



## **APO Awards Federal Funding to Two Local Projects**

The APO's Policy Board has awarded just over \$2.4 million in Federal funding assistance to two projects within the APO's planning boundary.

Stearns County and the City of Saint Cloud were both successful in receiving federal funding through the APO's Surface Transportation Block Grant Program (STBGP) solicitation.

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**Stearns County's CSAH 133/4th Ave S Roundabout**



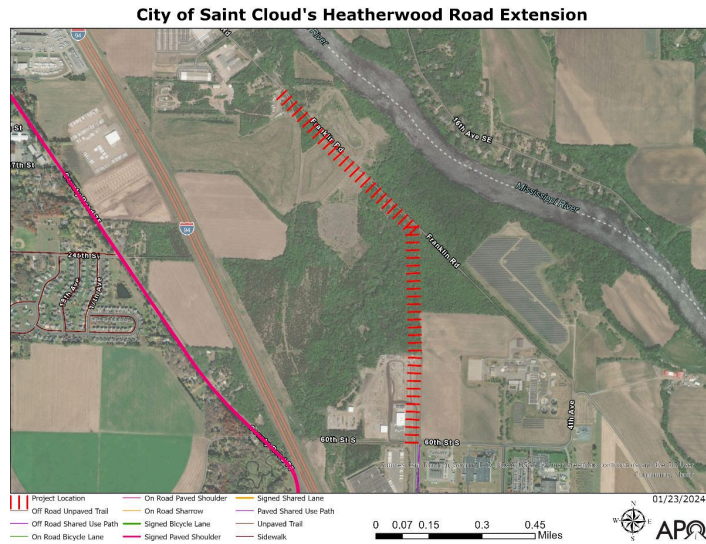
*Location of the Stearns County CSAH 133 (Second Street S) and Fourth Avenue S roundabout in the City of Sartell.*



*Vehicles traveling along CSAH 133/Second Street S at the intersection of Fourth Avenue S in the City of Sartell.*

Stearns County, in partnership with the City of Sartell, will be constructing a roundabout at the intersection of CSAH 133 (Second Street S) and Fourth Avenue S. According to the county, safety concerns – especially for pedestrians and bicycle traffic – have been voiced by residents who have either experienced or witnessed several near misses involving vehicles and walkers/bikers. As the City of Sartell is preparing to welcome Niron Magnetics, a Twin Cities-based manufacturer of rare-earth-free magnets set to construct a manufacturing facility along Fourth Avenue S, the proposed intersection improvements will be poised to help facilitate heavy freight traffic through the region. The APO has awarded \$1,201,005 in federal funding for eligible construction related expenses for this roundabout. Stearns County estimates the construction costs of this roundabout – to be constructed in 2027 – to be roughly \$2 million.

*Location of the Heatherwood Road corridor extension project in the City of Saint Cloud.*



*The location of Heatherwood Road's alignment near the intersection of the future corridor and 60th Street S in the I-94 Business Park near Opportunity Drive.*



The City of Saint Cloud's project includes the construction of a missing connection for Heatherwood Road near the I-94 Business Park by Opportunity Drive. Currently, Heatherwood Road ends southeast of the Amazon Warehouse facility. The proposed connection will extend the roadway south to 60th Street S (near Landweher Construction) in the Opportunity Drive Business Park. This connection will then allow for a seamless connection to I-94 at the Opportunity Drive interchange. As part of this project, the city is also proposing complete the missing section of the Beaver Islands Trail that, once completed, will create an approximately 10-mile facility between the City of Saint Cloud and the City of Clearwater. The City of Saint Cloud has received \$1,201,005 in federal funding for eligible construction related expenses for this connection. The City anticipates the roadway construction costs for this 2027 project to be approximately \$5.2 million.

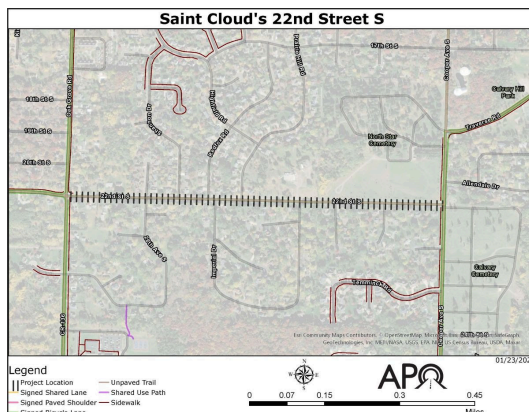
While both the county and the city plan on constructing the respective projects during the 2027 construction season, federal funding for these projects will not be available until Oct. 1, 2028, the start of federal fiscal year 2029.

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## City of Saint Cloud Awarded Carbon Reduction Funds

The APO's Policy Board has awarded the City of Saint Cloud \$540,000 in federal funding to complete multimodal improvements along a busy east-west corridor in the southern part of the city.

Saint Cloud has received \$540,000 in the federal Carbon Reduction Program (CRP) funding to add bike lanes and sidewalk along 22nd Street S between Oak Grove Road SW/County Road 136 and Cooper Avenue S. The proposed improvements will effectively complete an existing three-quarters of a mile gap in the sidewalk/bike lane network.



*Location of the City of Saint Cloud's 22nd Street S corridor improvement project.*



*Vehicles traveling along Saint Cloud's 22nd Street S corridor in the proposed project location.*

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The CRP funding received for this project joins the \$1.8 million federal funding the city has already received through the Surface Transportation Block Grant Program (STBGP) to reconstruct 22nd Street S in this area. In total, the city estimates the completed

construction cost of this 2026 project to be approximately \$6.557 million.

Funding through the APO's CRP allocation will be split due to the availability of CRP dollars. Saint Cloud should be able to receive \$270,000 in CRP monies starting on Oct. 1, 2026, and the remaining \$270,000 starting on Oct. 1, 2027.

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## **Local Active Transportation Projects Compete for Federal Grant Monies**

Two area cities have submitted applications for funding consideration for improvements to the region's bicycle and pedestrian network.

The cities of Saint Cloud and Sauk Rapids have submitted infrastructure projects to compete for approximately \$2.4 million in federal funding through the Transportation Alternatives (TA) program.

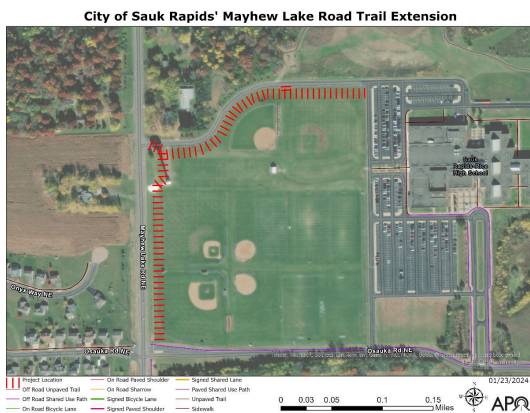


*A Metro Bus bus stop located along 22nd Street S in the City of Saint Cloud. The city is proposing to add sidewalks and bike lanes along the stretch of 22nd Street S between Oak Grove Road (County Road 136) and Cooper Avenue S.*

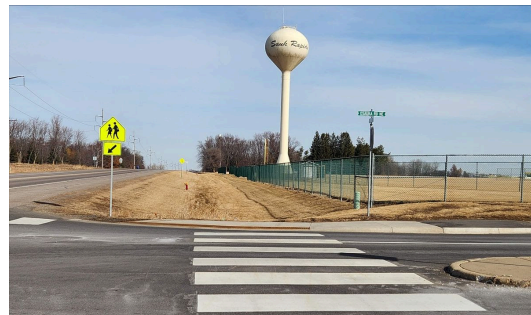
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The City of Saint Cloud has requested funding to assist with completing a series of bicycle lanes and sidewalks along 22nd Street S from Oak Grove Road SW/County Road 136 to Cooper Avenue S. The multimodal improvements are slated to be constructed during the same time frame as the proposed 2026 reconstruction of the roadway. According to the city, the addition of the walking and biking infrastructure along 22nd Street S will complete an approximate three-quarters of a mile gap in the existing active transportation network in south Saint Cloud.

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*Map of the proposed Mayhew Lake Road Trail extension in the City of Sauk Rapids.*



*Location of the proposed trail extension from Osauka Road NE to water tower road in the City of Sauk Rapids. The future connection will also include access the Mayhew Creek Regional Park.*

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The City of Sauk Rapids is hoping to use federal funding assistance to complete the shared use path connection along Mayhew Lake Road/CSAH 1 near the Sauk Rapids-Rice High School. Currently, a shared use path ends near the Osauka Road entrance to the high school. The City is proposing to extend that facility north to the unnamed roadway (commonly referred to as the water tower road) that provides additional access to the high school. From there, the proposed facility will follow along the roadway and ultimately lead to Mayhew Creek Regional Park. As of right now, Mayhew Creek Park is in Phase I of its construction process – constructing baseball and

other multipurpose fields.

Between the two applications, the jurisdictions are requesting \$882,223 in federal funding assistance to contribute to eligible construction-related expenses.

These two applications join a pool of 10 other bicycle and pedestrian projects from across a 12-county region vying for the funding. Applicants will be notified in early April if they are selected to receive funding. The Transportation Alternatives funds for this solicitation will first be made available on Oct. 1, 2028.



*An example of the specialty vehicle used to collect pavement condition data. Consulting firm GoodPointe Technology will be driving similar vehicles around the Saint Cloud metro over the next few months to collect data on the conditions of the regional roadway network.*

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# Keeping Our Roads and Trails in Check: Pavement Data Collection Underway


Ever wonder how we decide which roads and trails need fixing first? It all starts with data! The APO has partnered with GoodPointe Technology to update our region's pavement condition data, last collected in 2019 and 2020.

Over the next few months, GoodPointe will be using specialized equipment to measure how bumpy and worn down our major roadways, bike lanes, and shared use paths (trails) have become. This data helps the APO and local agencies prioritize repairs, ensuring smoother and safer travel for everyone—whether you're driving, biking, or walking.

## How Do They Collect This Data?

GoodPointe's team uses two high-tech tools to get the job done:

 **Laser-Equipped Vans** – These vans drive along major roads, using lasers to scan and assess pavement roughness, cracks, rutting, and overall condition. They'll cover about 235 miles of roadways across the region!

 **Sensor-Equipped Electric Bike** – To gather data on bike lanes and shared use paths, the team will ride an electric research bike outfitted with sensors. This allows them to collect real-world surface conditions from a cyclist's perspective, covering 135 miles of shared use paths in our area.

## Why Does This Matter?

By collecting this data, we can:

- ✓ **Fix the worst roads first** – Helps planners focus on the areas in greatest need.
- ✓ **Improve bike and pedestrian safety** – Ensures trails and bike lanes remain smooth and accessible.
- ✓ **Stretch repair budgets further** – Data-driven decisions mean money is spent where it's needed most.



So, if you see a high-tech van or a bike with sensors cruising around, now you know—it's all part of keeping our roads and trails in top shape!

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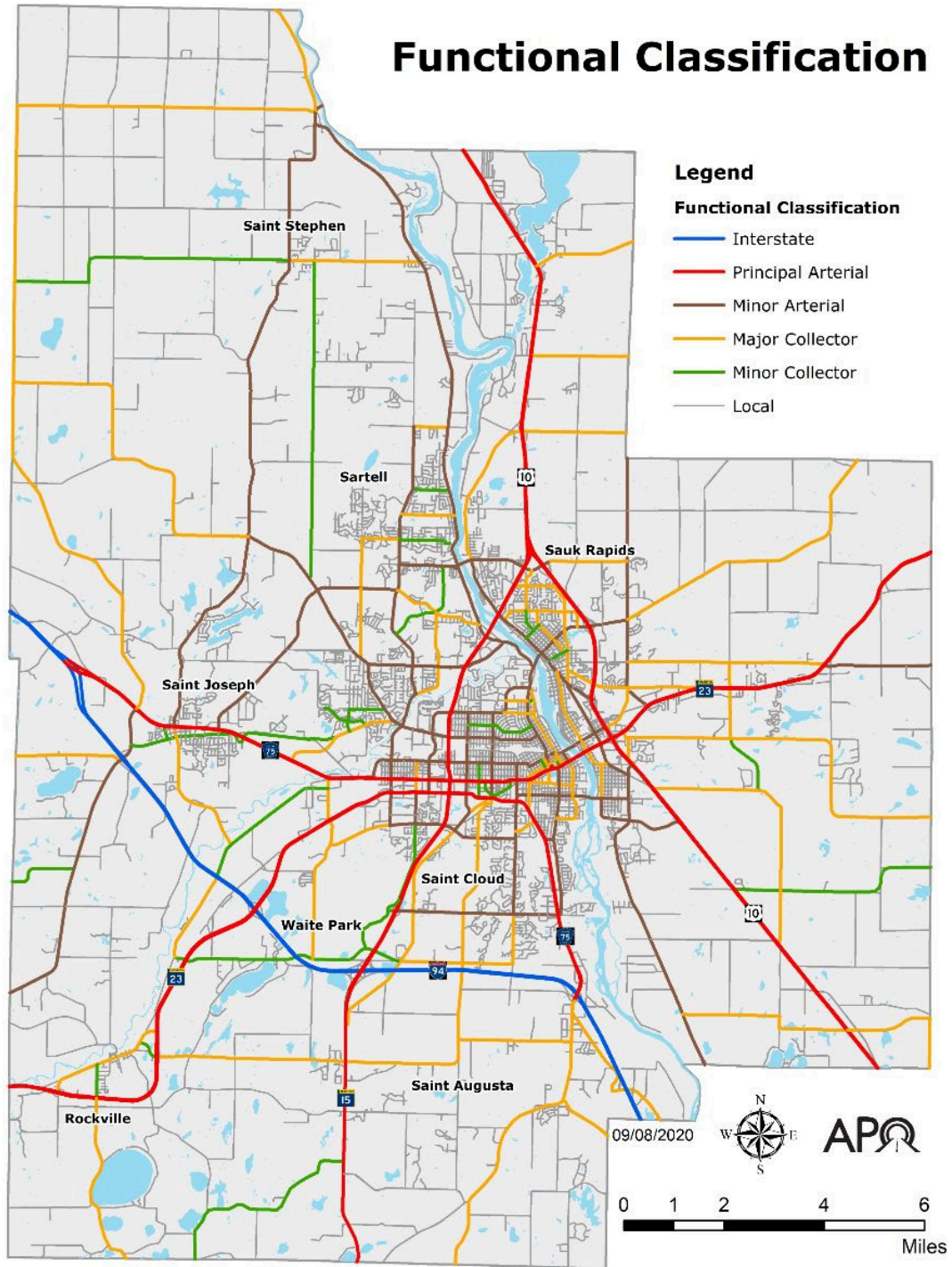
## **Planning for the Future: How We Classify Roads to Shape Tomorrow's Transportation**

Did you know that not all roads are created equal? Some are designed to move lots of traffic quickly, while others focus on providing local access. Understanding how roads are classified helps shape future transportation investments—and that's precisely what the APO has been studying with our consultants Bolton & Menk.

Our latest [Future Functional Classification Study](#) looked at how our region's road network is categorized and how it might change as our communities grow. The study helps ensure that future road improvements match the needs of the people who live, work, and travel here.

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# Functional Classification



Map of current functionally classified roadways within the Saint Cloud APO's planning area.

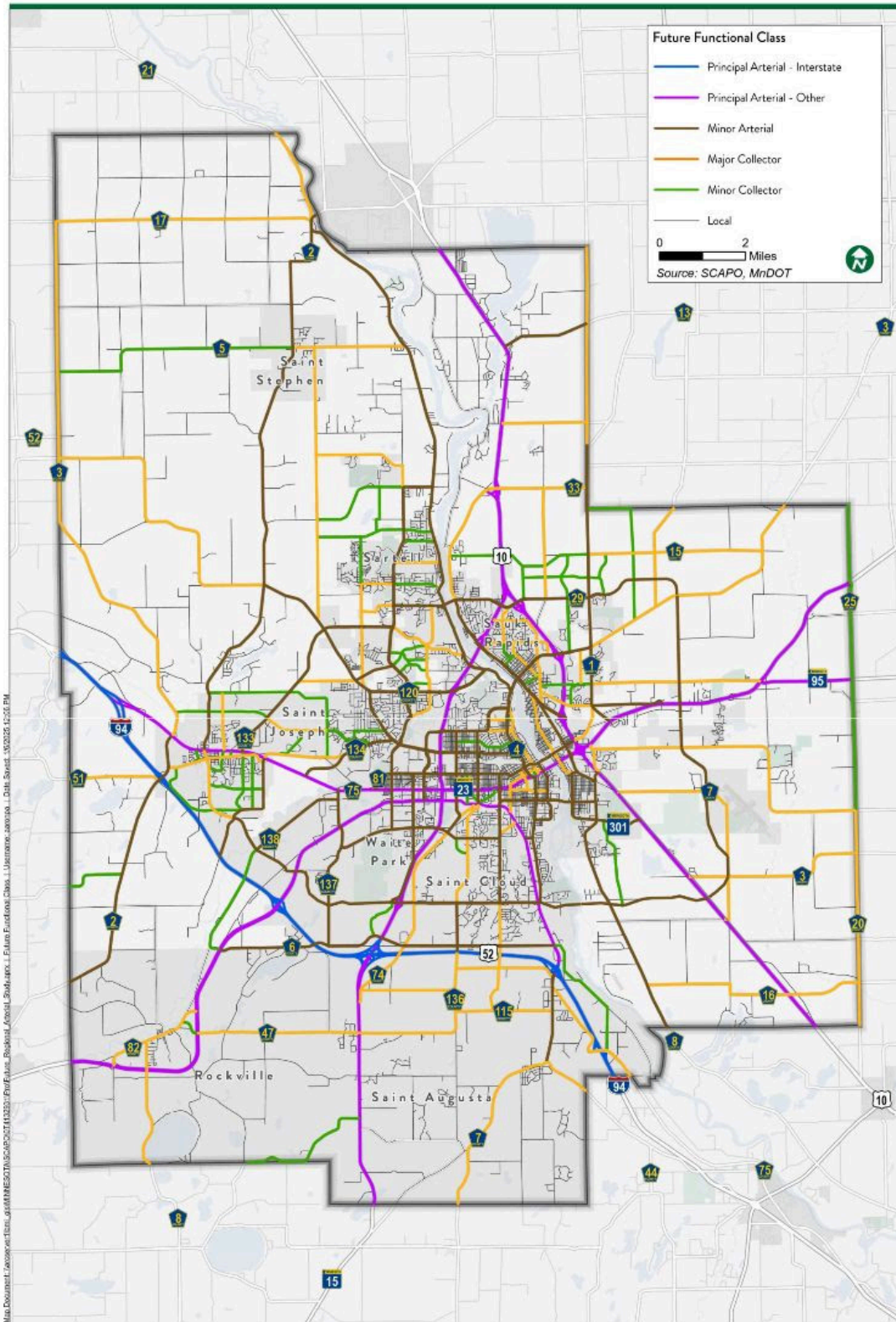
## What is Functional Classification?

Think of roads like a transportation system in a city:

- **Highways & Arterials** (like I-94 or Highway 10) are the express lanes, designed to move traffic quickly over long distances.
- **Collectors** are like neighborhood connectors, guiding traffic from local streets to major roads.
- **Local Roads** are the final stretch, leading directly to homes, businesses, and other destinations.

As our region grows, some roads may need reclassification to better handle increased traffic or provide safer, more efficient travel.

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*Proposed future functional classification roadway network recommendations resulting from the Future Functional Classification Study completed by Bolton & Menk on behalf of the Saint Cloud APO.*

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## Why Does This Matter for the Future?

By reviewing how roads are classified today, we can:

- ✓ **Plan for future growth** – Ensure new developments have the right road connections.
- ✓ **Secure funding** – Many federal and state transportation dollars are tied to road classifications.
- ✓ **Improve safety & mobility** – Make sure roads function as intended, whether you're driving, biking, or walking.

## What's Next?

The APO is working with cities, counties, and MnDOT to refine these classifications and plan for the future. Keeping our road network efficient and well-connected is key to ensuring safe and smooth travel for years to come.

Want to learn more? Visit our [Study Page](#) or our [website](#) to explore the study findings!

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## JURISDICTIONS WE SERVE

Benton County  
Sherburne County  
Stearns County  
LeSauk Township  
City of Saint Cloud  
City of Saint Joseph  
City of Sartell  
City of Sauk Rapids  
City of Waite Park  
Saint Cloud Metro Bus



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