



TECHNICAL MEMORANDUM

Date: May 17, 2024
To: St. Cloud Area Planning Organization Technical Advisory Committee
From: Bolton & Menk Future Regional Arterials and Collectors Study Team
Subject: Task 3.2 Future Functional Classification Inventory

Overview

This memo provides an inventory of future functional classification designations adopted or planned by St. Cloud Area Planning Organization (APO) agencies. Planned future functional classification for existing or future corridors allows planners to state a vision for the role of transportation infrastructure and how it may change based on the growth trends along a transportation corridor.

During our coordination with APO agencies to understand any existing future functional classification, Stearns and Sherburne Counties as well as the Cities of Waite Park and Sauk Rapids were noted for adopting future functional roadway classifications, including future alignments for federal aid roadways within the APO planning area. We are coordinating with the TAC to inventory all adopted functional classifications and agency policies related to future functional classification, such as any implications of the zoning ordinance. This information will be used in Tasks 6 and 7 to analyze and develop the recommended regional future functional classification system.

Analysis

Staff reviewed relevant land use plans, zoning, and transportation-related documents for Benton, Sherburne, and Stearns Counties, as well as the Cities of Sartell, Sauk Rapids, St. Cloud, St. Joseph, and Waite Park.

The following counties and cities do include references to future functional classification, as described below:

Sherburne County

- Sherburne County adopted its current Comprehensive Plan in 2023. It includes a future land use map that indicates areas of future growth.
- The county adopted a Transportation Plan in 2019. Chapter 4 (Roadway System Plan) of this plan includes a future functional classification system. The Future Functional Classification Map and the Proposed Future Functional Classifications Changes Table are featured on this page. The map and table are both found in the 2019 Transportation Plan.

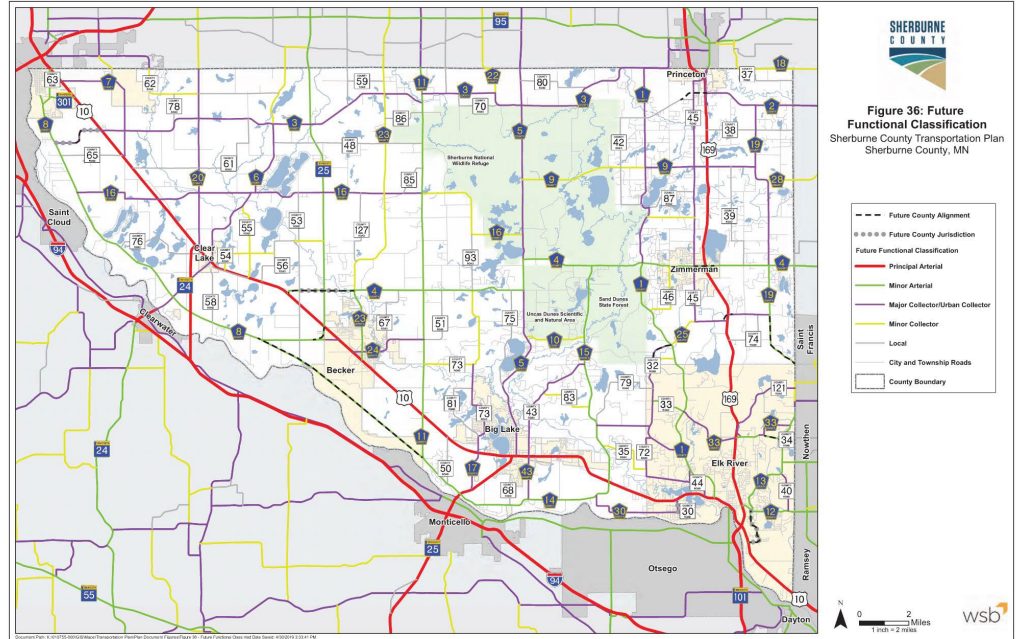


Table 13: Proposed Functional Classification Changes

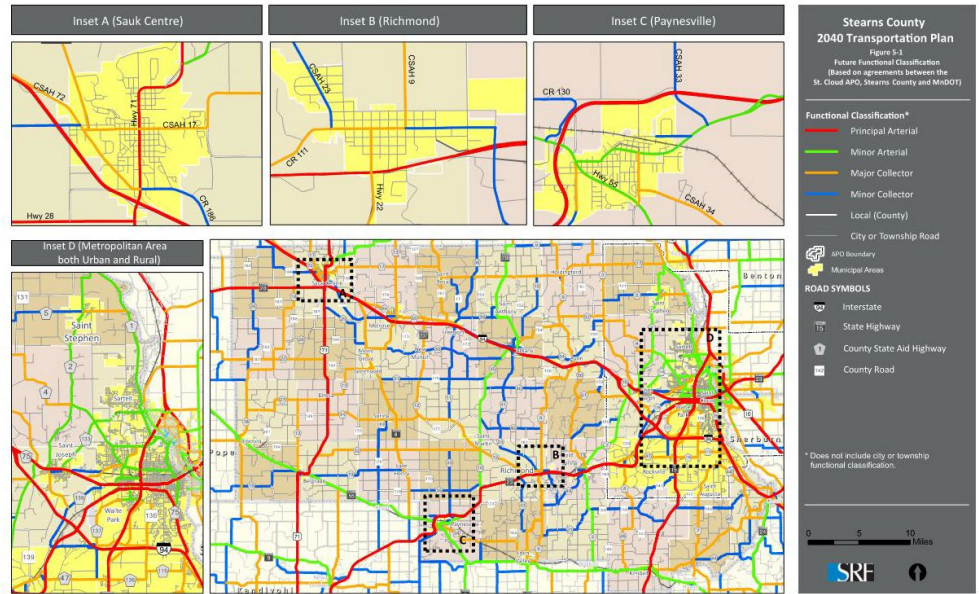
Existing Route Number	From	To	Existing Functional Class	Future Functional Class	Rationale
CSAH 16	CSAH 8	TH 10	Minor Collector	Major Collector	CSAH 16 provides an important east/west route in the center of the county
37th Street	CSAH 8	east end 37th Street	Local	Major Collector	Provides a more direct east/west route and continuation of major collector route between CSAH 8 and CSAH 3
New Segment (CSAH 3)	east end 37th Street	west end 32nd Street	-	Major Collector	Provides a more direct east/west route and continuation of major collector route between CSAH 8 and CSAH 3
32nd Street	west end 32nd Street	CSAH 3	Local	Major Collector	Provides a more direct east/west route and continuation of major collector route between CSAH 8 and CSAH 3
New Segment (TH 24)	70th Avenue/TH 10	west county line	-	Principal Arterial	Proposed new TH 24 alignment will serve the principal arterial function
TH 24	TH 10	west county line	Principal Arterial	Major Collector	Proposed new TH 24 alignment will serve the principal arterial function
CR 55	TH 10	90th Avenue	Local	Minor Collector	Provides a north/south route between CSAH 6 and TH 10
CR 54	TH 10	CR 53	Local	Minor Collector	Provides an east/west route between TH 10 and TH 25
77th Street	CR 53	TH 25	Local	Minor Collector	Provides continuation of CR 54 functional classification between CR 53 and TH 25
CR 53	CR 54	77th Street	Local	Minor Collector	Provides continuous east-west minor collector between Clear Lake and TH 25
New Segment (CR 53)	TH 10/CR53	97th Street	-	Minor Arterial	Provides continuation of CSAH 4 functional classification to TH 10
97th Street	0.7 miles west of TH 25	0.4 miles east of TH 25	Local	Minor Arterial	Provides continuation of CSAH 4 functional classification to TH 10
New Segment (CSAH 4)	0.4 miles east of TH 25	CSAH 4	-	Minor Arterial	Provides continuation of CSAH 4 functional classification to TH 10
277th Avenue	CSAH 1	CR 45	Local	Minor Collector	Provides an important east/west route across US 169 between CSAH 9 and CSAH 4
CSAH 8	0.2 mi west of Becker city limits	TH 10	Minor Arterial	Urban Collector	Proposed new CSAH 8 alignment will serve the minor arterial function
New Segment (CSAH 8)	0.2 mi west of Becker city limits	TH 10	-	Minor Arterial	Provides continuation of CSAH 8 functional classification to TH 10 and TH 25
185th Avenue SE	CSAH 4	CR 73	Local	Minor Collector	Provides continuation of minor collector route designation between CR 73 and CR 93
CSAH 11	TH 10	north county line	Major Collector	Minor Arterial	CSAH 11 provides an important north/south route between the north county line and TH 10
CR 43	TH 10	CSAH 15	Minor Arterial	Urban Collector	CSAH 15 will serve the north/south arterial role in this area
209th Avenue	CSAH 15	CR 32	Local	Major Collector	Provides an east/west connection between Elk River and Big Lake
CR 79	CSAH 15	CR 32	Minor Collector	Local	209th Avenue provides a more direct collector route function between CSAH 15 and Elk River
CSAH 1	CSAH 4	north Elk River city limits	Major Collector	Minor Arterial	CSAH 1 provides an important north/south route west of TH 169
CSAH 19	CSAH 4	245th Avenue/104th Street	Major Collector	Minor Arterial	Provides an important north/south route east of TH 169
104th Street	245th Avenue	south end of 104th Street	Local	Minor Arterial	Provides an important north/south route east of TH 169
New Segment (CSAH 19)	south end of 104th Street	CR 70 (Anoka)	-	Minor Arterial	Provides an important north/south route east of TH 169
CR 121	CSAH 33	east county line/Anoka CR 70	Local	Urban Collector	Provides a collector route in the northern portion of Elk River (population greater than 5,000*)
CR 33	CR 32	CSAH 1	Minor Collector	Minor Arterial	Provides an important east/west route through Elk River
CSAH 33	TH 169	Smith Street	Major Collector	Minor Arterial	Provides an important east/west route through Elk River
New Segment (CSAH 33)	Smith Street	CSAH 13	-	Minor Arterial	New CSAH 33 alignment will serve the minor arterial function
New Segment (CR 32)	north Elk River city limits	CSAH 1 (north junction)/CSAH 25	-	Major Collector	Provides an important north/south route west of CSAH 1, connects to CSAH 25
Joplin Street	CR 30	TH 10	Local	Major Collector	Provides a connection from CR 30 to TH 10, serves county fairgrounds
CR 30	Joplin Street	Orono Parkway/Main Street	Major Collector	Local	Joplin Street alignment will serve the major collector function
Twin Lakes Road	CSAH 12	TH 10	Major Collector	Minor Arterial	Provides a continuation of CSAH 13 and connects to TH 10
CR 72	CR 35	CR 32	Local	Urban Collector	Provides a north/south collector route west of CSAH 1
New Segment (CSAH 8/11)	CSAH 8 near 100th Avenue	CSAH 11 near 166th Street	-	Minor Arterial	Provides a parallel reliever route south of TH 10

* Future functional classification of major and minor collectors are designated as urban collectors within or upon entering municipalities with population greater than 5,000.

Stearns County

- Stearns County adopted a Comprehensive Plan in 2020. Included in this Comprehensive Plan is a future land use plan. During the Comprehensive Planning process, it was determined that past future land use plans were too prescriptive, so the future land use plan currently adopted provides a degree of flexibility that is achieved through a series of "Future Land Use Factors" found in the 2020 Comprehensive Plan.

FIGURE 5-1: STEARNS COUNTY FUTURE FUNCTIONAL CLASSIFICATION (2040)



- The county adopted a Transportation Plan in 2015. This plan includes a future functional classification system in Chapter 5, Future Multi-Modal System Analysis, Plan, and Projects. Future Functional Classification Plan tables, as found in the 2015 Transportation Plan, are featured on this page. The Stearns County Future Functional Classification Map (also found in the 2015 Transportation Plan) are also featured here.

TABLE 5-1: STEARNS COUNTY RURAL FUNCTIONAL CLASSIFICATION PLAN

Functional Classification System	Proposed		FHWA System Mileage Guidelines (%)	Deviation		
	Miles	Percent				
Principal Arterial	Interstate	40	2%	1 - 3 %	3 - 11 %	Within Range
	Other Freeways & Expressways	68	3%	0 - 2 %		
	Other Principal Arterials	0	0%	2 - 6 %		
Minor Arterial	79	3%	2 - 6 %	Within Range		
Major Collector	325	13%	8 - 19 %	11 - 34 %	Within Range	
Minor Collector	250	10%	3 - 15 %			
Local	1,679	69%	62 - 74 %	Within Range		
Total	2,441	100%				

TABLE 5-2: STEARNS COUNTY METROPOLITAN AREA (RURAL PORTION) FUNCTIONAL CLASSIFICATION PLAN

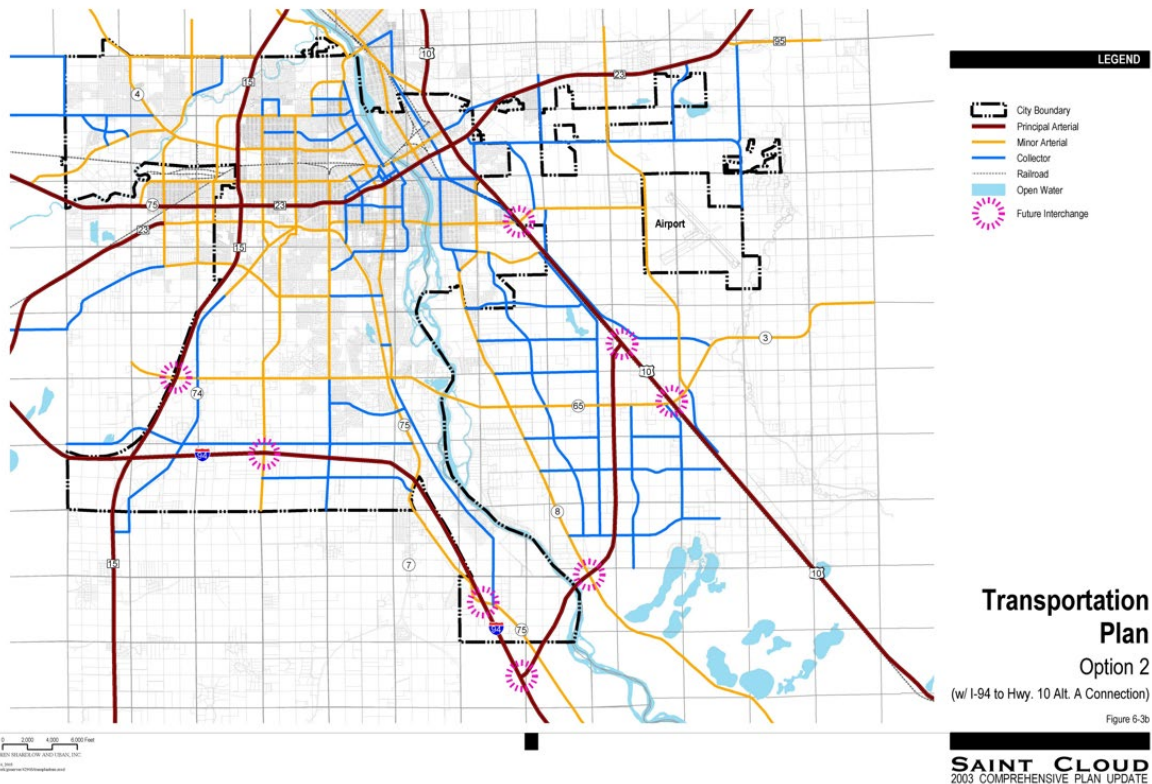
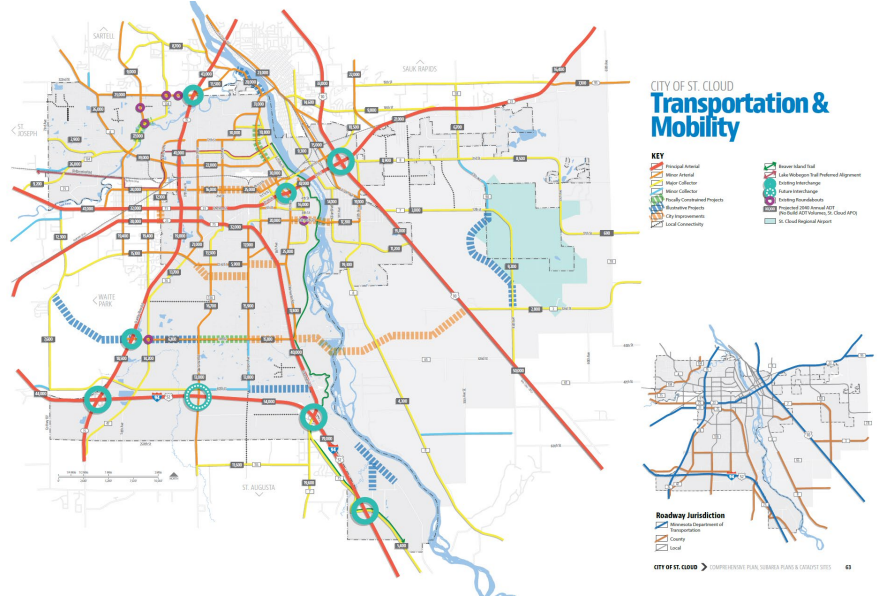
Functional Classification System	Proposed		FHWA System Mileage Guidelines (%)	Deviation		
	Miles	Percent				
Principal Arterial	Interstate	15	4%	1 - 3 %	3 - 11 %	Within Range
	Other Freeways & Expressways	14	4%	0 - 2 %		
	Other Principal Arterials	2	0%	2 - 6 %		
Minor Arterial	27	7%	2 - 6 %	Slightly Higher Than Range		
Major Collector	54	14%	8 - 19 %	11 - 34 %	Within Range	
Minor Collector	23	6%	3 - 15 %			
Local	260	66%	62 - 74 %	Within Range		
Total	394	100%				

TABLE 5-3: STEARNS COUNTY METROPOLITAN AREA (URBAN PORTION) FUNCTIONAL CLASSIFICATION PLAN

Functional Classification System	Proposed		FHWA System Mileage Guidelines (%)	Deviation		
	Miles	Percent				
Principal Arterial	Interstate	6	1%	1 - 3 %	5 - 14 %	Within Range
	Other Freeways & Expressways	14	3%	0 - 2 %		
	Other Principal Arterials	13	3%	4 - 9 %		
Minor Arterial	63	12%	7 - 14 %	Within Range		
Major Collector	47	9%	3 - 16 %	6 - 32 %	Within Range	
Minor Collector	11	2%	3 - 16 %			
Local	366	70%	62 - 74 %	Within Range		
Total	519	100%				

City of St. Cloud

- The City of St. Cloud completed its Comprehensive Plan in 2015. It has a section dedicated to transportation goals and policies. Additionally, the city has a future land use plan that indicates areas of primary and secondary growth.
- The city’s Comprehensive Plan (Chapter 7: Transportation and Mobility) indicates future roadway connections including Illustrative Projects and City Improvements. The future functional classification of these segments can be traced to the 2003 Comprehensive Plan, which identifies future alignments as Minor Arterial or Collector. The 2015 Comprehensive Plan Transportation Mobility Map and 2003 Comprehensive Plan Transportation Plan map are featured on this page.
- Specific transportation corridor studies have identified future functional classification for specific roads, such as 40th Street South and 9th Avenue North. Additional studies are [catalogued](#) and most recently the Mississippi River Bridge Planning Study, Opportunity Drive Study, and TH 15 Corridor Study.



City of Sauk Rapids

- Adopted in 2024, the City of Sauk Rapids has a 2050 Comprehensive Plan that details the future land use plan along with a map that indicates “long term growth” areas.
- The city adopted a Transportation Plan in 2011. This plan includes a future functional classification system that focuses on a 2035 visioning period. Notably, the plan did not identify the functional classification of any arterials or collectors changing between 2011 and 2035, but indicated that functional classifications should continue to be monitored, especially in rural/undeveloped areas where the City anticipates growth. A map of the “Future Roadway System Plan” is featured below.

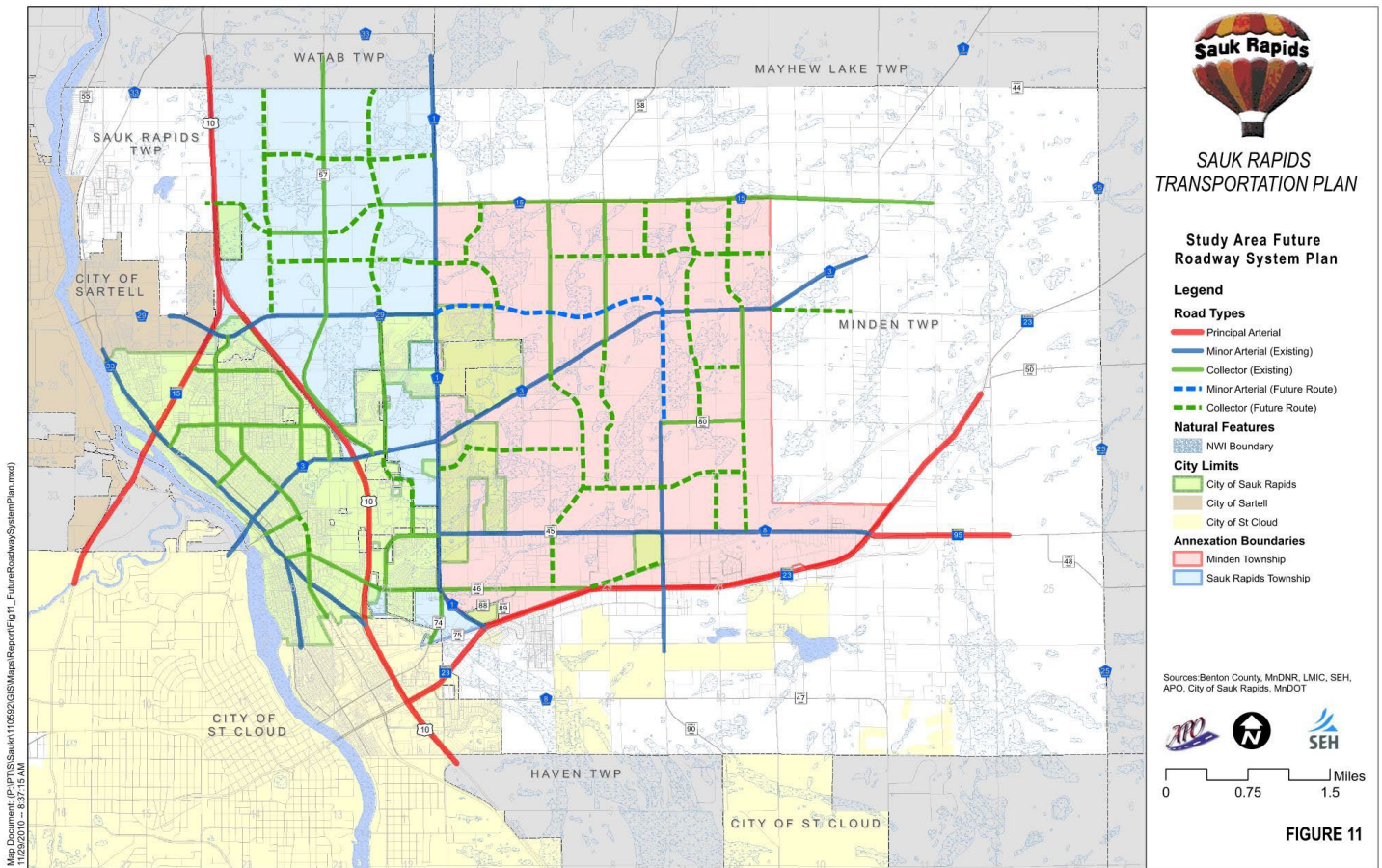
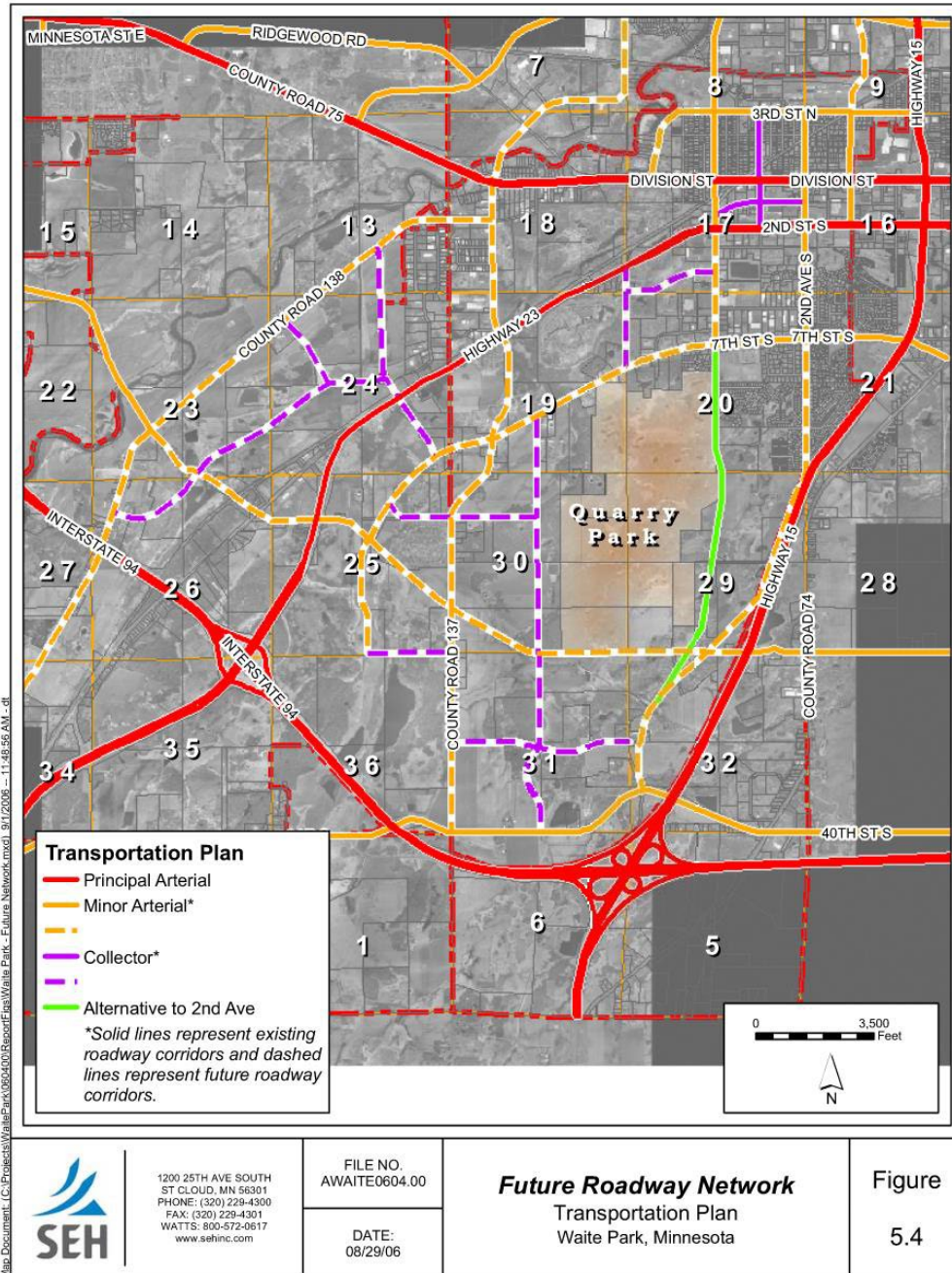


FIGURE 11

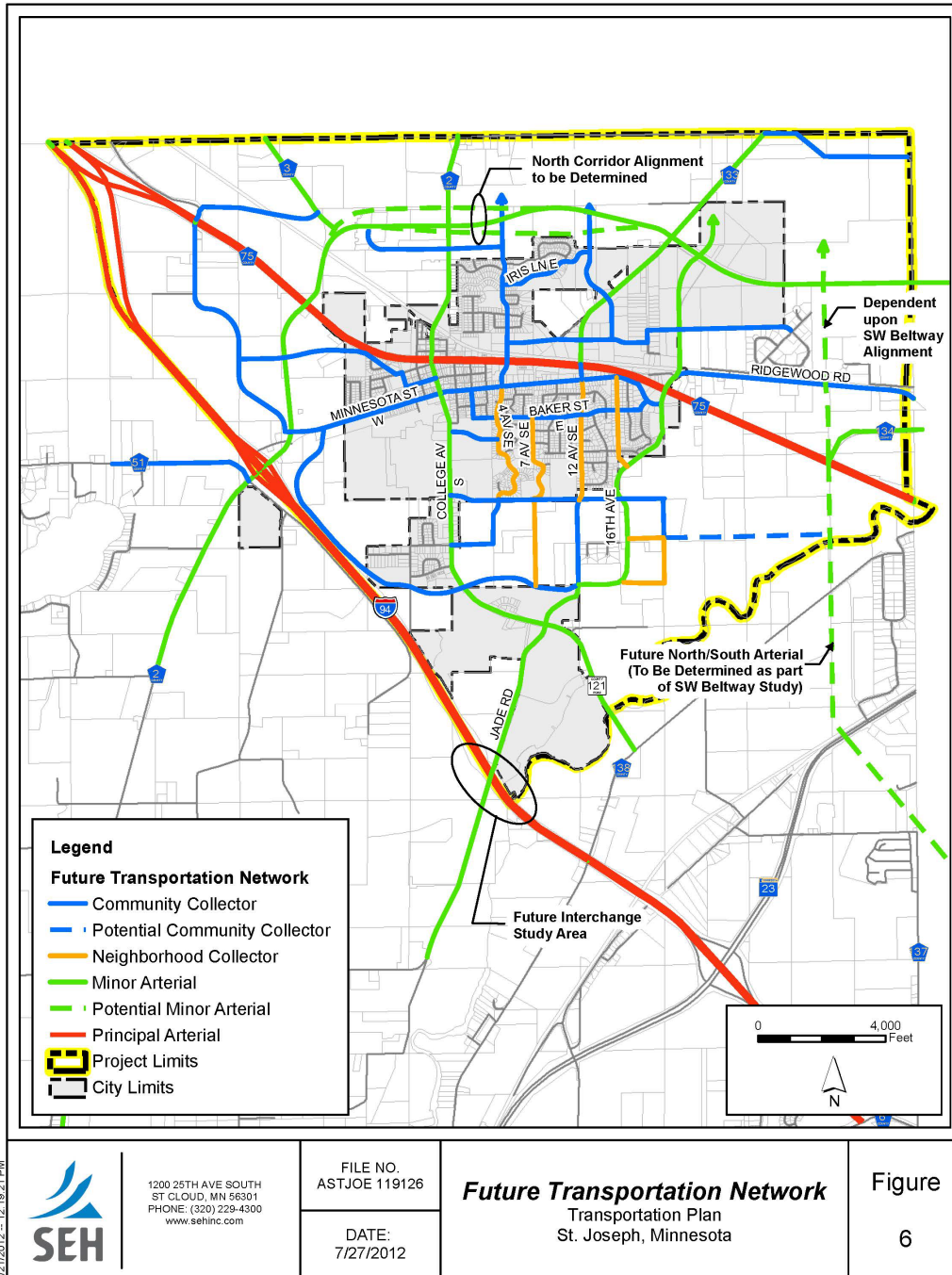
City of Waite Park

- The City of Wait Park completed its Comprehensive Plan in 2023. The plan includes a section dedicated to future land use, indicating areas of growth potential.
- The city adopted a Transportation Plan in 2007 which includes a “Future Build Out Traffic Forecasts” section that led to a “Future Roadway Network” map (featured below). This identifies Future Functional Classification for planned new roadway alignments.



City of St. Joseph

- The City of St. Joseph completed its Comprehensive Plan in 2018. It has a section dedicated to transportation goals and policies. In addition, the city has a future land use map.
- The city has a Transportation Plan that was completed in 2012. Figure 6: Future Transportation Network shows potential new road alignments with future functional classification (below).



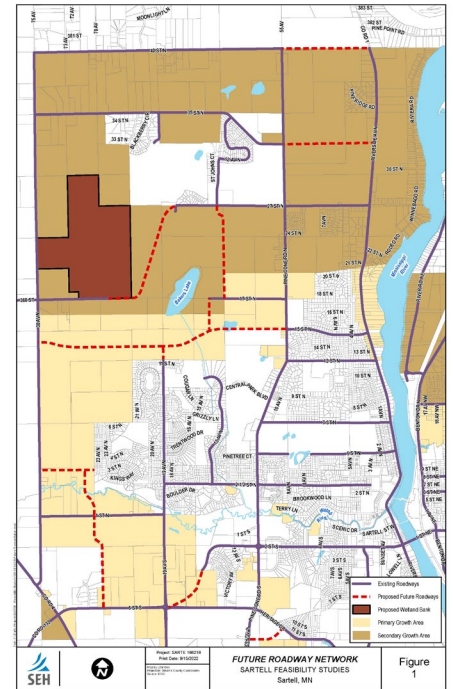
The following do not have reference in their planning documents related to future functional classification:

Benton County

- Benton County completed its Comprehensive Plan in 2019. It has a future land use section, but no future land use map. The text in the “2040 Land Use Plan” section of Chapter 4 provides context for future land use.
- The county does not have future functional classification as part of transportation planning documents. Chapter 7 (Implementation) of the Comprehensive Plan references using the St. Cloud APO Long-Range Transportation Plan (LRTP) when identifying future corridor needs.

City of Sartell

- The City of Sartell completed its Comprehensive Plan in 2018. It has a section dedicated to transportation goals and policies. In addition, the city has a future land use map that indicates targeted primary and secondary areas for growth.
- There is a “future roadways” map produced in 2016 and updated in 2022 for the City, but future roadways are not tied to a future functional classification (right).



MnDOT and future functional classification

MnDOT does not formally recognize locally adopted future functional classification for trunk highways. MnDOT utilizes FHWA guidance regarding functional classification and focuses on matching existing use with existing functional classification rather than forecasting future use needs.

Summary

Jurisdiction	Has Future Functional Classifications (Y/N)	Has Future Land Use (Y/N)
Benton County	No	Yes (Narrative Only)
Sherburne County	Yes	Yes
Stearns County	Yes	Yes
City of St. Cloud	Yes	Yes
City of Sauk Rapids	Yes	Yes
City of Sartell	No	Yes
City of St. Joseph	Yes	Yes
City of Waite Park	Yes	Yes