council website](#).

Overview

For the 2023/24 application cycle, MnDOT is conducting a solicitation for Transportation Alternatives (TA) projects. Important eligibility requirements to be aware of are noted below.

- The TA funding available through this solicitation is for project construction in fiscal year 2028. TA funding requires a 20 percent local match. Only projects located outside of the seven-county metropolitan area are eligible for TA funding. Maximum funding awards are set by each Area Transportation Partnership.

See the TA Solicitation Guidebook for more information about the program and additional eligibility requirements.

2023/24 Solicitation Timeline

- **Monday October 2, 2023** – Announce TA solicitation. Open letter of intent period.
- **Friday, November 3rd, 2023** – Deadline for applicants to submit letters of intent.
- **Monday, November 20th, 2023** – Deadline for RDO/MPO/district review of letters of intent. Recommendation to proceed forward with full application given to applicants.
- **Friday, November 24th, 2023** – Official start of full application period.
- **Friday, January 12th, 2024** – Deadline for applicants to submit full applications.
- **Friday, April 12th, 2024** – Deadline for ATPs to select TA projects..

Related Documents/Resources

- **TA Solicitation Guidebook** – includes information related to the overall solicitation process and eligibility requirements for TA funding.
- **Available Environmental Justice (EJ) Tools for answering Criterion #3.**
Detail how this project may adversely impact traditionally underserved or marginally disadvantaged populations including the following: People with Disabilities, Total Percent in Poverty, Percent of People of Color, Youth Population, Elder Population; and Zero Vehicle Households and describe mitigation strategies (if any) to prevent adverse impacts.
 - **MnDOT's Office of Transit and Active Transportation (OTAT) Suitability for Pedestrian & Cycling Environment (SPACE) analysis tool** - <https://mndotspacedev.mn.gov/>
DIRECTIONS:
 - Click on the Layer's graphic (on left side).
 - Click on the "SPACE scored Hexagons."
 - When the hexagons appear, zoom to any area where a proposed project would be, click on it and get the hexagon information, which includes youth population, elderly population, people with disabilities, poverty, etc.

- **U.S. Environmental Protection Agency - EJScreen: Environmental Justice Screening and Mapping Tool | US EPA.**

DIRECTIONS:

- Click on the “*Launch the EJScreen Tool.*” (on right-hand side)
- At the Mapping Tool, Click on the “*Socioeconomic Indicators*” tab to the left of the screen.
- Navigate to the screen location on the map where the project is located.

Transportation Alternatives Full Application

General Information

Notes:

- Applications are reviewed and scored by the Central MN Area Transportation Partnership (ATP-3) Transportation Alternatives (TA) Committee. The 14 TA Committee Members are from a cross-section of the 12 counties located in ATP-3, consisting of state, regional planning organizations, tribal nation, local civil engineers, trails, parks, school districts representation and MnDOT. NOTE: TA Committee members may not be familiar with project details and the local community. Applicants are encouraged to be specific and descriptive in their answers to aid the TA Committee in scoring your application.
- If the overall project contains ineligible elements, please mention the entire project in the brief project description but concentrate the application and budget on the elements that are eligible for the funding you are seeking.
- Sponsoring Agencies, if sponsoring for another project applicant, are advised to have dialog with the project applicant to ascertain the level of commitment by the applicant to follow through on delivery of the project, including the potential use of eminent domain.

Project Information

Name of project: Second Avenue South Railroad Pedestrian Crossing Safety Improvements

Project is located in which county(ies): Benton

Brief project description (100 words or less): The project involves construction of a sidewalk extension across a dual set of railroad tracks adjacent to Second Avenue South and Benton Drive South. The construction scope includes a new sidewalk that is offset from the roadway, concrete flatwork, fencing, bituminous surfacing near and between the tracks, relocation of a railroad crossing controller bungalow that interferes with the proposed sidewalk improvements, new concrete railroad crossing panels and extension across the railroad tracks, signing, striping, drainage improvements, traffic control, turf and roadway/driveway restoration.

Project applicant: City of Sauk Rapids

Previous Application:

- Has this project been previously submitted to the ATP-3 for TA funds and not awarded? ☒ No ☐ Yes
If so, what year(s)? [Click here to enter text.](#)
- Explain if the comments provided to you from ATP-3 have been addressed and describe any other activities that have taken place to advance the project: [Click here to enter text.](#)

Contact Information

Contact person (from applicant agency/organization): Ross Olson

Mailing address: 250 Summit Avenue North

City: Sauk Rapids **State:** Minnesota **Zip:** 56379

Phone: 320-258-5302 **Fax:** N/A **Email:** rolson@ci.sauk-rapids.mn.us

Sponsoring agency (if different than applicant): N/A

Contact person (from sponsoring agency, if different than applicant): N/A

Project Budget

Notes:

- Identify estimated project costs, using the following budget categories as a guideline. Where appropriate, break down your costs by units purchased. For example: number of acres, cubic yards of fill, etc. Attach additional sheets if necessary.
- Cost estimates are to be submitted in funding year dollars.**

Table A – Eligible Items¹

| Eligible work/construction item | Estimated quantity | Estimated Unit cost | Total cost |
|---------------------------------|--------------------|---------------------|------------|
| See attached budget | | | \$737,834 |
| | | | |
| TOTAL TABLE A: | | | \$737,834 |

Table B – Ineligible Items²

| Ineligible work/construction item | Estimated quantity | Estimated Unit cost | Total cost |
|-----------------------------------|--------------------|---------------------|------------|
| See attached budget | | | \$118,165 |
| | | | |
| TOTAL TABLE B: | | | \$118,165 |

Total Project Budget

- Total cost (**Total Table A + Total Table B**): \$855,999
- Total eligible costs – recommended range \$100,000 to \$800,000 (**Total Table A**): \$737,834
- Applicant's contribution toward eligible TA costs – minimum 20% match required: \$175,000
- Total amount requested in TA funds (**#2 minus #3**): \$562,834

¹ See the [ATP Project Evaluation section](#) of this document for any additional requirements related to project costs.

² Includes Right of Way or Land Acquisition (e.g., appraisal fees, legal fees), Administrative Costs (e.g., preliminary and construction engineering and contingencies).

ATP Project Evaluation

Eligibility

Federal legislation requires that the project be an “eligible activity.” The project must fall within one of the eligible activities listed below. (Check all appropriate categories.)

- ☒ On-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- ☐ Transportation projects to achieve Americans with Disabilities Act of 1990 compliance.
- ☒ Safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- ☐ Conversion and use of abandoned railroad corridors.
- ☐ Construction of turnouts, overlooks and viewing areas.
- ☐ Inventory, control, or removal of outdoor advertising.
- ☐ Historic preservation and rehabilitation of historic transportation facilities.
- ☐ Vegetation management to improve roadway safety, prevent against invasive species and to provide erosion control.
- ☐ Archaeological activities.
- ☐ Environmental mitigation related to storm water management and habitat connectivity.
- ☐ Reduce vehicle-caused wildlife mortality or restore/maintain habitat connectivity.
- ☒ Safe Routes to School (SRTS) project.

Project Information Overview

- Describe why this project is important to your community and quality of life ([elaborate in Criteria #1](#)) and how it will improve existing conditions ([elaborate in Criteria #2](#)) and in safety ([elaborate in Criteria #4](#)) (**Limit to 300 words**): The proposed sidewalk will serve as the first safe railroad crossing system in Sauk Rapids. Currently there are only three intersections that cross the railroad tracks, all of which do not have safe crossing conditions. Approximately 70 trains a day pass through Sauk Rapids, which is among the highest train traffic rates in the state. The intersection at Second Avenue South is angled such that oncoming vehicle traffic is difficult to observe. The sidewalks on Second Avenue South dead-end at the bisecting railroad tracks. Additionally, there is no shoulder on Second Avenue South at the railroad intersection, causing pedestrians and bicyclists to enter the roadway when crossing the railroad

tracks. The proposed project safety features include a new sidewalk that is offset from the roadway, concrete flatwork, fencing, bituminous surfacing near and between the tracks, relocation of a railroad crossing controller bungalow that interferes with the proposed safety improvements, new concrete railroad crossing panels and extension across the railroad tracks, signing, and striping. This connection from residential areas to downtown, commercial, office, and employment areas will dramatically increase the quality of life for all residents of Sauk Rapids and surrounding communities by offering another safe mode of transportation. Extending the current pedestrian system and connecting residents to commercial business, including a grocery store, restaurants, and retail, as well as the Mississippi Heights Elementary School, will increase safety by extending a sidewalk and creating an improved crosswalk where it is currently unsafe; adding much-needed accessibility to all users.

- Describe the main users by type or classification and the approximate number of users to be served by the proposed project ([elaborate in Criteria #3](#)) (**Limit to 200 words**): Anticipated users will include pedestrians and bicyclists, low-income households, commuters, and residents with disabilities. An estimated 970 residents will benefit directly from these connections, based on US Census block group data for the area of Sauk Rapids west of the railroad tracks. There is currently no safe pedestrian railroad crossing to access the closest grocery store, restaurants, or convenience stores. The actual impact is expected to be larger to include users who don't live in the area but are using the larger pedestrian network within the community from downtown, to the schools, and the Bob Cross Nature Preserve.
- Explain current and future ownership of the property ([elaborate in Criteria #6](#)) (**Limit to 100 words**): The proposed railroad crossing pedestrian system at Second Avenue South will be located within the Second Avenue South right-of-way and BNSF right-of-way. Documented communications with BNSF identify support to make the crossing meet industry standards as well as providing a funding match. The City will enter into a Construction and Maintenance Agreement with BNSF prior to commencing the project that will document long-term maintenance from the City and BNSF.

Evaluation Criteria

Criteria #1 Plan Identification: 20 possible points

Describe the level of identification of your project in one or more regional, tribal, or local plan, which has been adopted by federal, state, regional or local agencies.

- Describe why this project is important to the community through the following means:
 - Explain how the project is either specifically identified in the plan(s) or consistent with these plans and objectives, providing direct reference to specific sections of the plan.
 - Detail the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference.

This project budget was identified as a 2024 capital improvement project on page 7 of the City of Sauk Rapids Capital Improvement Plan (Attachment 1), which was approved during a public meeting on July 24, 2023.

The need for improved safety features at this crossing was also identified in the St. Cloud Area Planning Organization's (APO) Regional Active Transportation Plan on page 165 and 177 (Attachment 2). Specifically, the

APO Plan identifies the project as a programmed project in the 2021 through 2024 project window. Community engagement in preparing this plan included an online survey through SurveyMonkey with 127 responses and an online map through a Wikimapia platform with 27 responses. Additionally, approximately 2,700 people were reached through Facebook and 180 engagements were made and further outreach was conducted through local media outlets and area organizations, along with numerous committee meetings.

Furthermore, this crossing was identified as an issue during the public comment period for the Minnesota Department of Transportation's Rail Safety Action Plan (Attachment 3). Please note that the Rail Safety Action Plan was submitted to the Federal Rail Administration on February 14, 2022, and while it is not yet publicly available, the draft plan calls attention to the fact that Minnesota has a disproportionate number of rail incidents involving pedestrians compared to other states. While the draft plan does not call out specific locations for pedestrian improvements, goal #3 of the plan is to "Identify pedestrian/bicycle safety issues at highway-rail grade crossings" (page 94). On page 85 of the draft plan, "Pedestrian Accidents/Incidents and Trespass Prevention" is noted as a Key Area of Need because of the recent increase in the number of pedestrian accidents. Also, page 82 noted that stakeholders felt that pedestrian and bicycle facilities being in poor repair or non-existent were a contributing factor this outcome. This project would address the safety concerns noted in the draft Rail Safety Action Plan.

This project was initially included in the 2024 Second Avenue South Improvement project but was later removed due to cost. While this was still a component, the community had an opportunity to consider the safety improvements for pedestrians at the rail crossing at a neighborhood informational meeting on July 20, 2023 and during a public hearing on July 24, 2023. Feedback regarding the project was very positive and there was support for the project, including the rail crossing pedestrian improvements. If funding is awarded, this project would be completed during the summer of 2025.

Criteria #2 Connectivity: 20 possible points

Explain the connectivity deficiency of the current facility and how the project will improve (i.e., project removes a barrier and/or provides an important connection near a community center, school, transit facility, etc.).

- Describe how the proposed project will be integrated into the existing local or regional network.
- Document the project area's existing conditions and detail how the project will improve existing conditions for active transportation users.
- If part of a large/regional network, detail how the proposed project will complete or further the completion of the network. For projects furthering the completion of a network, details must be provided related to the status of the other components including anticipated completion of the full scope of the larger project.

The project will act as the only safe pedestrian crossing dividing southwest Sauk Rapids from two Burlington Northern Santa Fe (BNSF) railroad tracks. Currently there are only three intersections that cross the railroad tracks, First Street South, Second Avenue South, and Ninth Street South, all of which do not have safe crossing conditions. The railroad tracks are among the busiest in the State with approximately 70 trains passing daily. The angle of this intersection adds to the complexity of safely navigating across the railroad tracks for all users. The skew makes it difficult to know which signal head the user is supposed to be adhering to and in some cases requires user to look behind themselves to see whether a train is coming.

The southwest portion of Sauk Rapids is primarily residential and is confined by the railroad tracks to the east and north and by the Mississippi River to the west. Approximately 970 residents are estimated to have a direct benefit from the project area, as identified from the 2020 US Census blocks. Current crosswalk conditions are not ADA-compliant. Crosswalks and sidewalks are currently located north of the railroad tracks along Benton Drive South and Second Avenue South. A narrow sidewalk is currently located on the western side of Second Avenue South, south of the railroad tracks. Currently, pedestrians and bicyclists have to cross into the roadway to cross the railroad tracks. The existing sidewalks dead-end at the railroad tracks with no existing signage or lighting to allow for safe crossing. Additionally, there is no existing ramp west of the railroad tracks.

The new sidewalk will be constructed west of Second Avenue South. This project is a vital piece in the City's goal in completing a pedestrian corridor for residents. The project will complete a connection as the only safe crossing for residents west of the railroad tracks to access downtown to Tenth Street South, the current terminus for the existing 2024 reconstruction project. Additional improvements to the southern city limits will be completed in 2026.

Criteria #3 Bike/Pedestrian Facilities: 15 possible points

Explain the degree to which the proposed project would encourage/facilitate pedestrian and/or bicycle transportation.

- Describe the main users of the proposed project by type (i.e., pedestrians vs. bicyclists) and approximate the anticipated number of users of the facility.
- Using either the SPACE or Justice 40 tool from page 3 and 4, describe how the proposed project will benefit traditionally underserved populations or marginally disadvantaged (people with disabilities, low-income, limited English-speaking capabilities, Black, Indigenous, People of Color (BIPOC), persons under the age of 18 or over the age of 65, households without access to a motor vehicle [zero vehicle households], etc.). Indicate in your response which tool you are using. Detail how this project may adversely impact the traditionally underserved or marginally disadvantaged population and describe mitigation strategies (if any) to prevent adverse impacts.
- Describe the relation to which the project provides access to likely generators of pedestrians and/or bicycle activity. Include distances between likely generators. Provide maps as needed.

The population for the impact area is 4,815 people, with approximately 970 people receiving direct benefit. It is anticipated that both pedestrians and bicyclists will use this crossing to access community facilities, such as Sauk Rapids-Rice Middle School, the Bob Cross Nature Preserve and Field, and Wilson Park, and also employment opportunities and retail/restaurants. The residential areas north and south of Benton Drive and the rail lines currently face a barrier to safely accessing destinations located on the other side from where they live. The project will allow residents to safely access downtown Sauk Rapids, including Coborn's Grocery Store and Pharmacy (0.2 miles from the project), U.S. Bank (0.2 miles from the project), Village Pharmacy (0.3 miles from the project), and multiple restaurants (0.4 to 0.8 miles from the project). Additionally, the Mississippi Heights Elementary School (0.7 miles from the project) and the Sauk Rapids-Rice Middle School (0.8 miles from the project) are located beyond the railroad tracks, both of which serve the residences in southwest Sauk Rapids. See Attachment 4 for a map of the project area and facilities in the area.

The MnDOT SPACE score for the approximate 0.40 square miles southwest of the railroad is 58.6. Points were assigned for the following items: Native American, disability, unemployment rate, short commute, transit commuters, walking commuters, biking commuters, no vehicle, supermarket, K-12 school, urban area, and state bike trail. What this specifically means is that people within the project area have a heavy reliance on other modes of transportation to commute to work or school, like walking or biking. There are limited commercial or industrial businesses west of the railroad tracks, indicating walking or biking commuters are unsafely crossing the railroad tracks to commute to work. Additionally, the population of people with disabilities do not currently have an ADA compliant route to cross the railroad tracks throughout Sauk Rapids. The only grocery store or convenience store within the project area is east of the railroad tracks, which means the at-risk populations unsafely cross the railroad tracks potentially multiple times in a week to get groceries.

The EJSreen Community Report for the impact area identifies that 41% of the population have low income and 14% have less than a high school education. This places the impact area in the 86th percentile compared to the State for Low Income and in the 89th percentile compared to the State for Less Than a High School Education. The initial and ongoing expense of owning a car can mean that many low-income families seek other means of transportation, including walking and biking to their jobs. The report also outlines that 17% of the population in the impact area are age 18 or below and 14% of the population are age 65 and above. Those below 18 and over 65 also often utilize non-motorized transportation options and need crossings to be safe and easy to navigate. The crossing improvements will increase safety and access for residents living on either side of the rail line. See Attachment 5 for the EJ Screen Report for the project area.

The City does not anticipate that this project will have adverse impacts on these groups and that instead it will have positive safety impacts. During construction of the improvements, access may be reduced due to heightened security issues with the railroad tracks. In the occasion that diverting vehicle and pedestrian traffic is required, appropriate signage will be placed in advance of construction with detour routes in place. The construction of this project will be scheduled at the same time as other necessary improvements to minimize the length of disruption and reduced access.

Criteria #4 Safety: 15 possible points

Explain the safety impacts of your project for potential users.

- Describe the existing conditions of the corridor for the proposed facility in terms of active transportation user safety.
 - Provide documentation of crash history (fatal/serious injury) if available or potential for fatal/serious injuries.
- Detail the safety components of this proposed project (i.e., grade separated facility, protected bike lanes, rectangular rapid flash beacons (RRFB), leading pedestrian intervals (LPI), marked crosswalks, traffic calming features, lighting, and other safety related infrastructure or providing for the collection of data).
- Explain how this project safely integrates with other modes of transportation.

Safety improvements at this crossing are a critical need, given the high volume of trains and cars that traverse this area, coupled with the difficulty for pedestrians and bicyclist to navigate crossing both rail lines and find a

safe place to walk on either side of the crossing. The proximity of the tracks to Benton Drive and the angle at which Second Avenue South intersect with Benton Drive make this an especially challenging intersection for non-motorized traffic. On July 4, 2023, a serious injury accident occurred at Benton Drive and Second Street when a bicyclist was hit by a vehicle while trying to find their way safely across the intersection. While the incident did not involve a train, it illustrates the difficulty that bicyclists and pedestrians have with navigating the multiple intersections in close proximity to one another. Currently, the sidewalks on Second Avenue South dead-end at the bisecting railroad tracks. Additionally, there is no shoulder on Second Avenue South at the railroad intersection, causing pedestrians and bicyclists to enter the roadway when crossing the railroad tracks.

The Second Avenue South speed limit is 30 miles per hour (mph) and Benton Drive South is 40 mph. According to Open Railways online map viewer, the maximum speed allowable for the BNSF railway is 75 mph; however, the speed is often reduced in the city. The tracks are two of the busiest in the state with approximately 70 trains passing through daily. On May 27, 2023, six railcars carrying crushed rock derailed, blocking Second Avenue South, First Street South, and Ninth Street South in Sauk Rapids (Attachment 6). No injuries or fatalities occurred as a result of the incident, but it emphasizes the risk the railroad poses to the project area. A cross arm bar and flashing lights are currently in place to stop vehicle traffic from crossing the railroad tracks when a train is approaching the intersection.

By removing the pedestrians from the roadway and improved railroad safety features, the proposed project will not only improve the safety for pedestrians, but also decrease traffic incidents for vehicles and trains. It will encourage more people to walk or bike because of the safety improvements for those who previously could not or did not feel safe enough to cross at the railroad tracks. The project will result in the first sidewalk crossing along the railroad tracks in southwest Sauk Rapids. Safety features include a new sidewalk that is offset from the roadway, concrete flatwork, fencing, bituminous surfacing near and between the tracks, relocation of a railroad crossing controller bungalow that interferes with the proposed safety improvements, new concrete railroad crossing panels and extension across the railroad tracks, signing, and striping (Attachment 4).

Criteria #5 Feasibility: 20 possible points

Explain the feasibility of the project

- Explain your 20-year maintenance plan and any maintenance agreements that will be required with other agencies in your proposed project. Include how many months per year this project will be available for use in your response.
- Describe the extent of project development completed to date.
- Address any issues, environmental concerns, property ownership issues or design challenges. Include any pertinent excerpts from completed feasibility documentation (e.g., scoping study, preliminary engineering, etc.) for the project.
- Describe the environmental path you intend to follow. Identify and explain if you are aware of any needed permits.
- Explain how your agency will provide the necessary local match to leverage the federal TA program funds requested and cover any additional (or ineligible) costs required for the completion of your project.
- Applicants may be asked to provide additional documentation following application submittal.

The City of Sauk Rapid will maintain the sidewalk features adjacent to the Second Avenue roadway for more than 20 years. The railroad crossing portion of the sidewalk and associated railroad signage will be maintained by BNSF. The City will enter into a Construction and Maintenance Agreement with BNSF prior to commencing the project. Maintenance of the sidewalk includes concrete repairs to ensure the longevity of the investment. Maintenance of sidewalks and trails within the city is part of the annual budget and public works schedule and is done through a combination of a standard timeline, along with visual inspections to determine the need for concrete repairs. Draft construction plans are complete from both City of Sauk Rapids and BNSF engineers. No environmental permits will be needed for the project; however, a City of Sauk Rapids Land Disturbance permit and a NPDES Construction permit will be obtained. BNSF permits and e-rail safe certification will also be obtained prior to construction. Additionally, during construction activities, a BNSF flagger will be on site every day to identify train traffic and allow safe construction within the railway right-of-way. Local matching funds, including funds to cover 20% of the construction cost and 100% of the ineligible costs will be provided through regional sales tax proceeds and a BNSF contribution for the rail work. Attachment 7 includes correspondence with BNSF regarding their agreement to coordinate on the project and commitment to pay a portion of the cost, along with confirmation of the source of city funds.

Criteria #6 Right of Way: 10 possible points

Describe the status of right-of-way acquisition

- If right of way is needed, describe the process you plan to follow for acquisition.
- If applicable, be sure to include in your response the status of interagency agreements or permits, status of funds for purchasing right-of-way, and any work that requires collaboration with rail.
- If working with rail, provide details of negotiations, estimated completion date and any supporting documentation.

No right-of-way acquisitions are required as part of the project. However, work will be completed within the BNSF right-of-way. The City will execute a Construction and Maintenance Agreement with BNSF. Negotiations with BNSF are underway and BNSF has committed to paying for 50% of the new concrete crossing surface, as indicated in Attachment 7.

RESOLUTION NO. 2024-01

**RESOLUTION SUPPORTING
TRANSPORTATION ALTERNATIVES GRANT APPLICATION**

BE IT RESOLVED that the City of Sauk Rapids agrees to act as sponsoring agency for the project identified as the 2nd Avenue N. Pedestrian Railroad Crossing Improvements seeking Transportation Alternatives funding and has reviewed and approved the project as proposed. Sponsorship includes a willingness to secure and guarantee the local share of costs associated with the project and responsibility for seeing this project through its completion, with compliance of all applicable laws, rules, and regulations.


BE IT FURTHER RESOLVED, the City Council of the City of Sauk Rapids is hereby authorized to act as agent on behalf of this sponsoring agency.

ADOPTED BY THE SAUK RAPIDS CITY COUNCIL THIS 8th DAY OF JANUARY 2024.



Mayor

ATTEST:



City Administrator

CITY SEAL:

RESOLUTION NO. 2024-02

**RESOLUTION SUPPORTING
TRANSPORTATION ALTERNATIVES GRANT MAINTENANCE AGREEMENT**

WHEREAS, the Federal Highway Administration (FHWA) requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right of way or property ownership acquired without prior approval from the FHWA; and

WHEREAS, Transportation Alternatives projects receive federal funding; and

WHEREAS the Minnesota Department of Transportation (MnDOT) has determined that for projects implemented with alternative funds, this requirement should be applied to the project proposer; and

WHEREAS, the City of Sauk Rapids is the sponsoring agency for the transportation alternatives project identified as the 2nd Avenue N. Pedestrian Railroad Crossing Improvements.

THEREFORE, BE IT RESOLVED, the sponsoring agency hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned transportation alternatives project.

ADOPTED BY THE SAUK RAPIDS CITY COUNCIL THIS 8th DAY OF JANUARY 2024.



Mayor

ATTEST:



City Administrator

CITY SEAL:

Application Checklist

This section is required for all applicants.

- ☒ Letter of intent was reviewed, and Regional Planner approved the applicant complete the full application.
- ☒ Applicant and sponsoring agency have read and are fully aware of the requirements described in the *TA Solicitation Guidebook*.
- ☒ General Information section completed.
- ☒ Project Budget section completed. TA Program applicants in ATP-3 have a minimum eligible project cost of \$100,000 and a maximum request of \$800,000.
- ☒ ATP Project Evaluation section completed.
- ☒ Sponsoring Agency Resolution completed.
- ☒ Resolution Agreeing to Maintain Facility completed.
- ☒ Required Signatures have been obtained.

Required attachments for Applicants requesting TA Program funds

- ☒ Legible project location map showing project termini and featured locations described in the narrative portion of the application.

Other enclosures for Applicants requesting TA Program funds

- ☒ Documentation of financial support (letters, agreements, etc.).
- ☒ Documentation of plans and public participation.
- ☒ Project schedule.
- ☒ Maps, graphics, photos, typical sections.

Application Submittal

- ☒ Applicant is seeking TA Program funds and submitted, **by January 12, 2024**, 15 hard copies and 1 electronic version of the application to:

Jeff Lenz
 MN Department of Transportation
 District 3 – Baxter
 7694 Industrial Park Road, Baxter, MN 56425
 218/828-5808

Email: Jeff.Lenz@state.mn.us

Signatures

Notes: Signatures are required from the following – project applicant; sponsoring agency engineer, if different than the project applicant; a representative of the local unit of government in which the project is located; and the MPO Executive Director, if the project is located in a MPO area.


(Applicant Signature)
(Date)
(Sponsoring Agency Engineer Signature)

01/11/2024

(Date)


(Local Unit of Government Signature)
(Date)
(If in MPO area, signature of MPO Executive Director)
(Date)

Attachment 1

Capital Improvement Plan

CITY OF SAUK RAPIDS CAPITAL IMPROVEMENT PLANS



Introduction:

The City of Sauk Rapids Capital Improvement Plan is a planning tool used to identify large capital costs for all of the city's operations. It is a detailed planning process that involves city staff drafting of the plans, meeting with the respective council committee's and then bringing the full capital plan for approval of the full city council.

In recent years the city has tried to project out 15-20 years to try and identify major costs that will help the city identify the revenue needs years in advance. What year these costs occur beyond two years are not necessarily exact but by just identifying these costs helps in setting utility rates, levy rates and other revenues much more accurately and appropriately knowing WHAT costs need to be accounted for in the future.

With a capital planning process that details what revenues will be used to pay for these future capital costs, the city is planning on using very little future bonding to implement its capital plan particularly for road improvement projects as the City has a generally levy for road improvements nearing \$1,000,000 per year already.

The only foreseeable bonding at this point is for some projects to be paid for with the city's ½ cent Sales Tax, one \$2m bond for the Mayhew Creek Park Development in 2024-2025 & some large capital projects through the City of St Cloud related to the city's cooperative agreement for its wastewater distribution to St Clouds wastewater treatment plant.

The City became aware of PFAS in a couple of it's wells in early 2023 & are currently looking at the capital improvements needed to remedy the water supply to the residents. All of the options going forward are still being explored as this plan is being updated.

Street & utility reconstruction & replacement projects are reviewed annually by the city engineer, Public Works Director & Utility Director to determine the priority of these projects. The Finance Director then tries to fit the projects into the capital plan based on the projects priority, project costs and sources of revenues. While most projects are completed in priority order, there are times when a project that is lower on the priority list is completed ahead of a higher priority project because of where the funding for the project is coming from. This is most prevalent with those projects that use Municipal State Aid (MSA) dollars because of the limited amount of MSA available.

While the Capital Improvement Plan is quite detailed, it is still only a guide in which you can expect changes from year to year. Some project costs are budgeted, but as the project or replacement approaches, may not yet be needed. These project costs will be re-evaluated and pushed back to a later date.

Some of the sources of funds are interchangeable such as Franchise Fee/Levy fund & the sales tax dollars that are eligible to be expended on the same project & may shift from year to year. Project costs have very rough cost estimates that can vary substantially based on bids, design, etc. and volatility related to inflation. Revenues can also have some large variations that may impact the sources of funds and project status.

It is anticipated that not all costs will be identified or anticipated, but the capital plan is generally drafted with a conservative financial approach that has some contingency built into the plan by having an appropriate, healthy cash balance each year to accommodate some unexpected costs.

The Capital Plan is generally updated on a quarterly basis by the Finance Director as actual costs, bids & revenues come in. The Capital Plan is completely reviewed and updated annually by all Department Heads, Council Committee's and the City Council.

| CITY OF SAUK RAPIDS | | | | | | | | | | | | | | | | |
|---|--------------|--------------|--------------------|--|--|------------------------------|--------------|--------------------|--------------------|--------------------------|---------------------------|--|------------------------|---|---------------------|--------------|
| CAPITAL IMPROVEMENT PLAN 2023-2041 | | | | | | | | | | | | | | | | |
| | | | | | | 2.75% | | | | | | | | | | |
| | | | | | | | | | FUNDING SOURCES | | | | | | | |
| | | | | | 6/23/2023 | 6/23/2023 | 6/23/2023 | | | | | | 6/1/2023 | 6/1/2023 | 6/6/2023 | |
| Project | City Costs | MSA Eligible | Total Project Cost | Comment | Capital Improvement Fund | 2019-2038 1/2 Cent Sales Tax | MSA Avail | Water Utility Fund | Sewer Utility Fund | Storm Water Utility Fund | Street Light Utility Fund | Cost Paid by HRA or Other Entities / OR REVENUE BOND | Capital Equipment Fund | Gov't Building's Fund | Fire Equipment Fund | OTHER |
| 2023 | | | | | \$ 8,276,114 | \$ 1,788,211 | \$ (806,640) | | | | | | \$ 994,400 | \$ 934,290 | \$ 469,608 | |
| | | | | 2023 MSA Allocation / Fee Income | 450,000 | 1,125,000 | 780,695 | | | | | | | | | |
| | | | | advanced \$1,111,000 yrs msa-2022 | | | | | | | | | | | | |
| | | | | Southside/Lions Park Bond Payment | | (40,194) | | | | | | | | | | |
| | | | | Lease Revenue- Verizon | | | | | | | | | | | | |
| | | Capt Levy | 1,015,000 | General Levy (Township Contract-Fire Equip Fd) | 860,000 | | | | | | | | | 18,200 | | |
| | | | | Interest /Assmnt Income | 76,400 | | | | | | | | | | | |
| | | | | Transfers In: Liquor Fund | | | | | | | | | | | | |
| Capital Equipment Expenditures | \$ - | | \$ - | Non-Enterprise Fund | | - | | | | | | | 120,000 | | 20,000 | |
| | | | | | | | | | | | | | (426,000) | | | |
| Southside & Lions Park-PHASE II-LCCMR Grant Improvements | \$ 3,000 | | \$ 3,000 | \$463,000 Grant award. Total Est of \$493,000- \$490,000 costs to date 6/23/23 | - | (3,000) | | | | | | | | | | - |
| Southside & Lions Park-PHASE II-LCCMR Grant | | | \$ 463,000 | LCMR Grant of \$463,000 | | 463,000 | | | | | | | | | | |
| Southside Lift Station #4-Reconstruct & Relocate | \$ 124,000 | | \$ 124,000 | Total cost of \$1,694,700 less \$244,650(pd) already part of River Ave project-2020. & \$1,450,000 separate proj-pd \$1,626,000 thru 6/23/2023 less retainage of \$55,300 | | | | | (124,000) | | | | | | | |
| OVERLAY-Industrial Blvd(CSAH 3 to 15th St NE) clean ditches -Reclamation | \$ 58,300 | | \$ 58,300 | Total cost est \$1,068,000 - \$51,700 water valve replacement costs-\$958,000 costs to date 5/25/2023 | (58,300) | | | | | | | | | | | |
| 2022 OVERLAY-full depth mill & overlay SOUTH OF 2nd St N | \$ 95,400 | | \$ 95,400 | \$2,366,200 includes \$82,400 Gate valve replacement w here needed(w ater)-\$2,188,400 costs to date 6/23/2023 | (95,400) | | | | | | | | | | | |
| 2nd Ave North (3rd St N to 8th St N) 3rd St N, 4th St N, 5th St N, 6th St N, 7th St N (2nd Ave N to Benton Dr) strm wtr, sewer, water & street reconstruction, No streetscaping- \$102,000 FIRE COSTS | \$ 2,393,500 | | \$ 2,393,500 | \$5,016,000 total cost est-\$2,622,571 ytd costs 6/23/23: Lighting \$621,700k-\$363,800msa,\$258k light fd. StormWtr-\$482k-\$298,700msa,\$184k strm wtr fd. | (190,594) | (300,000) | (296,906) | (464,300) | (700,100) | (183,700) | (257,900) | OH to UG conversions?X cel | | | | |
| | | | | | rec'd \$1,879,594 msa in oct 2022 for 2nd St N-Total \$2,176,500 | | | | | | | | | concrete work included in 2nd Ave Project | | |
| Division St (2nd Ave to 8th Ave) Side streets: 4th Ave N (Division St to 2nd St N) 7th Ave & 8th Ave (Division St to 1st St N) 3rd Ave N (Division St to 1st St N) 4th Ave S (Division St to 1st St N) 2023 Overlay water costs | \$ 3,974,000 | | \$ 3,974,000 | \$4,733,000(\$3,980,000-includes LSL grant costs of \$176,000 to be reimb by grant + \$753,000 fr 2023 overlay water costs (valves & hydrants) less \$759,000 costs to date 6/23/2023 | (985,000) | | | (1,930,000) | (330,000) | (553,000) | | | | | | (176,000) |
| 2023 OVERLAYS-NORTH of 2nd ST N-, OVERLAY-W Highview Dr (Benton Oaks Dr to 18th St N) N Highview Dr(W Highview to Oak Dr) Oak Dr (N Highview to end), 4th Ave N (2nd st n to 8th St N) -Reclamation | \$ 3,312,300 | | \$ 3,312,300 | Total Est Cost:\$3,723,000- \$4,476,000 less \$753,000 moved to Div St proj for water costs (total cost includes 4th Ave S added in 2022-\$450,000): Costs to date on 6/23/23-\$410,700- Est Assmnts-\$852,000 | (3,312,300) | | | - | | | | | | | | |
| Fire Equipment Improvements | \$ 736,000 | | \$ 736,000 | SCBA's, , Tanker chasis replace unit #7 | | | | | | | | | - | | (736,000) | |
| Well # 7 (new) Design/Construction | \$ 549,400 | | \$ 549,400 | Total Costs \$636,000-Used \$564,122 Water Trunk Fees-(transferred in 2022) Costs to date: \$86,600 as of 12/31/22 | | | | (549,400) | | | | | | | | |
| Misc Water Utility | \$ 789,800 | | \$ 789,800 | Vehicle, air compressor, remaining SCADA, booster station, ground storage tank piping, PFAS Abatement Design-\$400,000 | | | | (789,800) | | | | | | | | |
| Metro Forcemain Replacement | \$ 3,306,224 | | \$ 3,306,224 | PFA Debt thru City of St Cloud | | | | | (3,306,224) | | | | | | | |
| Misc Sewer Utility | \$ 121,900 | | \$ 121,900 | LS # 9 Rehab -remaining costs (\$293,000) | | | | | (121,900) | | | | | | | |
| Park Improvements | \$ 60,000 | | \$ 60,000 | Pickleball courts, Concession equip | - | (60,000) | | | | | | | | | | |
| Public Works Building Improvements | \$ 86,000 | | \$ 86,000 | | | | | | | | | | - | (86,000) | | |
| Fire Station Building Improvements | \$ 260,600 | | \$ 260,600 | | | | | | | | | | - | (260,600) | | |
| Government Center Building Improvements | \$ 5,200 | | \$ 5,200 | | | | | | | | | | | (5,200) | | |
| Park Building Improvements | \$ 16,000 | | \$ 16,000 | stain both log bldgs & replace furnace/water heaters | | | | | | | | | | (16,000) | | |
| Liquor StoreEquipment & Improvements | \$ 12,000 | | \$ 12,000 | Gutters | | | | | | | | | | | | (12,000) |
| Subtotal | \$15,903,624 | \$ - | \$17,381,624 | | | | | \$ (3,733,500) | \$ (4,582,224) | \$ (736,700) | \$ (257,900) | \$ - | | | | \$ (188,000) |

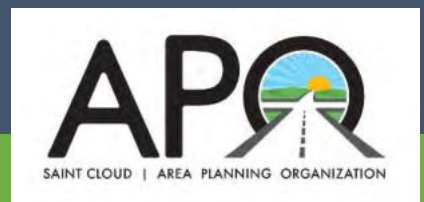
| CITY OF SAUK RAPIDS | | | | | | | | | | | | | | | | |
|--|--------------|--------------|--------------------|---|--------------------------|------------------------------|--------------|--------------------|--------------------|--------------------------|---------------------------|--|------------------------|-----------------------|---------------------|---------------|
| CAPITAL IMPROVEMENT PLAN 2023-2041 | | | | | | | | | | | | | | | | |
| | | | | | | 2.75% | | | | | | | | | | |
| | | | | | | | | | FUNDING SOURCES | | | | | | | |
| | | | | | 6/23/2023 | 6/23/2023 | 6/23/2023 | | | | | | 6/1/2023 | 6/1/2023 | 6/6/2023 | |
| Project | City Costs | MSA Eligible | Total Project Cost | Comment | Capital Improvement Fund | 2019-2038 1/2 Cent Sales Tax | MSA Avail | Water Utility Fund | Sewer Utility Fund | Storm Water Utility Fund | Street Light Utility Fund | Cost Paid by HRA or Other Entities / OR REVENUE BOND | Capital Equipment Fund | Gov't Building's Fund | Fire Equipment Fund | OTHER |
| 2024 | | | | | \$ 5,020,920 | \$ 2,973,017 | \$ (322,851) | | | | | | \$ 1,159,200 | \$ 669,690 | \$ 76,608 | |
| | | | | 2024 MSA Allocation / Fee Income | 700,000 | 1,155,938 | 780,695 | | | | | | | | | |
| | | | | advanced \$1,111,000 yrs msa-2022 | | | | | | | | | | | | |
| | | | | advance addt'l \$260,000-2024 | | | | | | | | | | | | |
| | | | | Southside/Lions Park Bond Payment | | (357,588) | | | | | | | | | | |
| | | | | Lease Revenue- Verizon | | | | | | | | | | 36,900 | | |
| | | Capt Levy | 1,120,000 | General Levy (Township Contract-Fire Equip Fd) | 900,000 | | | | | | | | 90,000 | 130,000 | 130,000 | |
| | | | | Interest /Assmnt Income | 138,200 | 54,643 | | | | | | | | | | |
| | | | | Transfers In: Liquor Fund | | | | | | | | | 120,000 | | 20,000 | |
| | | | | Park Revenue Bond | | 2,000,000 | | | | | | | | | | |
| Captial Equipment Expenditures | \$ - | | \$ - | Non-Enterprise Fund | | - | | | | - | - | | (410,100) | | | |
| 2nd Ave S (Benton Dr to 10th St S) side streets 7th St S (Broadway to RR tracks) 6th St S (broadway to 2nd Ave) 8th St S (Broadway to 3rd Ave) 9th St S (Broadway to 2nd Ave) 3rd Ave S (8th St S to 9th St S) | \$ 2,755,000 | \$2,361,000 | \$ 5,116,000 | Federal STBGP grant of \$1,135,120, \$343,000 Lead Serv Line Grant reimb,\$86k costs to date | (268,050) | - | (1,225,880) | (950,800) | (288,100) | (565,700) | (339,150) | (343,200) | | | | (1,135,120) |
| | | | | | | | | | | | | LSL Grant Reimb | | | | federal grant |
| Overlay - Osauka Rd NE (.57 miles) | \$ 520,000 | | \$ 520,000 | | (520,000) | | | | | | | | | | | |
| Overlay - 4 th Ave N- from 8 th St N to 18 th St N | \$ 1,040,000 | | \$ 1,040,000 | reconstruct in 2037 was in 2035 | | | (1,040,000) | | | | | | | | | - |
| | \$10,000,000 | | \$10,000,000 | Liquor Fund-\$500,000, Fund 105-\$500,000, Neighborhood Park Fund-\$200,000, Regional Park Fund-\$540,000=\$1,800,000 | (2,800,000) | (5,060,000) | | (200,000) | (200,000) | | | | | | | (1,740,000) |
| Mayhew Creek Park Development | | | | | | \$2m Revenue Bond | | | | | | | | | | |
| Park Improvements | \$ 10,600 | | \$ 10,600 | Carpet extractor for Southside Park Bldg | | | | | | | | | | (10,600) | | |
| Misc Water Utility | \$ 58,400 | | \$ 58,400 | Radio Read meter replacement-\$20,000, Mayhew Lake Tower inspection-\$3,400, unit #219 replacement-\$35,000 | | | | (58,400) | | | | | | | | |
| Water Treatment Plant Bldg & Equipment Improvements | \$ 593,300 | | \$ 593,300 | WTP Parking Lot Mill & Overlay | | | | (593,300) | | | | | | | | |
| Misc Sewer Utility | \$ 260,000 | | \$ 260,000 | Lift Station #7 & # 10 -(Churchill East & Creekside) Replace Generator, Unit #213 Replacement-\$100,000 | | | | | (260,000) | | | | | | | |
| Replace Lift Station #3 (North) - 1704 River Ave N | \$ 338,800 | | \$ 338,800 | convert to submersible pumps(by Fischer Park) | | | | | (338,800) | | | | | | | |
| Main Liftstation, Aerations System Rehab, Anaerobic Digestion Stytem Rehab | \$ 2,023,422 | | \$ 2,023,422 | | | | | | (2,023,422) | | | | | | | |
| Fire Equipment Purchases | \$ 150,000 | | \$ 150,000 | PFA Debt thru City of St Cloud | | | | | | | | | | | | |
| Public Works Building Improvements | \$ 14,900 | | \$ 14,900 | Replace Unit #7 3,000 Gal Tanker-Fire Equipment Fund- remaining costs | | | | | | | | | - | (14,900) | | |
| Government Center Building Improvements | \$ - | | \$ - | | | | | | | | | | - | - | | |
| Fire Station Building Improvements | \$ 18,000 | | \$ 18,000 | | | | | | | | | | - | (18,000) | | |
| Park Buildings Improvements | \$ 20,000 | | \$ 20,000 | | | \$ (20,000) | | | | | | | | | | |
| Liquor StoreEquipment & Improvements | \$ 21,900 | | \$ 21,900 | Camera/Security System | | | | | | | | | | | | (21,900) |
| Subtotal | 17,824,322 | 2,361,000 | 21,305,322 | | | | | (1,802,500) | (3,110,322) | (565,700) | (339,150) | (343,200) | | | | (2,897,020) |

Attachment 2

2022 Regional Active Transportation Plan



2022 Regional Active Transportation Plan



Approved by the APO Policy Board on Sept. 8, 2022

City of Sauk Rapids Programmed and Planned Projects Active Transportation Facilities

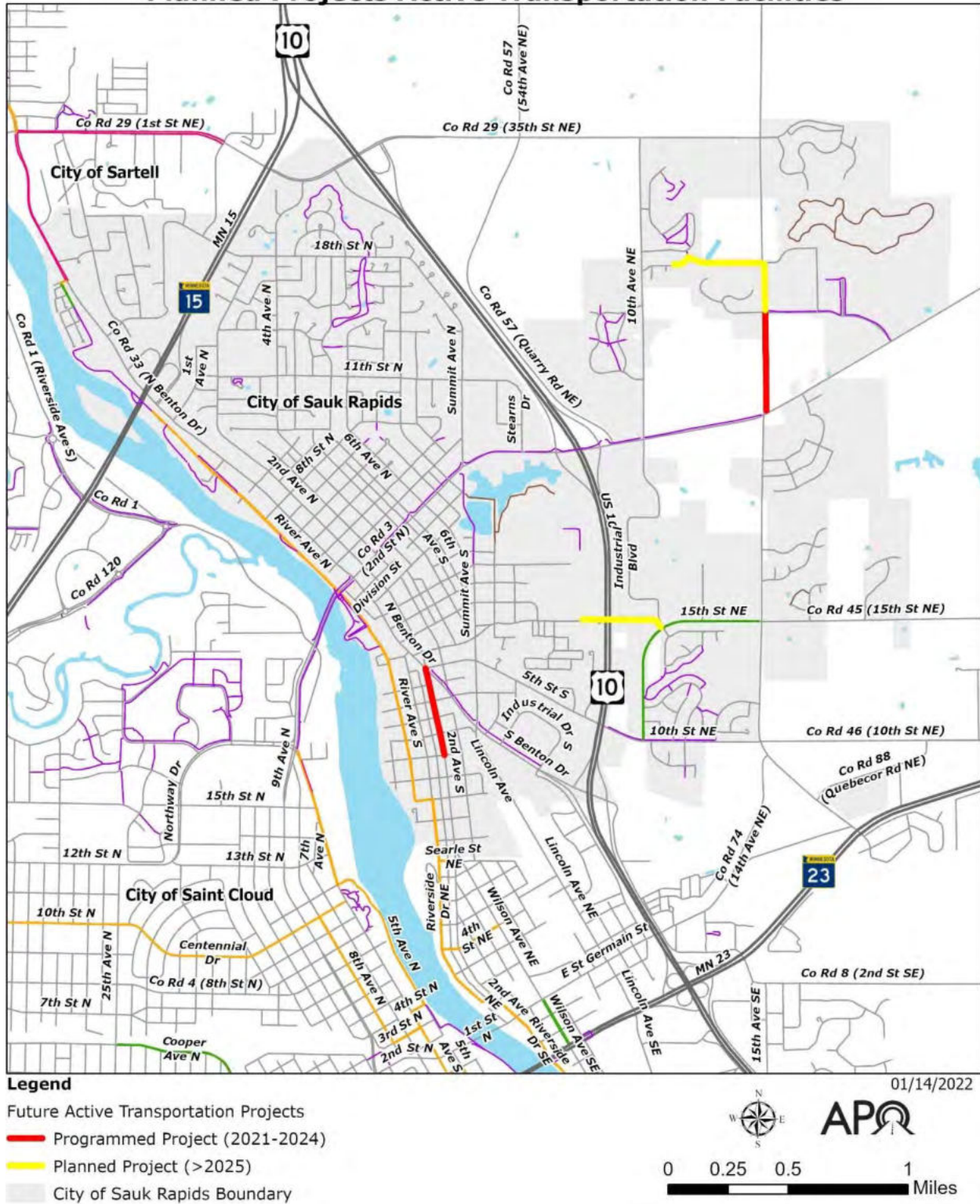


FIGURE A.20 – EXISTING NETWORK WITH PROGRAMMED AND PLANNED FACILITIES.

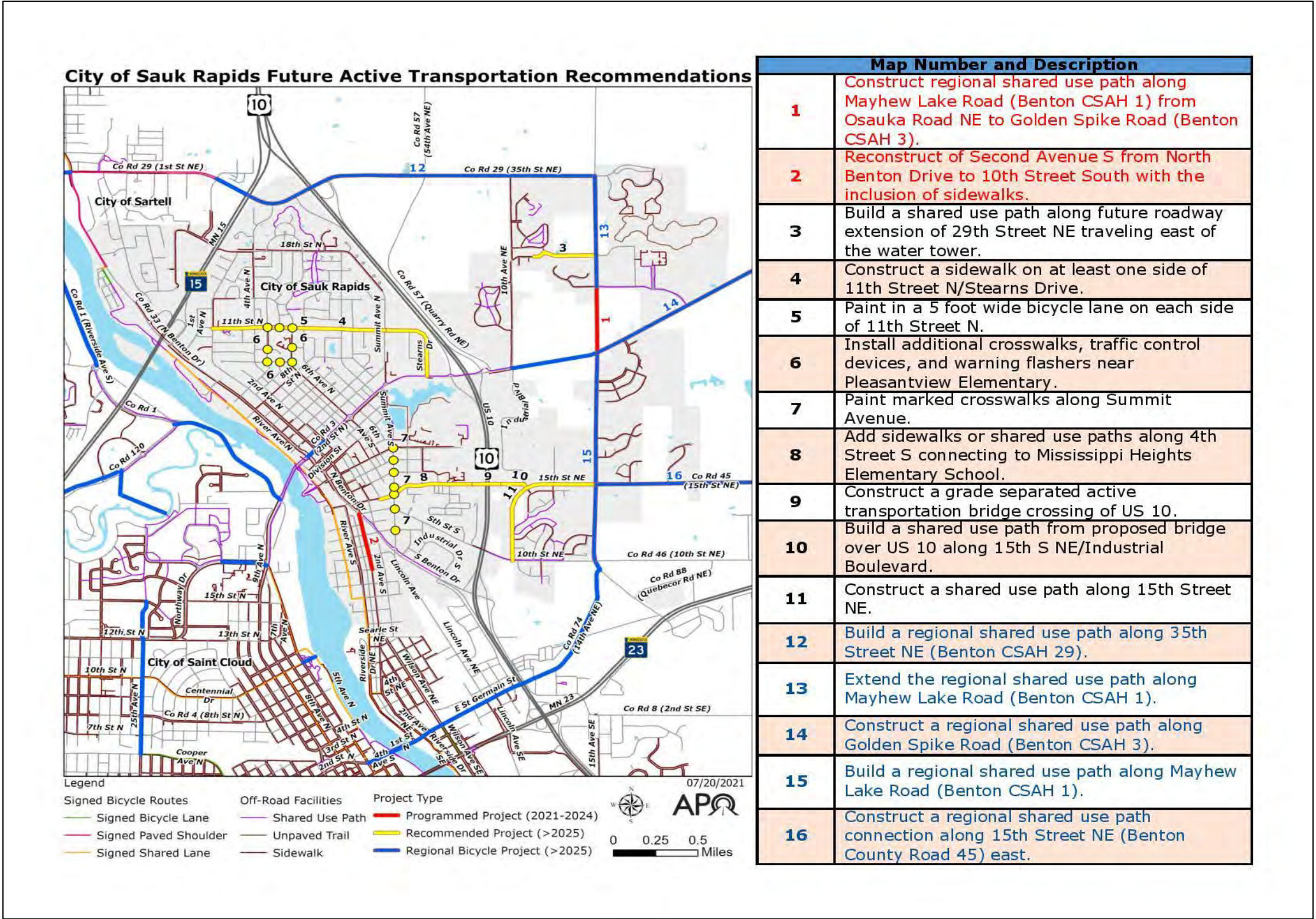
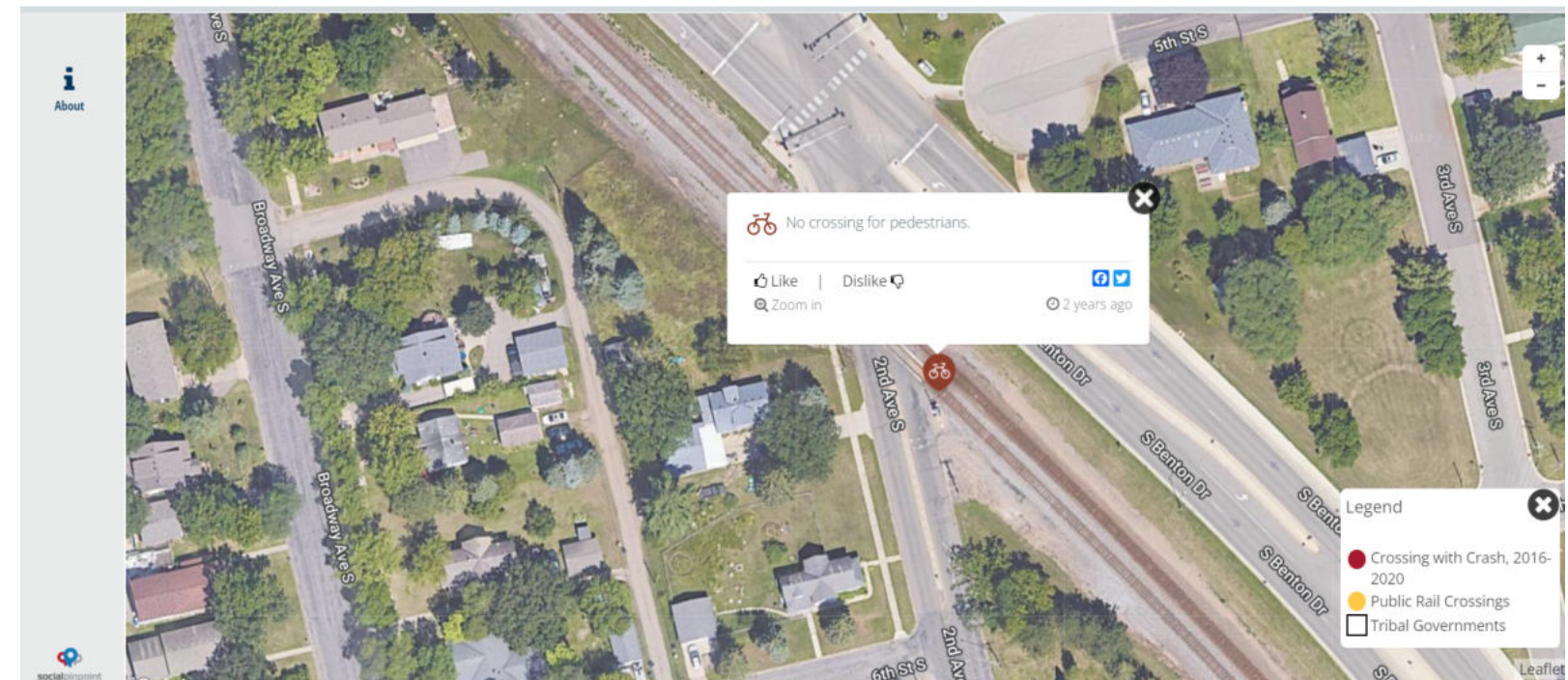
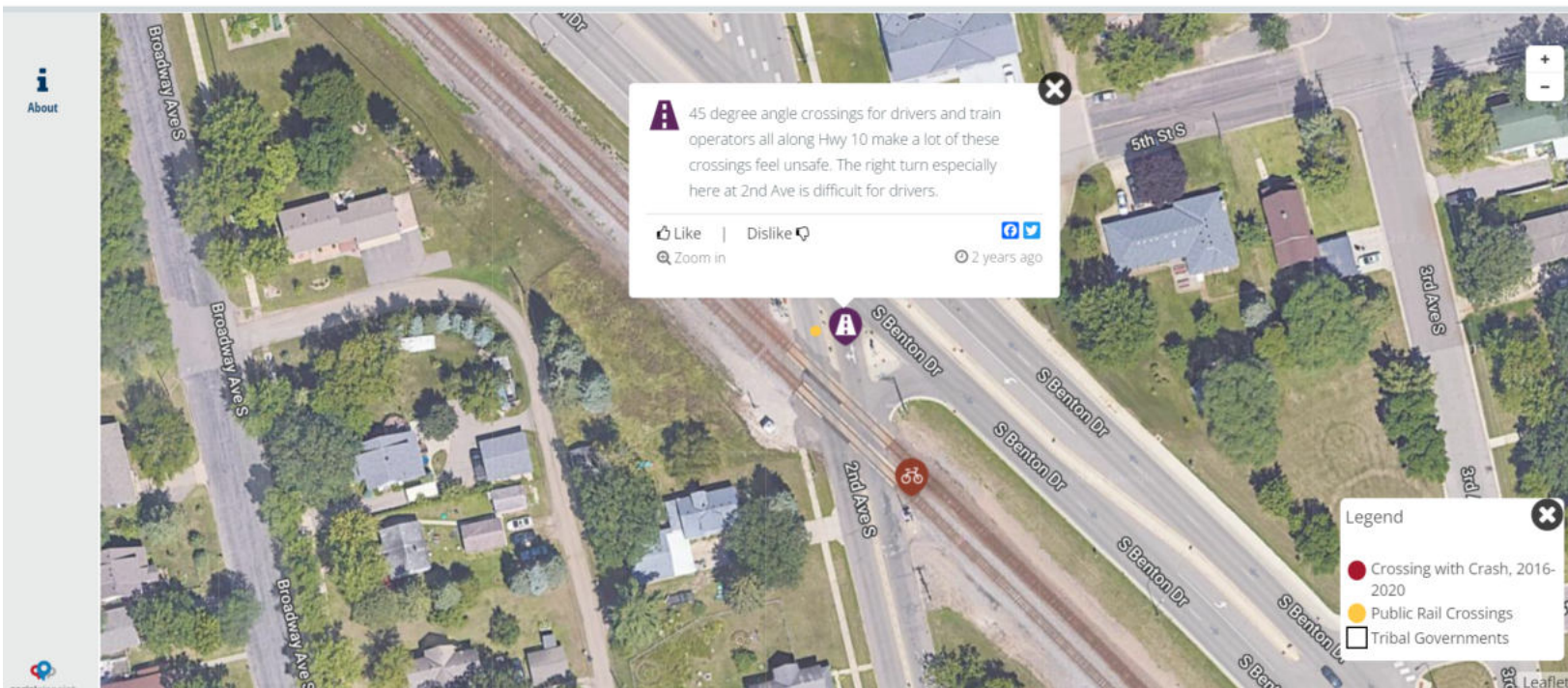


FIGURE A.26 – PROGRAMMED AND RECOMMENDED PROJECTS FOR THE CITY OF SAUK RAPIDS.

Attachment 3

MnDOT Rail Safety Action Plan Public Comments



source: <https://zan.mysocialpinpoint.com/mnrailcrossing#/marker/270171>
Screenshots of the public comment period for MnDOT Rail Crossing Safety

Attachment 4

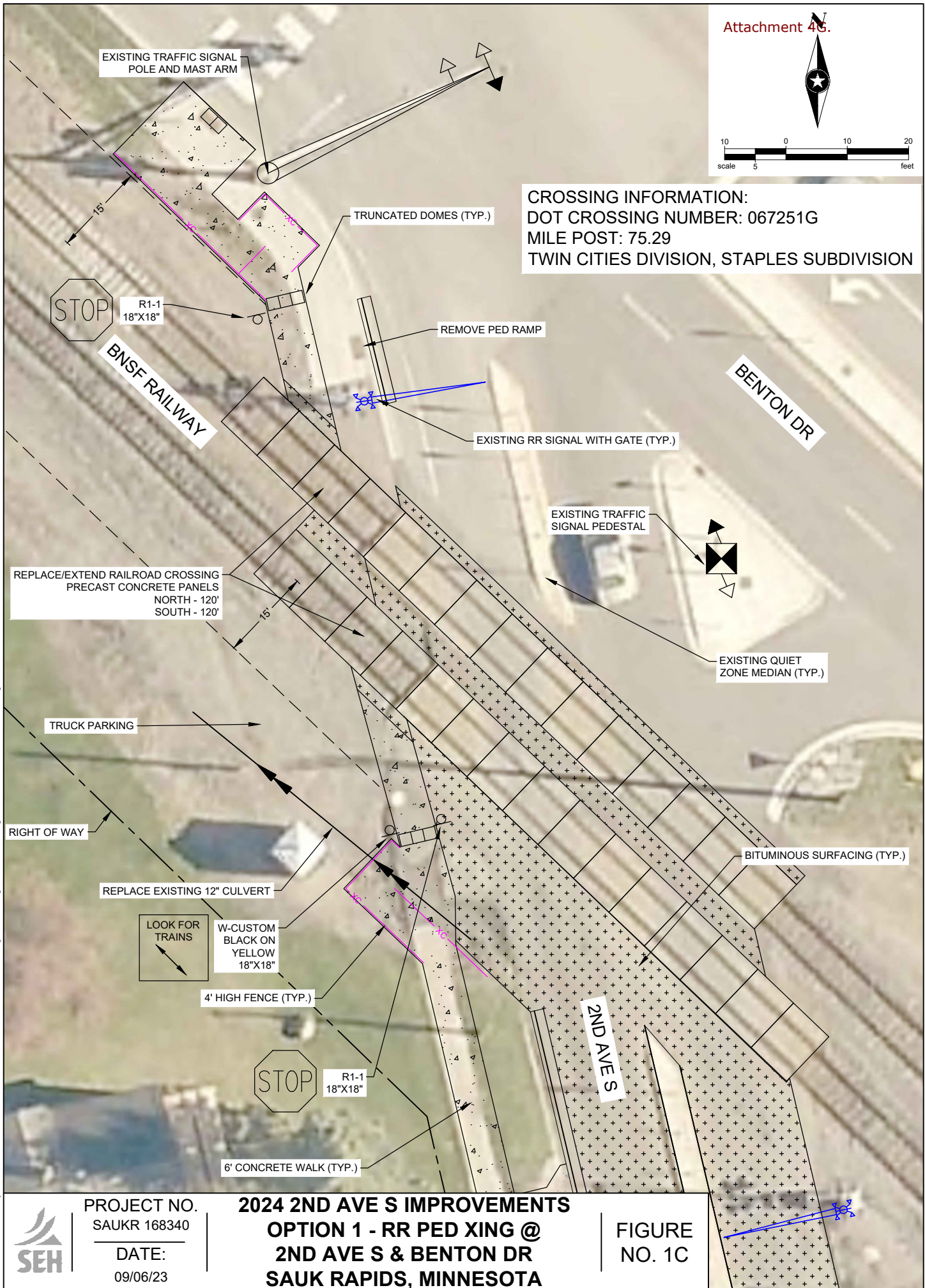
Project Construction Map



10 0 10 20
scale 5 feet

CROSSING INFORMATION:
DOT CROSSING NUMBER: 067251G
MILE POST: 75.29
TWIN CITIES DIVISION, STAPLES SUBDIVISION

Save: 9/6/2023 9:18 AM jknittel Plot: 9/6/2023 12:35 PM X:\PT\S\SAUKR\16834015-final-dsgn\51-drawings\10-Civil\cardwgle\hbit\SR168340 RR XING 1.dwg



PROJECT NO.
SAUKR 168340
DATE:
09/06/23

2024 2ND AVE S IMPROVEMENTS
OPTION 1 - RR PED XING @
2ND AVE S & BENTON DR
SAUK RAPIDS, MINNESOTA

FIGURE
NO. 1C



Attachment 5

EJ Screen Report

EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

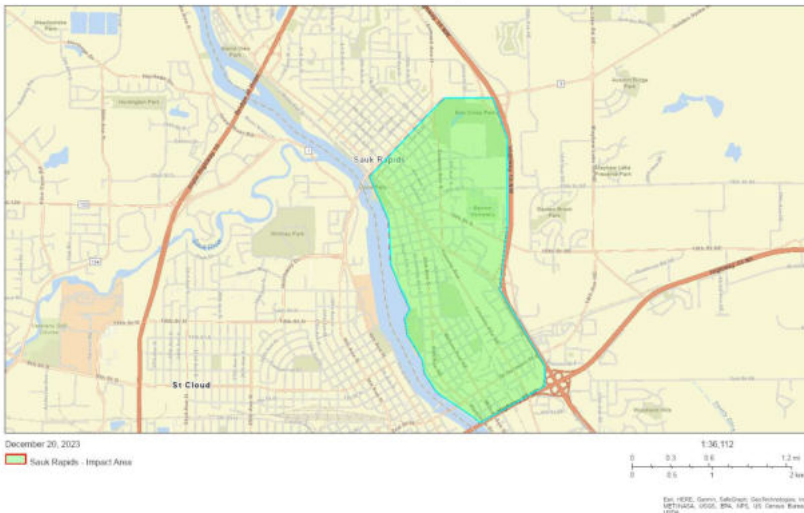
Sauk Rapids, MN

the User Specified Area

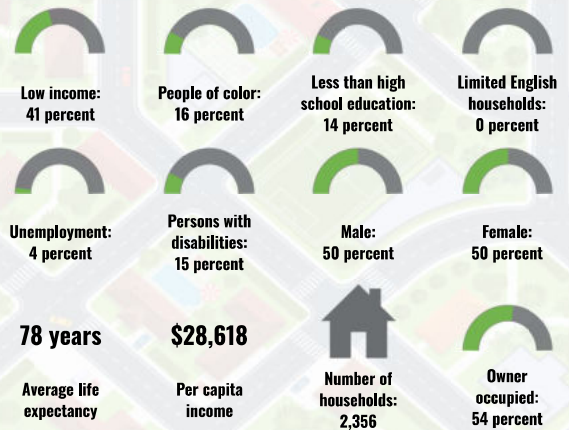
Population: 4,815

Area in square miles: 2.06

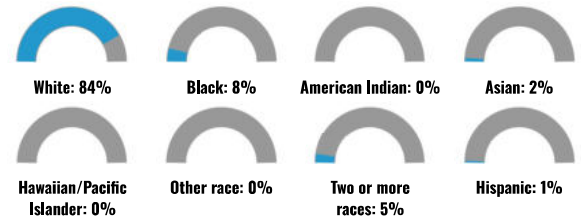
A3 Landscape



COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



LANGUAGES SPOKEN AT HOME

| LANGUAGE | PERCENT |
|-----------------------|---------|
| English | 90% |
| Spanish | 3% |
| Other Indo-European | 1% |
| Other and Unspecified | 5% |
| Total Non-English | 10% |

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

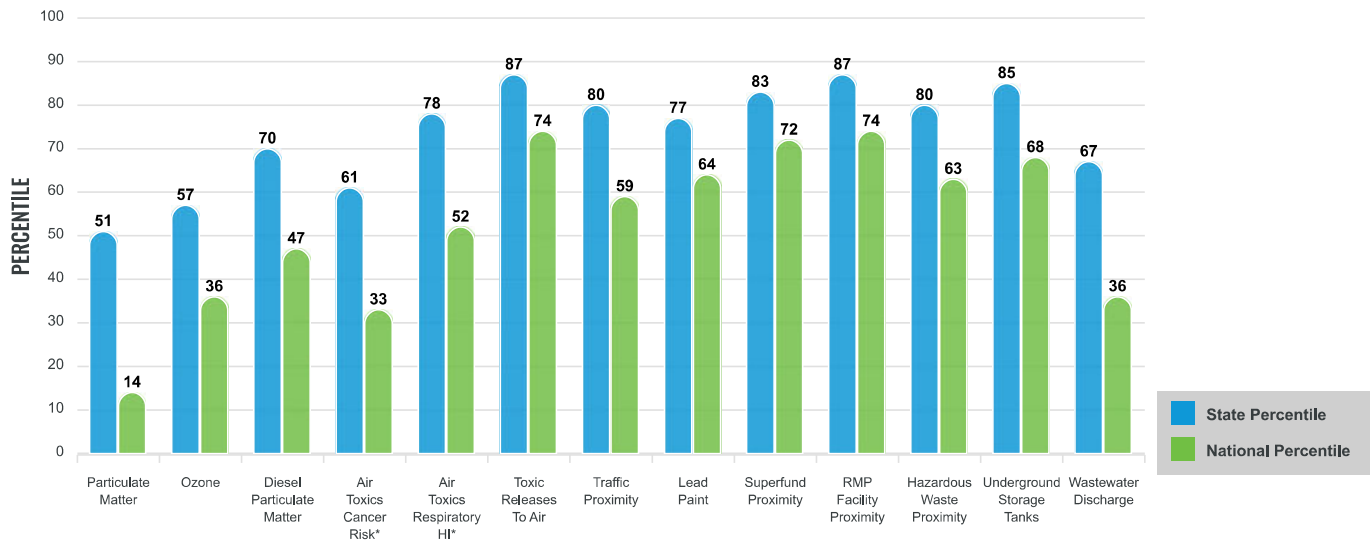
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

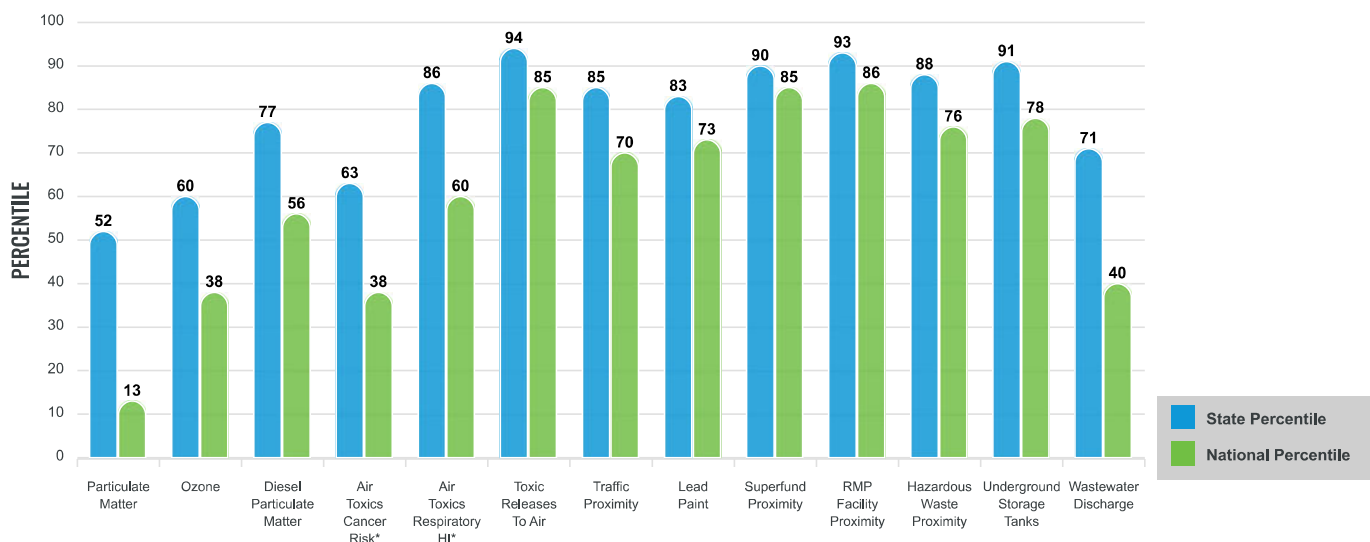
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for the User Specified Area

EJScreen Environmental and Socioeconomic Indicators Data

| SELECTED VARIABLES | VALUE | STATE AVERAGE | PERCENTILE IN STATE | USA AVERAGE | PERCENTILE IN USA |
|---|---------|---------------|---------------------|-------------|-------------------|
| POLLUTION AND SOURCES | | | | | |
| Particulate Matter ($\mu\text{g}/\text{m}^3$) | 5.95 | 6.78 | 24 | 8.08 | 8 |
| Ozone (ppb) | 58.2 | 58.2 | 31 | 61.6 | 25 |
| Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$) | 0.173 | 0.21 | 46 | 0.261 | 38 |
| Air Toxics Cancer Risk* (lifetime risk per million) | 20 | 22 | 12 | 25 | 5 |
| Air Toxics Respiratory HI* | 0.3 | 0.26 | 50 | 0.31 | 31 |
| Toxic Releases to Air | 4,600 | 1,500 | 95 | 4,600 | 85 |
| Traffic Proximity (daily traffic count/distance to road) | 120 | 140 | 72 | 210 | 62 |
| Lead Paint (% Pre-1960 Housing) | 0.38 | 0.33 | 62 | 0.3 | 65 |
| Superfund Proximity (site count/km distance) | 0.2 | 0.19 | 77 | 0.13 | 85 |
| RMP Facility Proximity (facility count/km distance) | 1.8 | 0.48 | 95 | 0.43 | 95 |
| Hazardous Waste Proximity (facility count/km distance) | 1.4 | 1.3 | 70 | 1.9 | 67 |
| Underground Storage Tanks (count/km ²) | 4.5 | 1.8 | 87 | 3.9 | 75 |
| Wastewater Discharge (toxicity-weighted concentration/m distance) | 5.8E-05 | 0.19 | 43 | 22 | 27 |
| SOCIOECONOMIC INDICATORS | | | | | |
| Demographic Index | 29% | 22% | 76 | 35% | 49 |
| Supplemental Demographic Index | 16% | 11% | 86 | 14% | 66 |
| People of Color | 16% | 20% | 57 | 39% | 33 |
| Low Income | 41% | 23% | 86 | 31% | 71 |
| Unemployment Rate | 4% | 4% | 60 | 6% | 49 |
| Limited English Speaking Households | 0% | 2% | 0 | 5% | 0 |
| Less Than High School Education | 14% | 7% | 89 | 12% | 70 |
| Under Age 5 | 3% | 6% | 28 | 6% | 35 |
| Over Age 64 | 14% | 17% | 40 | 17% | 41 |
| Low Life Expectancy | 20% | 17% | 83 | 20% | 59 |

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

| | |
|--|---|
| Superfund | 0 |
| Hazardous Waste, Treatment, Storage, and Disposal Facilities | 0 |
| Water Dischargers | 1 |
| Air Pollution | 9 |
| Brownfields | 3 |
| Toxic Release Inventory | 1 |

Other community features within defined area:

| | |
|-------------------------|---|
| Schools | 6 |
| Hospitals | 0 |
| Places of Worship | 4 |

Other environmental data:

| | |
|--------------------------|----|
| Air Non-attainment | No |
| Impaired Waters | No |

| | |
|--|-----|
| Selected location contains American Indian Reservation Lands* | No |
| Selected location contains a "Justice40 (CEJST)" disadvantaged community | No |
| Selected location contains an EPA IRA disadvantaged community | Yes |

Report for the User Specified Area

EJScreen Environmental and Socioeconomic Indicators Data

| HEALTH INDICATORS | | | | | |
|---------------------------|--------------|---------------|------------------|------------|---------------|
| INDICATOR | HEALTH VALUE | STATE AVERAGE | STATE PERCENTILE | US AVERAGE | US PERCENTILE |
| Low Life Expectancy | 20% | 17% | 83 | 20% | 59 |
| Heart Disease | 4.8 | 5.6 | 33 | 6.1 | 22 |
| Asthma | 9.8 | 9 | 86 | 10 | 49 |
| Cancer | 5 | 6.4 | 18 | 6.1 | 26 |
| Persons with Disabilities | 13.9% | 11.4% | 74 | 13.4% | 58 |

| CLIMATE INDICATORS | | | | | |
|--------------------|--------------|---------------|------------------|------------|---------------|
| INDICATOR | HEALTH VALUE | STATE AVERAGE | STATE PERCENTILE | US AVERAGE | US PERCENTILE |
| Flood Risk | 6% | 8% | 41 | 12% | 45 |
| Wildfire Risk | 0% | 4% | 0 | 14% | 0 |

| CRITICAL SERVICE GAPS | | | | | |
|--------------------------|--------------|---------------|------------------|------------|---------------|
| INDICATOR | HEALTH VALUE | STATE AVERAGE | STATE PERCENTILE | US AVERAGE | US PERCENTILE |
| Broadband Internet | 12% | 11% | 59 | 14% | 54 |
| Lack of Health Insurance | 4% | 5% | 51 | 9% | 29 |
| Housing Burden | No | N/A | N/A | N/A | N/A |
| Transportation Access | Yes | N/A | N/A | N/A | N/A |
| Food Desert | Yes | N/A | N/A | N/A | N/A |

Footnotes

Report for the User Specified Area

Attachment 6

KNSI Radio Train Derailment

LOCAL NEWS

ELJAY
Plumbing & Heating

Because Excellence Begins with 

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Train Carrying Crushed Rock Derails In Sauk Rapids Saturday

Saint Cloud, MN, USA / KNSI

[Grant Dossetto](#)

May 29, 2023 | 10:55 AM



Unsplash

(KNSI) – A Burlington Northern Santa Fe train derailed Saturday afternoon in Sauk Rapids, with six cars turning over and dropping crushed rock.

There were no hazardous materials on board but the accident blocked three crossings between 1st Street South and 9th Street South. Officials say no one was hurt.

The derailment occurred at approximately 1:00 p.m. The stretch is one of the busiest tracks in the state with approximately 70 trains passing through each day.

The city of Raymond, Minnesota had to be evacuated in late March after cars carrying flammable ethanol and other chemicals went off the tracks. Officials told KNSI News after that incident that they get advance notice of what is scheduled to come through and if there are hazardous materials on board.

St. Cloud Deputy Fire Chief Steve Wunderlich says that includes everything from oil to chemicals. The SCFD has 60 certified technicians on staff, making it one of only four emergency response teams in the state.

Stearns County Emergency Manager Erin Tufte says if hazardous materials are involved, the typical protocol is to evacuate within a half mile of the derailment. Residents would be taken to nearly two dozen locations while clean-up is underway.

She says, "We have about 20 different sites throughout the county that have been assessed by the American Red Cross to determine that they are good shelter locations. So we have things such as backup generators. We have kitchen facilities. We have restrooms and shower facilities, especially for those overnight stays."

Attachment 4G.

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Grant Dossetto News Reporter

Grant is an economics and finance major who switched to radio and attended the Scripps Howard School of Broadcasting in Michigan. He enjoys baseball, especially the Detroit Tigers and reading crime novels.

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LATEST NEWS WITH **EL-JAY** Plumbing & Heating



First Winter Weather Advisory for the 2023-2024 Snow Season Issued

(KNSI) - The National Weather Service has issued a winter weather advisory for part of the KNSI listening area. Stearns County is included in that advisory which starts at 9:00 Monday morning. The chart has most of the county in the 2" to 4"...

Jennifer Lewerenz 3h ago



BCA Investigating St. Paul Officer-Involved Shooting

(KNSI) - The Minnesota Bureau of Criminal Apprehension is investigating a non-fatal officer-involved shooting in St. Paul. Officers responded to the 400 block of Thomas Avenue West just after 12:15 a.m. Saturday after a caller said they thought they...

Grant Dossetto 6h ago



Busy Agenda Awaits St. Cloud City Council at First Meeting of 2024

(KNSI) - The St. Cloud City Council's first meeting of the year is going to be a big one. The city is looking to approve a deal with the United States Department of Energy for \$3,675,000 for a Green Hydrogen Project at the wastewater plant. The St. C...

Jake Judd 4h ago

Attachment 7

Financial Support

CHAPTER 6 SALES TAX CAPITAL IMPROVEMENT PLAN

If funded through Transportation Alternatives, the local/city matching funds for this project would be paid with the carry forward balance of the Regional Sales Tax Proceeds.

| 2019-2038 1/2 CENT SALES TAX CASH FLOW | | | | | | | | | | | | | | | | | | TOTAL COSTS |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|---------------|
| | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | TOTAL | |
| | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% | | |
| Prior Year Carryforward Balance | 1,807,440 | 2,981,946 | 754,939 | 1,406,096 | 1,393,107 | 1,712,711 | 2,170,814 | 987,576 | 1,175,293 | 1,431,613 | 914,596 | 815,084 | 365,880 | 942,059 | 1,433,212 | 2,514,258 | | |
| Interest Income- Avg balance @ 2% | - | 54,643 | 37,369 | 21,610 | 27,992 | 31,058 | 38,835 | 31,584 | 21,629 | 26,069 | 23,462 | 17,297 | 11,810 | 13,079 | 23,753 | 39,475 | 419,665 | |
| 2020A \$5.6m Rev Bond-Southside/Lions Park | (40,194) | (357,588) | (356,938) | (356,188) | (355,338) | (354,388) | (353,338) | (357,138) | (357,388) | (359,000) | (355,181) | (356,088) | (356,513) | (356,450) | (355,450) | (353,500) | (5,380,675) | |
| 2024A \$2m Rev Bond Proceeds (payments) | | 2,000,000 | | | | | | | | | | | | | | | 2,000,000 | |
| Annual Sales Tax Collections | \$ 1,125,000 | \$ 1,155,938 | \$ 1,187,726 | \$ 1,220,388 | \$ 1,253,949 | \$ 1,288,433 | \$ 1,323,864 | \$ 1,360,271 | \$ 1,397,678 | \$ 1,436,114 | \$ 1,475,607 | \$ 1,516,187 | \$ 1,557,882 | \$ 1,600,723 | \$ 1,644,743 | \$ 1,689,974 | \$ 22,234,477 | |
| 2nd Ave South (1st St S to Benton Dr) 1st St S (Benton dr to 2nd Ave) 2nd St S & 3rd St S(2nd Ave to 3rd Ave)-reconstructed in 2017 | | | | | | | | | | | | | | | | (288,000) | (288,000) | |
| 2nd Ave South (9th St S to Searle St - S city limit) 9th St S(2nd Ave to Lincoln Ave) 10th St S, 11th St S, 12th St S, 13th St S, 14th St S (Broadway to 2nd Ave S) Sewer in alley (fr 9th St S to 14th St S between broadw ay & 2nd Ave) | | | | (536,800) | | | | | | | | | | | | | (536,800) | |
| 2nd Ave North (3rd St N to 8th St N) 3rd St N, 4th St N, 5th St N, 6th St N, 7th St N (2nd Ave N to Benton Dr) | (300,000) | | | | | | | | | | | | | | | | (300,000) | |
| 2nd Ave North & South (1st St N to 1st St S)-reconstructed in 2010: | | | | | | | | | (131,200) | | | | | | | | (131,200) | |
| 2nd Ave North (1st St N to 3rd St N)-reconstructed in 2007: costs) | | | | | | | | | (147,600) | | | | | | | | (147,600) | |
| Benton Dr (2nd St N(csah 3) to 2nd St S)-reconstructed in 2007: | | | | | | | | | (319,800) | | | | | | | | (319,800) | |
| Benton Dr (2nd St S to 5th St S)-reconstructed in 2012: | | | | | | | | | | | | (316,800) | | | | | (316,800) | |
| Benton Dr (5th St S to Summit Ave)-reconstructed in 2015: | | | | | | | | | | | | | | (469,200) | | | (469,200) | |
| 5th St S (Summit Ave to Hwy 10) | | | | | | | | | | | | | | | | (624,000) | (624,000) | |
| Summit Ave S/Lincoln Ave NE(s city limits Searle St to Benton Dr S)-reconstructed in 1988: Overlay | | | | | | | | | | | | (598,400) | | | | | (598,400) | |
| Summit Ave S (Benton Dr S to 1/2 St S)-reconstructed in ?overlay (2010) | | | | | | | (1,185,600) | | | | | | | | | | (1,185,600) | |
| Summit Ave S (1/2 St S to 2nd St N)-reconstructed in 2014: | | | | | | | | | | | | (334,400) | | | | | (334,400) | |
| Summit Ave N (2nd St N to 11th St N)-reconstructed in 1982: overlay (2017) | | | | | | | | | | | (619,200) | | | | | | (619,200) | |
| Summit Ave N (11th St N to 1400 Block-Tow er Park)-reconstructed in ??: overlay (2012) | | | | | | | | (640,000) | | | | | | | | | (640,000) | |
| Summit Ave N (1400 Block to 9th Ave N)-reconstructed in 1995: overlay (2017) | | | | | | | | | | | (447,200) | | | | | | (447,200) | |
| 18th St N/Summit Ave N (9th Ave N to Hwy 15)-reconstructed in ? overlay (2015) | | | | | | | | | | (1,243,200) | | | | | | | (1,243,200) | |
| Holiday Decorations: Benton Dr, 2nd St N & 2nd Ave | | | | | (50,000) | | | | | | | | | | (55,000) | | (105,000) | |
| Southside/Lions Park Phase II Completion: Costs remaining-\$13,300, \$463,000 grant reimb in 2023 | 449,700 | | | | | | | | | | | | | | | | 449,700 | |
| Water Park / Park Dev (\$3m cash, \$2m bond- 2025-2038-3%) | | (5,060,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (177,000) | (7,538,000) | |
| BCP Tennis Court Conversion to Pickleball Courts | (50,000) | | | | | | (800,000) | | | | | | | | | | (850,000) | |
| Municipal Park: Parking lot addition | | | | | | | | | | | | | | | | | - | |
| Sauk Rapids Parks Trails & Sidewalks Reconstruction | | | | | (80,000) | | | | | | | | (200,000) | | | (250,000) | (530,000) | |
| Bob Cross Park & Mayhew Creek Park Improvements | (10,000) | | (40,000) | (20,000) | (100,000) | (30,000) | | (30,000) | (30,000) | | | | (260,000) | (40,000) | | (20,000) | (580,000) | |
| Park Improvements - Contingency | | (20,000) | | (100,000) | | | | | | (200,000) | | (200,000) | | | | (500,000) | (1,020,000) | |
| Southside Park Performance Area | | | | | | | | | | | | | | (80,000) | | | (80,000) | |
| Park Playground Equipment | | | | (65,000) | (200,000) | (300,000) | (30,000) | | | | | | | | | (160,000) | (755,000) | |
| | | | | BCP | Municipal | Autumn Ridge | Fairgrounds | | | | | | | | | Lions | - | |
| END OF YEAR CASH BALANCE | \$ 2,981,946 | \$ 754,939 | \$ 1,406,096 | \$ 1,393,107 | \$ 1,712,711 | \$ 2,170,814 | \$ 987,576 | \$ 1,175,293 | \$ 1,431,613 | \$ 914,596 | \$ 815,084 | \$ 365,880 | \$ 942,059 | \$ 1,433,212 | \$ 2,514,258 | \$ 1,871,207 | \$ - | (19,209,700) |
| Estimated A/R | | | | | | | | | | | | | | | | | \$ (10,903,300) | Park & Rec |
| Total Spent in Current Year | 89,700 | (5,080,000) | (217,000) | (898,800) | (607,000) | (507,000) | (2,192,600) | (847,000) | (805,600) | (1,620,200) | (1,243,400) | (1,626,600) | (637,000) | (766,200) | (232,000) | (2,019,000) | (8,306,400) | Transportatio |
| | | | | | | | | | | | | | | | | | (2,596,900) | Difference |

Please note that the emails below are an except from an email chain of correspondence regarding this project, with the first email noting that the City removed the pedestrian crossing improvements from the 2024 project and would look at it as a standalone. The response email reflects BNSF's commitment to contribute funding toward improving the crossing. BNSF has more recently reiterated their interest in seeing this crossing improved to the industry standard and commitment to continued coordination with the City.

From: Fiorini, Alexander James <Alexander.Fiorini@BNSF.com>

Sent: Wednesday, November 1, 2023 3:11 PM

To: Neil Heinonen <nheinonen@sehinc.com>

Cc: Bryan Remer <bremner@sehinc.com>; Scott Hedlund <shedlund@sehinc.com>; Belt, Todd W <Todd.Belt@BNSF.com>; Crouch, Andrew <Andrew.Crouch@BNSF.com>; Fouquette, Michael L <Michael.Fouquette@BNSF.com>; Fiorini, Alexander James <Alexander.Fiorini@BNSF.com>

Subject: RE: City of Sauk Rapids BNSF Crossings- 2nd Avenue S- follow up from site diagnostic meeting

Thank you for this update Neil. In an effort to provide a quality product for the city, we should consider renewing the concrete crossing panels and asphalt up to and in between the tracks. BNSF would be willing to partner with the city and contribute 50% of the cost to replace those surfaces, given that the city also provides the asphalt and traffic control for the project. If the city is agreeable, I can get an agreement in front of you within a couple days and we can skip the roadway resurfacing permitting process.

I do see some utilities called out on the plan – are you planning on touching those?

Thanks,

Alex Fiorini, PE*

Manager Public Projects

o 763.782.3476 m 612.391.9572

Alexander.fiorini@bnsf.com

*Licensed in ND

From: Neil Heinonen <nheinonen@sehinc.com>

Sent: Wednesday, November 1, 2023 2:43 PM

To: Fiorini, Alexander James <Alexander.Fiorini@BNSF.com>

Cc: Bryan Remer <bremner@sehinc.com>; Scott Hedlund <shedlund@sehinc.com>; Belt, Todd W <Todd.Belt@BNSF.com>; Crouch, Andrew <Andrew.Crouch@BNSF.com>; Fouquette, Michael L <Michael.Fouquette@BNSF.com>

Subject: RE: City of Sauk Rapids BNSF Crossings- 2nd Avenue S- follow up from site diagnostic meeting

*** This email includes an ATTACHMENT from outside of BNSF and could contain malicious links. Ensure email is from a **trusted** sender before opening the attachment.

Never enter your login credentials if prompted. Click the **Email Alert** button on the Outlook toolbar to send SPAM email to Security.

EXTERNAL EMAIL

Alex,

The City of Sauk Rapids has decided to scale back on improvements for the crossing at this time. This email is to note a change in the proposed project limits, and a reduction in scope of what was discussed over the course of the past few months. The City of Sauk Rapids is no longer pursuing the pedestrian crossing at the BNSF/2nd Avenue South rail crossing. I have included a sketch noted as Figure No 2 showing the project limits and paving to the south of the rail crossing panels.

Please do note, the City may consider potential improvements at this crossing as part of a separate future project, but the improvements will not be considered as part of this current project.

We expect further coordination as the design progresses with BNSF to finalize appropriate permits or other coordination due to work in the BNSF right of way near the tracks. Please let our team know if we should contact you or another party to initiate the permit process.

Regards,

Neil Heinonen, PE (MN)
Project Manager | Sr. Professional Engineer
Short Elliot Hendrickson Inc.
2351 Connecticut Ave., Suite 300 | Sartell, MN 56377-2485
320.250.2090 cell
320.229.4379 direct
nheinonen@sehinc.com

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Attachment 8

Project Schedule

2nd Avenue S. Railroad Pedestrian Crossing Safety Improvements Project Schedule

Final Design – Fall 2024

Construction – Summer 2025

Attachment 9

Cost Estimate

COST SUMMARY - 2nd Ave S. Pedestrian RR Crossing Improvements, Sauk Rapids

1/8/2023

| | UNIT | QUANTITY | UNIT COST | AMOUNT |
|-----------------------------------|----------|----------|--------------|---------------------|
| 1 MOBILIZATION | LUMP SUM | 1 | \$6,000.00 | \$6,000.00 |
| 2 4" SIDEWALK | SQ FT | 1185 | \$11.00 | \$13,035.00 |
| 3 REMOVE AND REPLACE CURB | LIN FT | 50 | \$35.00 | \$1,750.00 |
| 4 BITUMINOUS PATCH | SQ YD | 95 | \$65.00 | \$6,175.00 |
| 5 TRUNCATED DOMES | SQ FT | 32 | \$65.00 | \$2,080.00 |
| 6 STORM SEWER | LIN FT | 50 | \$125.00 | \$6,250.00 |
| 7 ROCK RESTORATION | SQ YD | 60 | \$40.00 | \$2,400.00 |
| 8 SIGNS | EACH | 3 | \$150.00 | \$450.00 |
| 9 FENCE/RAIL | LIN FT | 110 | \$60.00 | \$6,600.00 |
| 10 RELOCATE SIGNAL BUNGALOW | LUMP SUM | 1 | \$225,000.00 | \$225,000.00 |
| 11 REPLACE TRACK CONCRETE SURFACE | LIN FT | 240 | \$1,390.00 | \$333,600.00 |
| 12 PREMPTION | LUMP SUM | 1 | \$75,000.00 | \$75,000.00 |
| CONSTRUCTION SUBTOTAL: | | | | \$678,340.00 |
| CONTINGENCY: | | | | \$59,494.00 |
| CONSTRUCTION TOTAL: | | | | \$737,834.00 |
| SOFT COSTS: | | | | \$118,165.00 |
| PROJECT TOTAL: | | | | \$855,999.00 |



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Active Transportation Advisory Committee (ATAC) and the Age-Flourishing Saint Cloud – Transportation and Mobility Workgroup
FROM: Alex McKenzie, Associate Transportation Planner
RE: ATAC Representative for TAC
DATE: Jan. 16, 2024

The Technical Advisory Committee (TAC) is a committee of planners and engineers representing the local member governments and relevant agencies. They are responsible for providing technical advice and guidance to the Policy Board and APO staff. In addition to the voting members, there are several Ex-Officio non-voting members of the TAC. Currently, the ATAC's representative on the TAC is Larry Hosch. Larry has been serving as the ATAC representative to the TAC for a couple of years now. Would this group like Larry to stay as the ATAC representative for the TAC, or would someone else be interested?

The representative would receive agendas for the TAC and only need to attend when they felt the need to guide or voice the opinions of the ATAC to the TAC voting members on a topic related to active transportation. The TAC meets typically on the fourth Thursday of each month at the Stearns County Highway Department building in Waite Park.

Suggested Action: Recommend an ATAC Representative to the TAC.