SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

AGENDA

APO TECHNICAL ADVISORY COMMITTEE REGULAR MEETING

THURSDAY, JUNE 26, 2025 – 10 A.M.
STEARNS COUNTY HIGHWAY DEPARTMENT
455-28TH AVE. S, WAITE PARK
MS TEAMS OPTION AVAILABLE BY REQUEST

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items ***(Attachments A-C)***
   a. Approve minutes of May 29, 2025, TAC meeting ***(Attachment A)***
   b. Receive staff report of June 12, 2025, Policy Board meeting ***(Attachment B)***
   c. Receive staff report of June 12, 2025, Central Minnesota Area Transportation Partnership (ATP-3) meeting ***(Attachment C)***
4. Safe Streets and Roads for All (SS4A) Project Management Team Meeting, ***(Attachments D1-D4)*** *Angie Stenson, Senior Transportation Planner with Bolton & Menk*
   a. **Suggested Action:** None, informational.
5. Consideration of revisions to the APO's ATP-Managed Surface Transportation Block Grant Program (STBGP) Scoring Criteria ***(Attachments E1-E3)***, *Vicki Johnson, Senior Transportation Planner*
   a. **Suggested Action:** None, discussion.
6. Consideration of Sartell-St. Stephen School District Safe Routes to School (SRTS) Plan ***(Attachment F)***, *Alex McKenzie, Associate Transportation Planner*
   a. **Suggested Action:** None, informational.
7. Other Business & Announcements
8. Adjournment

E. admin@stcloudapo.org *W.* stcloudapo.org

English

The Saint Cloud Area Planning Organization (APO) fully complies with the Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990, and related statutes and regulations. The APO is accessible to all persons of all abilities. A person who requires a modification or accommodation, auxiliary aids, translation services, interpreter services, etc., in order to participate in a public meeting, including receiving this agenda and/or attachments in an alternative format, or language please contact the APO at 320-252-7568 or at admin@stcloudapo.org at least seven (7) days in advance of the meeting.

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, 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

La Organización de Planificación del Área de Saint Cloud (APO en inglés) cumple plenamente con el Título VI de la Ley de Derechos Civiles de 1964, con el Título II de la Ley sobre los Estadounidenses con Discapacidad de 1990), y los estatutos y reglamentos relacionados. La APO es accesible para todas las personas de todas las capacidades. Una persona que requiere una modificación o acomodación, ayudas auxiliares, servicios de traducción, servicios de interpretación, etc., para poder participar en una reunión pública, incluyendo recibir esta agenda y/o archivos adjuntos en un formato o idioma alternativo, por favor, contacta a la APO al número de teléfono 320-252-7568 o al *admin@stcloudapo.org* al menos siete (7) días antes de la reunión.

SAINT CLOUD AREA PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
Thursday, May 29, 2025 @ 10 a.m.

A meeting of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) was held at 10 a.m. Thursday, May 29, 2025. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

Zac Borgerding	City of Saint Cloud
Matt Glaesman	City of Saint Cloud
Randy Sabart	City of Saint Joseph
April Ryan	City of Sartell (Alternate for Kari Haakonson)
Todd Schultz	City of Sauk Rapids
Dave Blommel	City of Waite Park (Alternate for Jon Noerenberg)
Chris Byrd	Benton County
Jodi Teich	Stearns County
Michael Kedrowski	Saint Cloud Metro Bus
Steve Voss	MnDOT District 3

Non-Member Attendees:

Brian Gibson	APO, Executive Director
Vicki Johnson	APO, Senior Planner
Alex McKenzie	APO, Associate Planner
Trina Ness	APO, Administrative Specialist
James Stapfer	APO, Planning Technician
Tad Erickson	MnDOT District 3, Planner

Online Attendees:

David Roedel	Sherburne County

1. Introductions were made.

2. PUBLIC COMMENT PERIOD

No members of the public were present.

3. CONSIDERATION OF CONSENT AGENDA ITEMS

a. Approve minutes of the April 24, 2025, TAC meeting

b. Receive staff report of May 8, 2025, Policy Board meeting

Mr. Byrd made a motion to approve the Consent Agenda. Mr. Borgerding seconded the motion. Motion carried.

4. CONSIDERATION OF FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Ms. Johnson presented the Draft FY 2026-2029 Transportation Improvement Program (TIP). The draft TIP spans four fiscal years, is updated annually and includes projects that receive funding from federal and/or state (MnDOT) sources.

Ms. Johnson provided a recap of the new projects to be listed within the draft TIP, most of which were added as a result of solicitations occurring in fall 2024/winter 2025.

The draft FY 2026-2029 TIP was submitted to MnDOT, FHWA, and FTA for review on May 8, 2025, and updates were made to the document to be consistent with current presidential executive orders per FHWA guidance.

Please note that this is a draft document and there will be changes between now and public comment being launched.

Mr. Kedrowski made a motion to recommend Policy Board approval to release the FY 2026-2029 Draft Transportation Improvement Program (TIP) for a 30-day public comment period no later than July 16, 2025. Ms. Teich seconded the motion. Motion carried.

5. CONSIDERATION OF THE 2023 TRANSPORTATION PEFORMANCE MONITORING REPORT (TPMR)

Mr. Stapfer presented the 2023 Transportation Performance Monitoring Report stating the report includes a set of performance measures that track the region's progress towards the achievement of transportation goals. Performance measures are designed to serve as a benchmark to evaluate and quantify progress and improve accountability of federal transportation investments, assess risks related to different performance levels, and increase transparency. The report serves as a snapshot of the region to help the APO, and its planning partners better understand current and anticipated performance of the transportation system and how well it is moving toward achieving the goals stated in the Metropolitan Transportation Plan (MTP).

Mr. Stapfer continued by reviewing the miscellaneous Safety, Multimodal Connections, and System and Environmental Stewardship Statistics.

Ms. Teich made a motion to recommend Policy Board approval to publish the Transportation Performance Monitoring Report (TPMR). Mr. Byrd seconded the motion. Motion carried.

6. OTHER BUSINESS AND ANNOUNCEMENTS

- SS4A discussion planned for June's TAC meeting
- There will also be a July TAC meeting to discuss SS4A
- Mr. Voss stated that the Corridors of Commerce Readiness Advancement applications will be discussed/screened at the June ATP-3 meeting.
    - The St. Cloud APO submitted the Hwy 15 & Hwy 23 project as well as the

Hwy 15 to Hwy 10 corridor study.
- The I-94 West End Corridor Coalition is petitioning to expand I-94 from 4 to 6 lanes from Clearwater (Hwy 24) to Waite Park (Hwy 23).
- In total, approximately seven projects will need to be evaluated by the ATP. The top two projects will be forwarded on to the state for funding consideration.

Mr. Voss stated that they will need a letter of support from the APO, St. Cloud Chamber of Commerce and impacted jurisdictions (City of Saint Cloud, Stearns, County, Benton County) by July 2025 regarding the Highway 15 and Highway 23 project, as well as the Hwy 15 to Hwy 10 Corridor Study. The APO has already received a letter of support from the City of Sauk Rapids. Mr. Voss also stated that Wright County submitted a Hwy 25 project in Monticello and may also submit the project to expand I-94 from Clearwater (Hwy 24) which is in Wright County, to Waite Park (Hwy 23). At this time, he is still working with Wright County to determine if they will be taking the lead on this proposed project as well.

7. ADJOURNMENT

The meeting was adjourned at 10:42 a.m.

Attachment B

SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Staff Report on Policy Board Meeting
DATE: June 13, 2025

A Policy Board meeting was held on Thursday, June 12, 2025. The following occurred:

1. The Board approved sending letters of support for two applications to the Corridors of Commerce Readiness Advancement program. The first letter was in support of the MN-15 corridor study/preliminary design application submitted by the APO, and the second letter was for the I-94 expansion from Clearwater to MN-23 (St. Cloud) proposal.
2. The Board approved a letter of support for MetroBus's grant application to the Low or No Emissions Grant Program.
3. The Board approved releasing the Draft 2026-2029 Transportation Improvement Program (TIP) for public review and comment.
4. The Board heard a presentation on "MetroBus Forward", the new development/operations plan from the transit provider.
5. The Board approved the publication of the 2023 Transportation Performance Monitoring Report (TPMR)

Suggested Action: None, informational.

Attachment C

SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff report on the Central Minnesota Area Transportation Partnership (ATP-3) meeting
DATE: June 16, 2025

The Central Minnesota Area Transportation Partnership (ATP-3) held its regularly scheduled quarterly meeting on Thursday, June 12. At that meeting, the following items were discussed.

1. **FY 2025-2028 Local Federal Project Update**
    a. MnDOT District 3 Planning Director Steve Voss reviewed the list of locally sponsored federal projects slated for FY 2025 construction. Within the APO's planning area, those projects include the following:
        i. Sherburne County's County Road 65/45th Avenue railroad crossing/US 10 access consolidation.
        ii. Sherburne County's intersection improvements at County Road 61 and US 10.
        iii. City of Saint Cloud's Lincoln Avenue SE sidewalk gap project.
        iv. City of Sartell's electric police vehicle purchase.
        v. City of Waite Park's shared use path.
        vi. Benton County's CSAH 29/CSAH 1 roundabout.
        vii. Stearns County's CSAH 2/Minnesota Street roundabout.
        viii. City of Sartell's Pinecone Road and Seventh Street N traffic signal.

    Mr. Voss indicated the projects within the APO's planning area do not appear to be in jeopardy of missing the deadline for having projects obligated by June 30.

    He also updated the group on the Local Partnership Program (LPP) solicitation – handled by MnDOT District 3's State Aid Office. He said three applications were received by District State Aid – one from the City of Buffalo, one from the City of Annandale, and one from the City of Little Falls. He said those applications will be reviewed by the LPP evaluation committee (comprised of MnDOT District 3 staff and two local engineers – one county and one city). Funds for LPP will be targeted for FY 2028 and FY 2029.

2. **Draft ATP-3 FY 2026-2029 Area Transportation Improvement Program (ATIP) Update**
    a. Mr. Voss provided an update on the status of the draft ATP-3 ATIP. In his update, Mr. Voss stated minimal changes have been made to the MnDOT-led projects that were presented at the April meeting. Mr. Voss said the draft ATIP will be posted for public review/comment on the state register through July 8. The draft will also be posted to the ATP-3 website. MnDOT District 3

Program Coordinator Jeff Lenz stressed that all local agencies that have projects listed in the ATIP need to make sure those projects have project numbers assigned and all information is up-to-date by no later than July 8.

3. FY 2027-2030 STIP Development Timeline

a. Mr. Voss reviewed the proposed timeline for the development of the FY 2027-2030 STIP/ATIP. Key dates for the timeline include:

   i. Oct. 31, 2025: Deadline for Transportation Alternatives (TA) letters of intent (LOIs).

   ii. Jan. 9, 2026: Deadline for Surface Transportation Block Grant Program (STBGP), Carbon Reduction Program (CRP), TA, and Promoting Resilient Operations for Transformative Efficient and Cost Saving Transportation (PROTECT) solicitations.

Mr. Voss also had a brief discussion with the group regarding the continuation of the letter of intent process. He mentioned that MnDOT Central Office has opted this year to decentralize the process – meaning each ATP will be responsible for the LOIs rather than Central Office. Mr. Voss stated MnDOT staff has recommended ATP-3 keep the LOI process for TA, however, drop the process for CRP and PROTECT given the latter two have an LOI process as laborious as the application. ATP-3 members had concerns about dropping the LOI process given the process has been used as a screening method for applicants to determine readiness and project eligibility. MnDOT staff felt the continuation of the LOI process should be discussed separately from the schedule and could be considered at a future meeting.

One change was made to the proposed draft schedule – the date of the April ATP-3 meeting.

ATP-3 members approved the FY 2027-2030 STIP Development timeline with the amended change.

4. Federal Transportation Program Update

a. Mya Hillerud with MnDOT's Office of Government Affairs provided the ATP-3 membership with a federal transportation update. She discussed the status of the One Big Beautiful Bill having narrowly passed the House of Representatives and is now being considered by the U.S. Senate. Ms. Hilerud also presented on the request the U.S. Department of Transportation (US DOT) has made to Congress. This has included a budget expenditure increase of 2.4% ($144.2 billion). In this request, US DOT is proposing to repeal $5.7 billion in unobligated funding for charging and refueling corridors as well as $42.8 million for the National Electric Vehicle Infrastructure (NEVI) program. This request also includes a freeze on Federal Transit Administration's (FTA's) capital investment grants and Amtrak funding.

Ms. Hillerud stated Minnesota Attorney General Keith Ellison and other states have filed a lawsuit against the Trump administration for illegally withholding funding due to the state's refusal to comply with Immigration and Customers Enforcement (ICE) officials as a condition of receiving federal funding/grants. This has several major implications for the state including the I-494 project and the Blatnik Bridge project.

Ms. Hillerud also provided a brief update on the transportation authorization process. The Infrastructure Investment and Jobs Act (IIJA) is set to expire on Sept. 30, 2026. Either a new transportation bill will need to be passed or a continuing resolution on the IIJA will need to occur. Ms. Hillerud informed the group that the American Association of State Highway and Transportation Officials (AASHTO) has completed its reauthorization priority white paper.

MnDOT is in the process of finalizing its priorities for reauthorization as well.

Based upon the initial budget proposed by US DOT, there will be a zeroing out of the Better Utilizing Investments to Leverage Development (BUILD) discretionary grant. There is no clear guidance if this will impact the current BUILD grant solicitation. There is also continued uncertainty over other discretionary grant programs such as the Safe Streets and Roads for All (SS4A) program.

5. 2025 End of Session Legislative Update

a. MnDOT Government Affairs Director Erik Rudeen provided an update on the end of the Minnesota legislative session. He noted several reductions in the approved biennium budget bill for 2026-2027. This included a $22 million reduction for greater Minnesota transit and an $11 million reduction for active transportation. Additional reductions include a $77 million reduction in the Northern Lights Express (NLX) commuter rail project between Duluth and the Twin Cities (that project still has $117 million associated with it) and the $3 million cancelation of funding for the passenger rail study between the Twin Cities and Saint Cloud. There is also a reduction of $10 million in funding for the 2028-2029 Corridors of Commerce program.

Mr. Rudeen indicated there were no earmark projects on local roadways that were included as part of the bonding bill. He also provided updates to some of the policy changes that were included by the legislature such as the greenhouse gas (GHG) emissions impact assessment set to take effect in 2027.

6. Wright County Crow River Regional Trail Phase 2 Project Change in Scope Amendment Request

a. Wright County Parks and Recreation Operations Manager Brad Harrington presented on proposed changes to the Crow River Regional Trail Phase II project. This project had received TA funding from the ATP-3 in 2023 to complete a 6.5 mile segment between Rockford and Hanover. Mr. Harrington indicated that because Wright County had not been able to secure funding from the Greater Minnesota Regional Parks & Trails Commission, the scope of the project will have to be adjusted down to a 1.5 mile segment through Rockford. Mr. Harrington was seeking an amendment to allow for this scope change.

After a lengthy discussion, the scope change was approved on the condition that the award letter to Wright County for this project be amended to include a provision that the remaining 5 miles of trail that was part of the original award will not be eligible for TA funding.

7. Special Second Solicitation for FY 2027-2028 Promoting Resilient Operations for Transformative Efficient and Cost Saving Transportation (PROTECT) Funding

a. Mr. Lenz requested the ATP allow for a second solicitation for the FY 2027-2028 PROTECT program. During the fall 2024/winter 2025 solicitation, the ATP awarded funds to two projects – one for the City of Cambridge ($200,000) in FY 2027 and one for Stearns County ($500,000) in FY 2028. However, there is still $500,000 in PROTECT dollars in FY 2027 and $140,000 in PROTECT dollars in FY 2028. Rather than combine this solicitation with the FY 2029 solicitation this fall, Mr. Lenz is requesting to open a second solicitation by the end of June. The two applicants awarded funding cannot reapply for the same project.

ATP-3 representatives approved the second PROTECT solicitation for FY 2027 and FY 2028.

8. **Minnesota Highway Freight Program (MHFP) Solicitation**

    a. MnDOT District 3 Principal Planner Tad Erickson announced there will be an upcoming solicitation for the state's Minnesota Highway Freight Program (MHFP) this summer. Mr. Erickson said the solicitation is anticipated to kick off either in June or July. Several jurisdictions within ATP-3 have been successful as part of this program including the City of Clearwater and Sherburne County. Additional information on the proposed solicitation will be distributed once available.

9. **Corridors of Commerce Readiness Advancement Activities Screening Selection and Next Steps**

    a. Mr. Voss discussed the seven applications received for projects located within ATP-3 for the 2025 Corridors of Commerce (CoC) Readiness Advancement Solicitation. Those projects include:

        i. Saint Cloud APO: Conduct additional study, environmental documentation, and design to refine recommendations from a 2020 corridor study for the segment from MN 23/Second Street S to 12th Street N and to initiate a new study for the segment of MN 15 from 12th Street N to the junction with US 10.

        ii. Sherburne County: Complete environmental documentation, final design, and land acquisition for the grade separation of CSAH 11 where it crosses the BNSF railway line and US 10 in Becker Township.

        iii. City of Elk River: Predesign, preliminary design, and environmental analysis to include GHG/VMT reduction study of the US 10 from the US 169/MN 101 interchange to eastern city limits.

        iv. City of Princeton: Complete scoping/preliminary design for the construction of a new intersection/roundabout approximately 2,100 feet east of US 169.

        v. Highway 23 Coalition: Feasibility study for MN 23 from the City of Foley to Interstate 35.

        vi. Wright County: Tier I Environmental Impact Statement (EIS) for MN 25 in the vicinity of Monticello and Big Lake between I-94 and US 10.

        vii. I-94 West Corridor Coalition: Initiate environmental documentation (e.g., Categorical Exclusion or Environmental Assessment) and preliminary engineering to identify design and alternatives and evaluate structural needs for I-94 from MN 24 in Clearwater to MN 23 interchange in Rockville/Waite Park.

    Mr. Voss indicated that ATP-3 can only recommend two projects for advancement. Out of the seven projects within the ATP, six are eligible for funding. The City of Princeton's project is ineligible due to not being on the National Highway System (NHS). Mr. Voss also said both Sherburne County and Wright County can submit two projects to move forward in this process given they are considered "Metro Connector" counties and are able to self-nominate to the CoC Readiness Advancement program. Sherburne County has opted to carry forward both its project and the City of Elk River's project. Wright County has opted to carry forward its project and the I-94 West Corridor Coalition's project.

    ATP-3 recommended carrying forward the APO's project and the Highway 23 Coalition's project.

10. **ATP-3 ATP Managed Program Regional Target Formula Distribution Study Work Group**

    a. Given the importance of this topic and the limited amount of time available to

discuss this, Vice Chair Johnson recommended moving this discussion to the October ATP meeting – with this topic being placed higher on the agenda.

11. Other Business

a. Ms. Johnson requested the ATIP Development Committee consider looking at the TA application and evaluation. She indicated that based upon the change in federal leadership, evaluating projects for federal programs using equity may be problematic given new executive orders issued over the past several months. She recommended convening this group over the summer to review the application and adjust as necessary before the October meeting.

Suggested Action: None, informational.

Safe Streets and Roads for All Comprehensive Safety Action Plan
St. Cloud Area Planning Organization
Technical Advisory Committee Meeting
June 26, 2025

Agenda

1. Project Update
    a. Requested Action: Information
2. Draft Safety Countermeasure Strategy Toolbox (Attachment A)
    a. Requested Action: Information and Review
3. Draft Concepts and Cost Estimates (Attachment B)
    a. Requested Action: Information and Review
4. Draft Regional Safety Policy (Attachment C)
    a. Requested Action: Information and Review
5. Public Engagement
    a. Requested Action: Information
6. Next Steps
    a. Requested Action: Information

Attachment D2

St. Cloud APO SS4A Safety Countermeasures

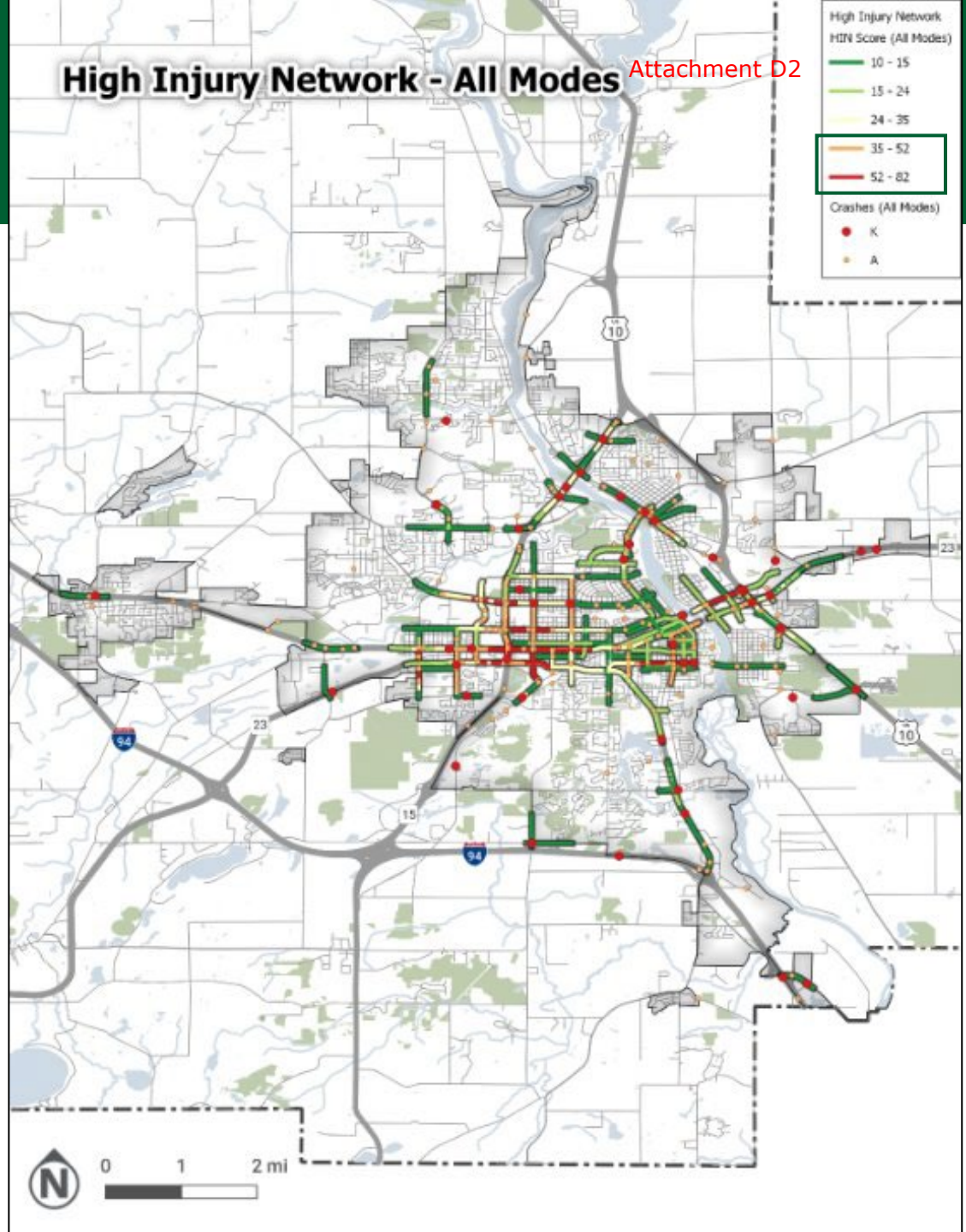
June 2025

BOLTON & MENK

Real People. Real Solutions.

INTRODUCTION

- Based on the results of the safety analysis performed in completing the Descriptive Safety Analysis (DSA) and High Injury Network (HIN), along with the equity analysis and public input, Toole Design created a list of prioritized safety measures and solutions that can be realistically implemented with the goal to reduce the crashes.
- The safety countermeasure strategy matrix table outlines specific safety countermeasures.
- Each strategy is evaluated in terms of focus areas, estimated costs, and expected crash reduction outcomes, including overall crash reduction, K+A (killed and serious injury) crash reduction, and pedestrian/bicycle crash reduction, in alignment with federal and state safety guidelines.



Safety Countermeasure Strategy Matrix

Attachment D2

St. Cloud APO Comprehensive Safety Action Plan Safety Countermeasure Strategy Matrix

Updated 4/14/25

Safety Strategy		FHWA Proven Safety Countermeasure	Focus Areas			Systemic Approach Opportunity	Cost	Overall Crash Reduction	K+A Crash Reduction	Pedestrian/Bike Crash Reduction
			Intersection Control	Speed Management	Pedestrian Safety					
I-1	Roundabout	☒	☒	☒	☒		$$$	27%	82%	6-15%
I-2	Turn Lanes	☒	☒				$$	14-48%	36%	-
I-3	Revise/Remove Channelized Right Turns		☒	☒	☒		$$	-	-	-
I-4	J-Turn (Reduced Conflict Intersection)	☒	☒			☒	$-$$	18%	22-63%	-
A-1	Access Management	☒	☒				$$-$$$		25-31%	-
T-1	Retroreflective Backplates	☒	☒			☒	$	15%	-	-
T-2	Signal Retiming	☒	☒			☒	$	8-14%	12%	-
T-3	Left Turn Phasing (Permissive/Protected)		☒			☒	$	6%	33%	-
T-4	Leading Pedestrian Interval (LPI)	☒	☒		☒	☒	$	-	-	13%
T-5	Accessible Pedestrian Signals (APS)		☒		☒	☒	$	-	-	-
T-6	Pedestrian Countdown Signal Heads		☒		☒	☒	$	-	-	25%
T-7	No Right Turn on Red (RTOR) Signage		☒		☒	☒	$	-	-	18-60%
V-1	High Visibility Crosswalk Enhancements	☒			☒	☒	$	-	-	25-42%
V-2	Intersection Daylighting				☒	☒	$	-	-	30%
V-3	Bike Lanes	☒			☒		$-$$	-	-	46%
V-4	Cycle Track/Separated Bike Lane				☒		$$	-	-	53%
V-5	Raised Crosswalk			☒	☒	☒	$-$$	36%	-	53%
V-6	Rectangular Rapid Flashing Beacon (RRFB)	☒	☒		☒		$	-	-	47%
V-7	Pedestrian Hybrid Beacon (PHB)	☒	☒		☒		$$	29%	15%	55%
V-8	Curb Extensions		☒	☒	☒	☒	$-$$	39-46%	-	-
V-9	Median Refuge and Crossing Islands	☒		☒	☒	☒	$$	-	-	56%
V-10	Grade Separated Crossings				☒		$$$	-	-	13%
V-11	Road Diet	☒	☒	☒	☒	☒	$-$$$	19-47%	-	-
V-12	Sidewalks	☒			☒		$$	-	-	11-35%
V-13	Shared Use Paths				☒		$$	-	-	63%
V-14	Lighting	☒			☒	☒	$	28-38%	-	42%
S-1	Dynamic Speed Signs			☒	☒		$	5-7%	-	-

I = Intersections, A = Access, T = Traffic Signals, V = Vulnerable Road Users, S = Speed

I-1: ROUNDABOUT

Purpose:

- All approaches must yield to traffic already within the roundabout. After yielding, drivers are able to circulate the center island before exiting to turn or continue straight Eliminates left turning movements and intersection collisions by requiring all traffic to exit to the right of the circle.

Description:

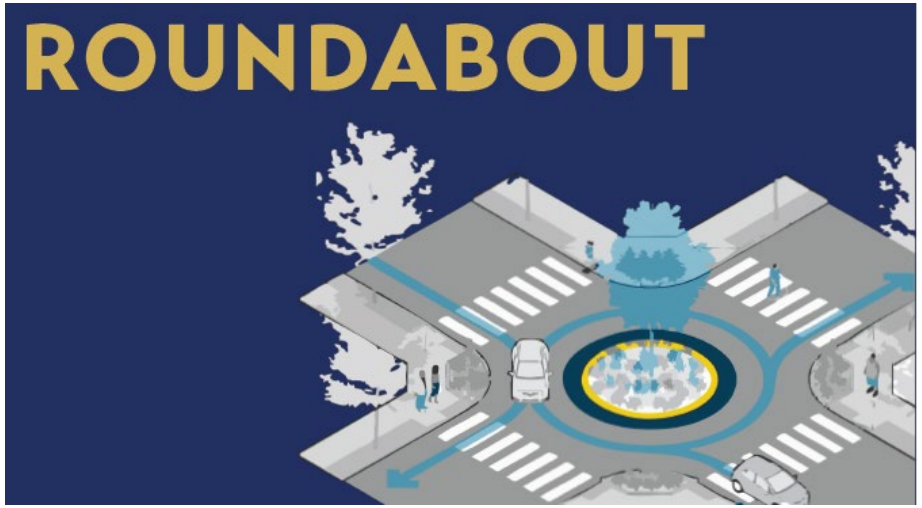
- Signs Built with a raised circular island; roundabouts take the place of a traditional intersection. Roundabouts allow for traffic to flow and merge through the roundabout without stopping, reducing conflicts and facilitating increased motor vehicle yielding to pedestrian and bicyclists.

Applicable Locations:

- Signalized Intersections, Unsignalized Intersections & Intersections with protected bicycle lanes

Applicable functional classification:

- Local street, Collector street, Minor Arterial Street



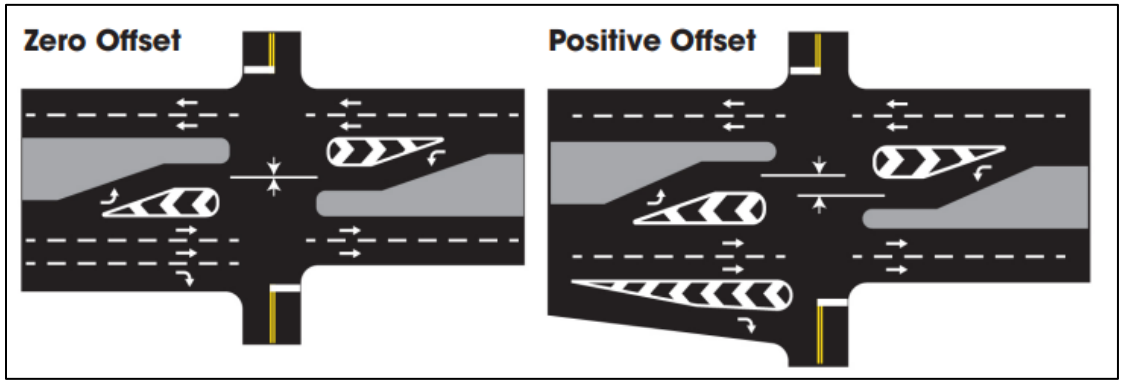
I-2: TURN LANES

Purpose:

- Auxiliary turn lanes—either for left turns or right turns—provide physical separation between turning traffic that is slowing or stopped and adjacent through traffic at approaches to intersections.
- Turn lanes can be designed to provide for deceleration prior to a turn, as well as for storage of vehicles that are stopped and waiting for the opportunity to complete a turn

Safety Benefits of Turn Lanes:

- Left-Turn Lanes: 28-48% reduction in total crashes
- Positive Offset Left-Turn Lanes: 36% reduction in fatal and injury crashes
- Right-Turn Lanes: 14-26% reduction in total crashes



Source: Illustration comparing zero offset to positive offset of left and right turn lanes. Source: FHWA

Left- and right-turn lanes at a two-way stop-controlled intersection. Source: City of Greeley, CO

Source: Dedicated Left- and Right-Turn Lanes at Intersections

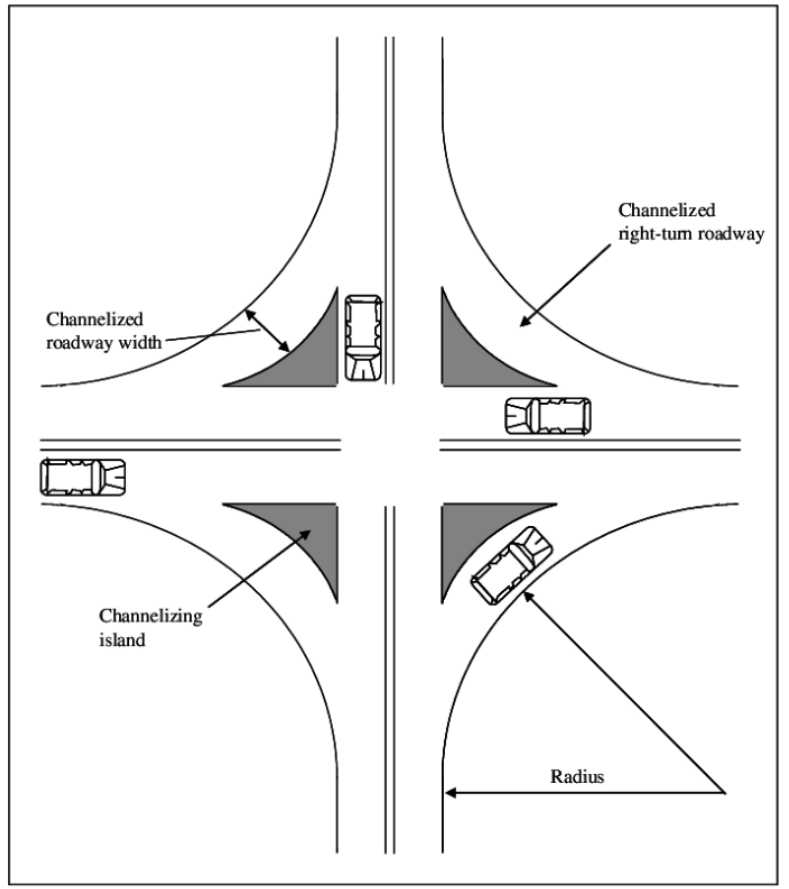
I-3: REVISE/REMOVE CHANNELIZED RIGHT TURNS

Purpose:

- Collisions at signalized intersections are often related to right-turn manoeuvres.
- The provision of right-turn lanes can minimize collisions between vehicles turning right and those that are following them (particularly on major roads with high volumes and high speeds).
- A right-turn lane may be appropriate in situations where there are an unusually high number of rear-end collisions on a particular approach.

Description:

- Channelization of the right turn with a raised or painted island can provide larger turning radii and allow for higher turning speeds.
- They can also provide an area for pedestrian refuge.
- The turn radius can be used to control speed, especially if the maximum allowable speeds of the roads on which and from which the vehicle is turning are significantly different.



Source: Right Turn Channels (Right Turn Cut Offs)

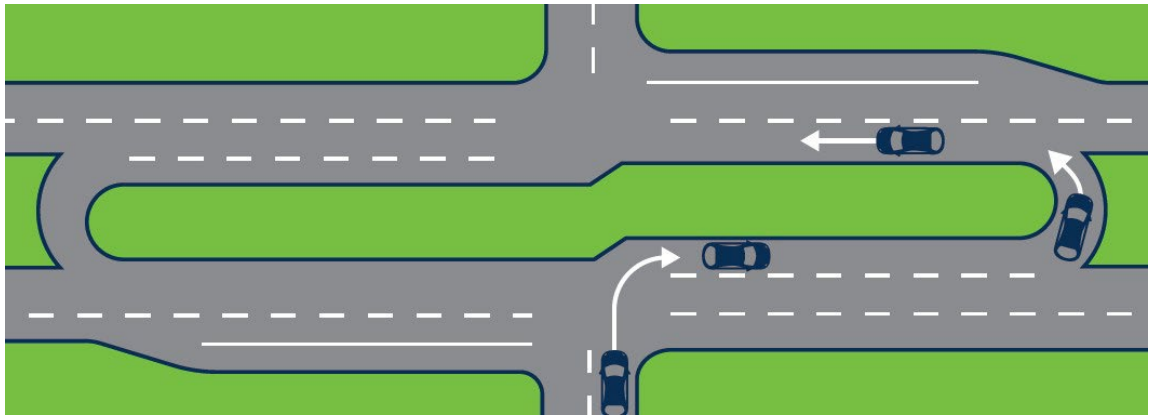
I-4: J – TURN (Reduced Conflict Intersection)

Purpose:

- Providing J- turns are a driving movement proven to reduce serious and fatal crashes caused by “T-bone” crashes at intersection. When using J-turns, drivers focus on one direction of traffic at a time.

Benefits of J-turns

- Eliminates or reduces the highest risk movements – directly crossing multiple lanes of traffic and left turns
- Shown to reduce fatalities by 70%
- Shown to reduce injuries by 42%
- Designed to help prevent severe broadside or "T-bone" crashes
- Moves traffic safely and effectively
- Simplifies navigation and traffic flow
- Can be designed and built quickly to address fatal crashes
- Maintains access to local roads and businesses



Source: J-turns - MnDOT

A- 1: ACCESS MANAGEMENT

Purpose:

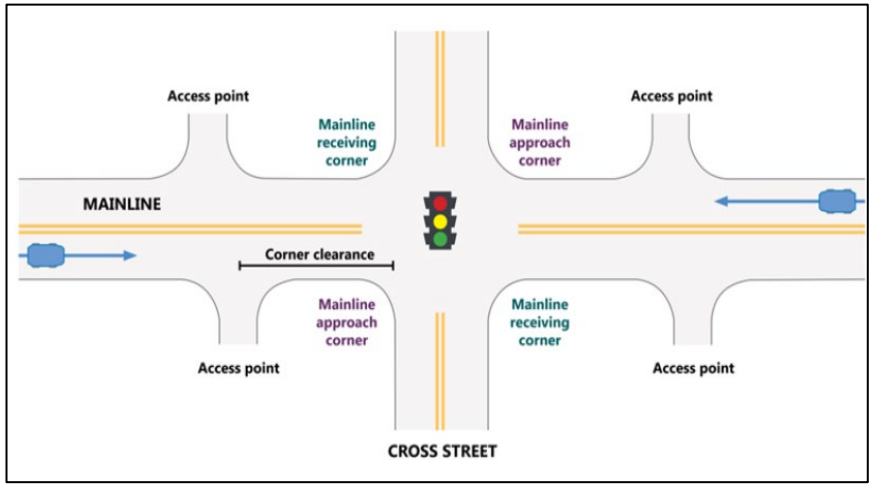
- Thoughtful access management along a corridor can simultaneously enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.

Description:

- Access management refers to the design, application, and control of entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties.

Applicable Locations (Strategies can be used individually or in combination with one another):

- Reduce density through driveway closure, consolidation, or relocation.
- Manage spacing of intersection and access points.
- Limit allowable movements at driveways (such as right-in/right-out only).
- Place driveways on an intersection approach corner rather than a receiving corner, which is expected to have fewer total crashes.
- Implement raised medians that preclude across-roadway movements.
- Utilize designs such as roundabouts or reduced left-turn conflicts (such as restricted crossing U-turn, median U-turns, etc.).
- Use lower speed one-way or two-way off-arterial circulation roads.



T-1: RETROREFLECTIVE BACKPLATES

Attachment D2

Purpose:

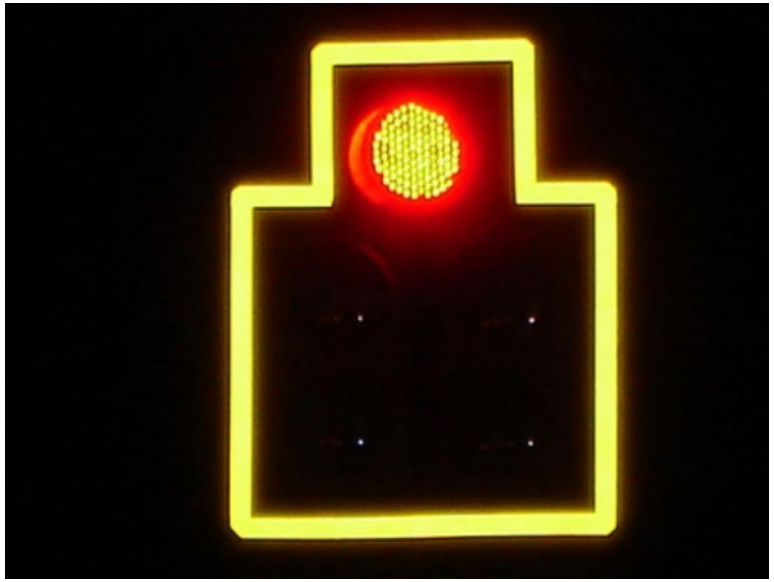
- Backplates added to a traffic signal head improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background. Signal heads that have backplates equipped with retroreflective borders are more visible and conspicuous in both daytime and nighttime conditions.

Description:

- This treatment is recognized as a human factor's enhancement of traffic signal visibility, conspicuity, and orientation for both older and color vision deficient drivers.
- This countermeasure is also advantageous during periods of power outages when the signals would otherwise be dark, providing a visible cue for motorists to stop at the intersection ahead.

Considerations:

- Adding a retroreflective border to an existing signal backplate is a very low-cost safety treatment.
- This can be done by either adding retroreflective tape to an existing backplate or purchasing a new backplate with a retroreflective border already incorporated.



T-2: SIGNAL RETIMING

Attachment D2

Purpose:

- Traffic signal retiming involves periodically updating existing signal coordination plans of signalized corridors. Traffic signal timing dictates how the right-of-way and capacity in the form of green time is distributed to the competing movements of signalized intersections.

Description & Benefits of Signal Retiming:

- Signal timing must address the needs of all users including, pedestrians, bicycles, and vehicles, and in some cases must specifically accommodate, freight, transit, railroad and emergency vehicles.
- Signal timing allows for displaying the vehicle trajectories in the time-space diagram (TSD), based on which, transportation engineers could diagnose the potential issues with a signal coordination plan and develop an optimized signal coordination plan for the corridor.

Source: Traffic Signal Timing and Operations Strategies - Arterial Management Program - FHWA Operations

T-3: LEFT TURN PHASING (Permissive/Protective)

Attachment D2

Purpose:

- Providing vehicles making Left-turning movements encounter potential conflicts from several sources including opposing through traffic, in the same direction, and crossing vehicular and pedestrian traffic.

Description:

- Several intersection treatments have been developed to reduce these risks, including converting from a permissive left-turn mode to permissive/protected phasing.
- In a “permissive” mode, a green signal permits vehicles to turn left as traffic allows (see image in Figure 1).
- In a “permissive/protected” mode, the permissive left-turn phase is immediately followed by an exclusive, protected left-turn phase, initiated by a green arrow signal indication (see image in Figure 2).

Figure 1 : Permissive/Protected mode

Figure 2

Source: FHWASA09015_intersection6.pdf

T-4: LEADING PEDESTRIAN INTERVALS (LPI)

Purpose:

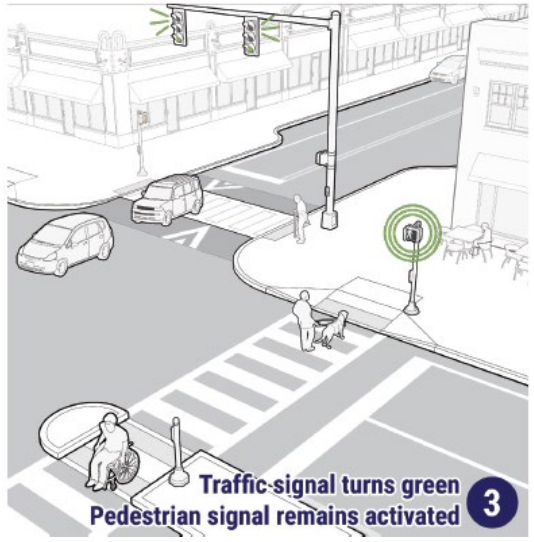
- Extends crossing time for pedestrians at signalized intersections. Also allows people walking to enter an intersection first to establish presence before turning drivers begin moving.

Description:

- Leading pedestrian intervals (LPIs) are adjustments to traffic signals to give pedestrians a three to seven second head start before motorists enter the intersection.

Applicable Locations:

- Signalized Intersections.
- Intersections with a significant number of turning vehicles and pedestrian volumes.
- At locations with protected bicycle lanes where people bicycling cross on the “Walk” signals.
- Locations with seniors or school children who tend to walk slower.



Applicable functional classification:

- All signalized intersections with pedestrian movements allowed.

T- 5: ACCESSIBLE PEDESTRIAN SIGNALS (APS)

Purpose:

- Accessible pedestrian signals are devices that communicate information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats to pedestrians who are blind or who have low vision.

Description:

- Accessible pedestrian signals provide directions in alternative formats such as: Verbal messages, Audible tones, Vibrating surfaces
- They also provide pedestrians with information about: Existence and location of the pushbutton, Beginning of the "WALK" interval, Direction of the crosswalk

Benefits:

- Improve ability of pedestrians with hearing and visual impairments to cross the street safely
- Allow pedestrians to more accurately judge beginning of “WALK” interval
- Reduce crossings begun during “DON’T WALK” phase

Source: Accessible Pedestrian Signals: A Guide to Best Practices - NACCHO & Accessible Pedestrian Signals

T-6: PEDESTRIAN COUNTDOWN SIGNAL HEADS

Attachment D2

Purpose:

- The intent of pedestrian countdown signals is to reduce the frequency of pedestrian crashes, which tend to be high-profile and very severe.

Description:

- A PCS treatment involves the display of a numerical countdown that shows how many seconds are left in the flashing DON'T WALK interval. The intention of this treatment is to provide pedestrians with more information on the remaining crossing time.
- The Manual on Uniform Traffic Control Devices for Streets and Highways recommends starting the countdown timer at the onset of the flashing DON'T WALK pedestrian phase.
- The primary target crash type was pedestrian crashes. However, changes in pedestrian signals could change driver behavior and affect the propensity for rear-end and angle crashes

Source: Safety Evaluation of Pedestrian Countdown Signals

T-7: NO RIGHT TURN ON RED (RTOR) SIGNAGE

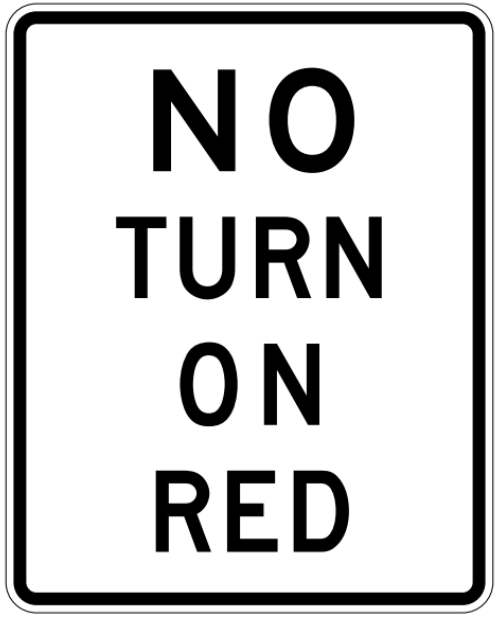
Attachment D2

Purpose:

- Turn on red restrictions prevent motorists from turning right (or left on intersecting one-way streets) while the traffic signal is red. Restricting this movement eliminates conflicts with pedestrians crossing in front of turning motorists.

Description:

- Signs or dynamic electronic signs that prohibit motorists from making a right turn on a red signal.



R10-11a
No Turn On Red

Applicable Locations:

Turn on red restrictions should be considered when one or more of the following Condition apply:

- An exclusive pedestrian phase & An LPI & High volumes of pedestrians
- Where bicycle two-stage turn queue boxes are installed: bicycle boxes after two-stage turn queue boxes. & Poor sight distances and visibility
- Locations where poor intersection geometry causes unexpected conflicts: or specific cases located from intersections with 5 or more legs & Locations with a reported crash history

Applicable functional classification:

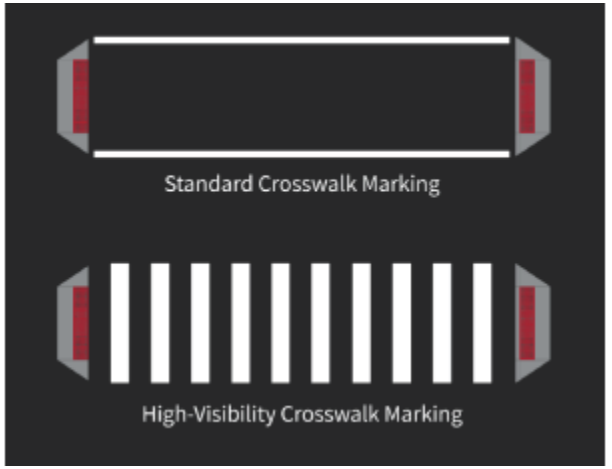
- All street types

V-1: HIGH VISIBILITY CROSSWALK ENHANCEMENTS

Attachment D2

Purpose:

- Providing marked crosswalks communicates to drivers that pedestrians may be present and helps guide pedestrians to locations where it is best to cross the street.



Description:

- High-visibility crosswalks are distinguishable from other crosswalk designs by use of longitudinal, ladder, or continental-style markings more readily visible to approaching motorists as opposed to parallel, or transverse, lines which are more difficult to distinguish from a distance.

Applicable Locations:

- High Visibility crosswalks should be considered at all midblock pedestrian crossings and uncontrolled intersections.
- Uncontrolled intersections should meet requirements in MUTCD Section 3B.18.

Applicable functional classification:

- All street types.

V-2: INTERSECTION DAYLIGHTING

Purpose:

- Intersection daylighting Is an urban design strategy that enhances safety and visibility at intersections and crosswalks.

Description:

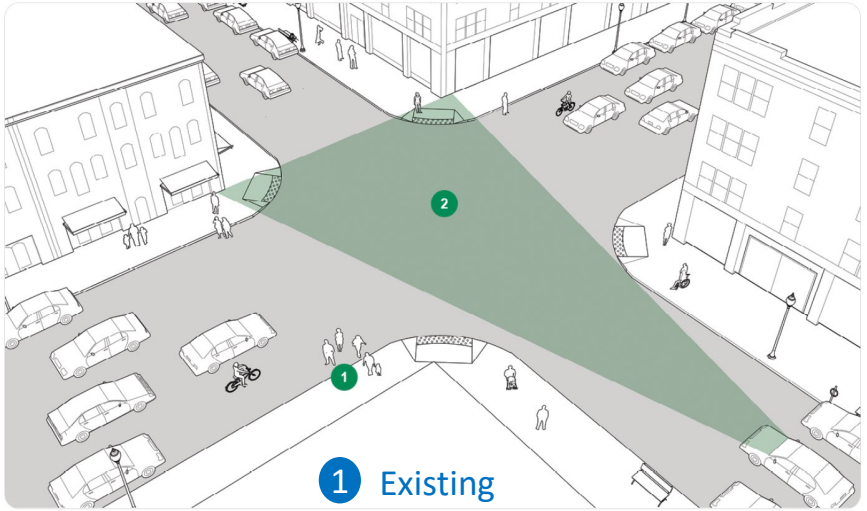
- Intersection design should facilitate eye contact between street users, ensuring that motorists, bicyclists, pedestrians, and transit vehicles intuitively read intersections as shared spaces.

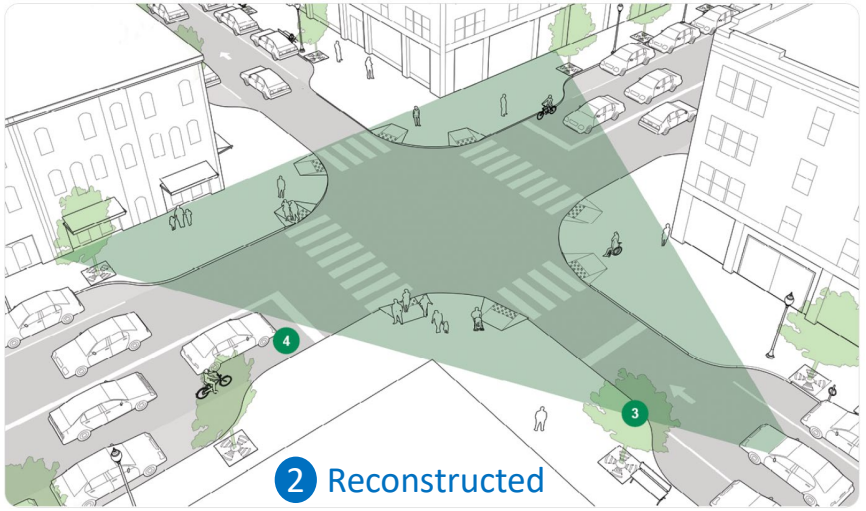
Applicable Locations:

- Located along the High Injury Network
- Located near a school
- Top 10 intersections with the most serious fatal crashes
- Had poor crosswalk condition based on the crosswalk condition inventory

Applicable functional classification:

- All major Intersections





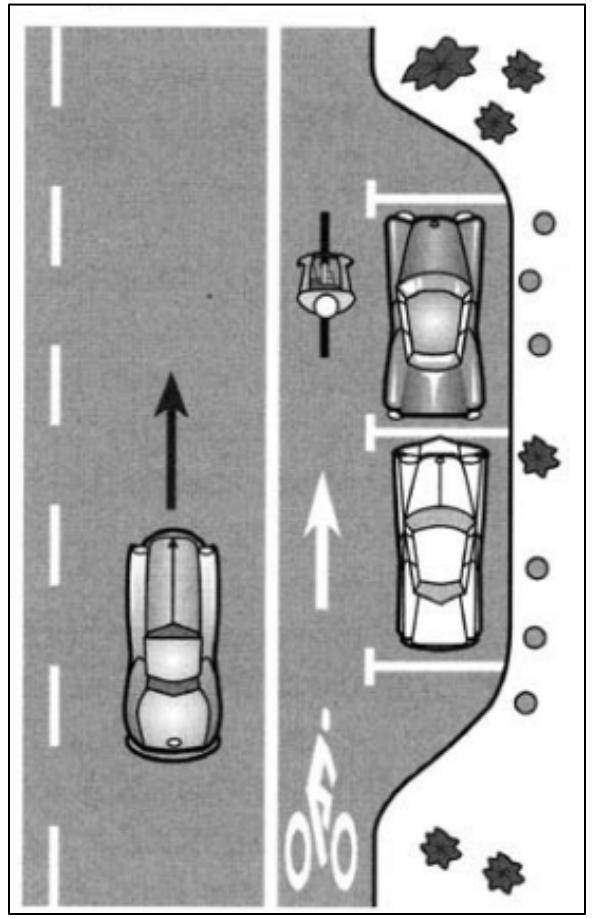
V-3: BIKE LANES

Purpose:

- Providing bicycle facilities can mitigate or prevent interactions, conflicts, and crashes between bicyclists and motor vehicles, and create a network of safer roadways for bicycling.
- Bicycle Lanes align with the Safe System Approach principle of recognizing human vulnerability—where separating users in space can enhance safety for all road users.

Description:

- A Bicycle lanes can be included on new roadways or created on existing roads by reallocating space in the right-of-way through Road Diets.
- Separated bicycle lanes, which use vertical elements—such as flexible delineator posts, curbs, or vegetation—between the bicycle lane and motorized traffic lanes provide additional safety benefits.
- For a marked bike lane without vertical elements, a lateral offset with marked buffer can help to further separate bicyclists from vehicle traffic.
- To maximize a roadway's suitability for riders of all ages and abilities, bicycle lane design should vary according to roadway characteristics, user needs, and land-use context.



V-4: CYCLE TRACK/SEPERATED BIKE LANE

Purpose:

- Separated bike lanes can help to organize all traffic modes, while also reducing pedestrian crossing distances and decreasing "leapfrogging" between buses and bicyclists.
- Separated bike lanes can contribute to increased bicycling volumes and mode shares, in part by appealing to less confident riders and this could eventually result in a more diverse ridership across age, gender, and ability.

Description

- A separated bike lane is an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element.
- Separated bike lanes are differentiated from standard and buffered bike lanes by the vertical element. They are differentiated from shared use paths (and side paths) by their more proximate relationship to the adjacent roadway and the fact that they are bike-only facilities.
- Separated bike lanes are also sometimes called "cycle tracks" or "protected bike lanes.“

Source: Separated Bike Lane Planning and Design Guide - Separated Bike Lane Planning and Design Guide - Publications - Bicycle and Pedestrian Program - Environment - FHWA

V-5: RAISED CROSSWALK

Purpose:

- Reduce drivers' speeds, increase driver yielding, and improve crossing safety for people walking or bicycling.

Description:

- Raised crosswalks or raised intersections are ramped speed tables spanning the entire width of the roadway or intersection usually at minor locations. Crossings are elevated at least three inches above the roadway, and up to the sidewalk level.

Applicable Locations:

- Raised crossings are a treatment option often used at the midblock. However, intersections can also have raised crosswalks, or the entire intersection can be raised.
- Roadways with a posted speed of 30 mph or lower.
- Common on school campuses, at shopping centers, and in pick up/drop off zones.

Additional Information
- Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations
- FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations
- A Guide to Vertical Deflection Speed Reduction Techniques: Planning and Design of Speed Humps, Speed Tables and Other Related Measures from ITE.

Applicable functional classification:

- Local Street, Collector Street, Minor Arterial Street

V-6: RECTANGULAR RAPID FLASHING BEACON (RRFB)

Purpose:

- Used in combination with warning signage, Rectangular Rapid Flashing Beacons (RRFBs) provide a high-visibility warning to drivers when pedestrians are using a marked crosswalk.

Description:

- Bright, irregularly flashing LEDs, mounted with pedestrian crossing signs, which increase pedestrian visibility to drivers at uncontrolled marked crossings. RRFBs consists of two rectangular-shaped yellow indicators with an LED light source that flashes with high frequency when activated, typically by pedestrian pushbuttons. RRFBs are often placed at locations with significant pedestrian safety issues but may also be located at a school or trail crossing.

Applicable Locations:

- RRFBs are a treatment option at many types of unsignalized pedestrian crossings, including at standard pedestrian, school, or trail crossings.

Applicable functional classification:

- All streets with pedestrian crossings provided or history of pedestrian's crossings midblock without crossing provided.

V-7: PEDESTRAIN HYBRID BEACON (PHB)

Purpose:

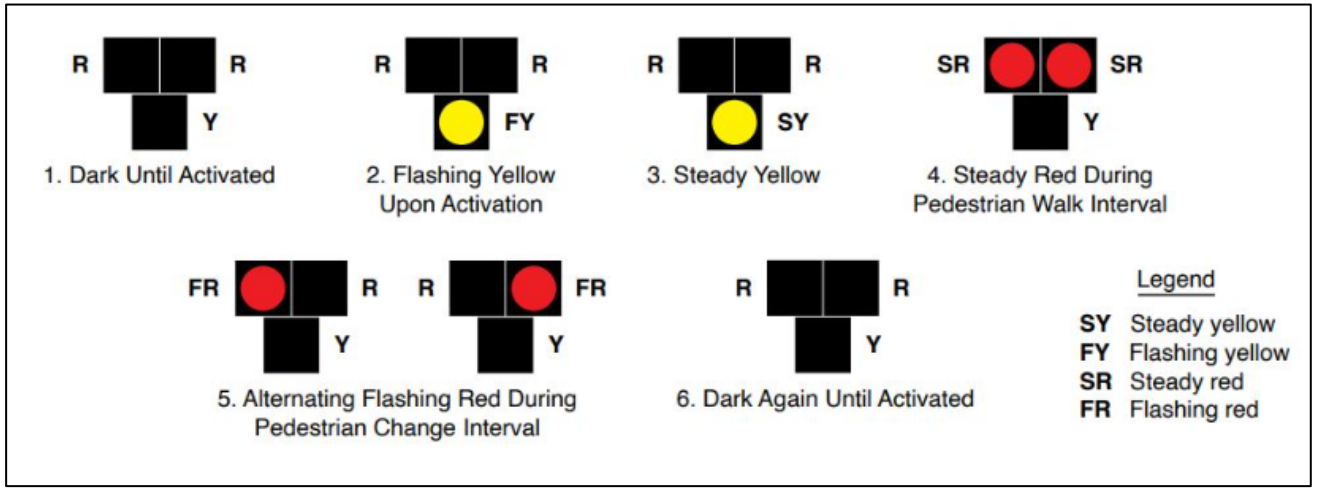
- The pedestrian hybrid beacon (PHB) is a traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.

Description:

- The beacon head consists of two red lenses above a single yellow lens. The lenses remain ”dark“ until a pedestrian desiring to cross the street pushes the call button to activate the beacon, which then initiates a yellow to red lighting sequence consisting of flashing and steady lights that directs motorists to slow and come to a stop and provides the right-of-way to the pedestrian to safely cross the roadway before going dark again.

Applicable Locations:

- PHBs are used where it is difficult for pedestrians to cross a roadway, such as when gaps in traffic are not sufficient, or speed limits exceed 35 miles per hour.
- They are very effective at locations where three or more lanes will be crossed, or traffic volumes are above 9,000 annual average daily traffic.



V-8: CURB EXTENSIONS

Purpose:

- Shorten crossing distances and increase pedestrian comfort and visibility.

Description:

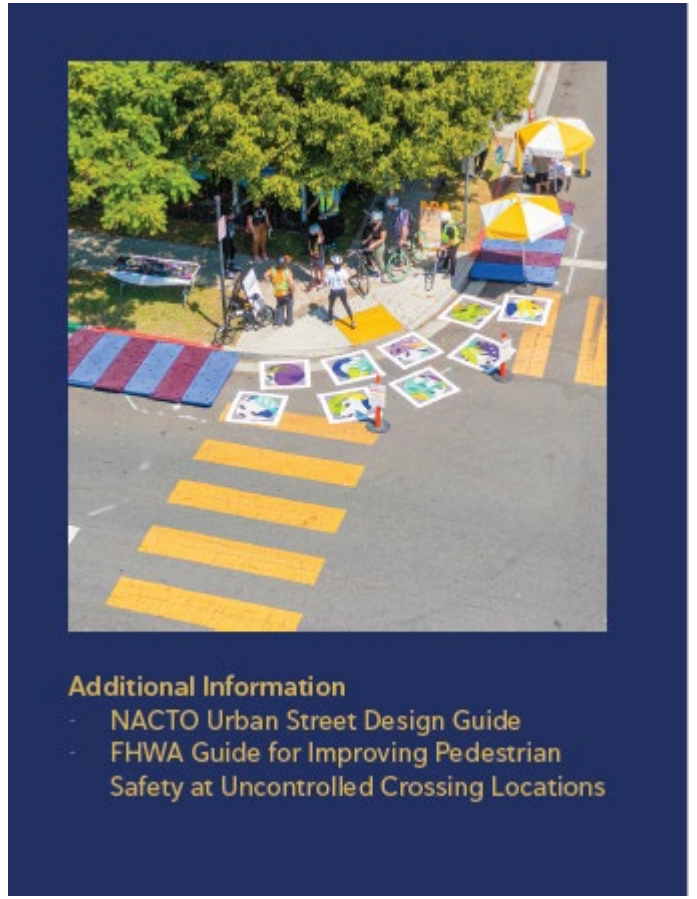
- Also called bulb outs or neck downs, curb extensions extend a section of sidewalk into the roadway at intersections and other crossing locations. In addition to shortening crossing distances, curb extensions create more compact intersections, resulting in smaller corner radii and slower turns by people driving.

Applicable Locations:

- Curb extensions can make pedestrian, bicycle, or other crossings safer and more comfortable everywhere from a mid-block crosswalk to a large signalized intersection.
- Curb extensions can be built in all-day parking lanes or wide shoulders
- Transitions to lower-speed areas.

Applicable functional classification:

- Local street, Collector street, Minor Arterial street



V-9: MEDIAN REFUGE AND CROSSING ISLANDS

Purpose:

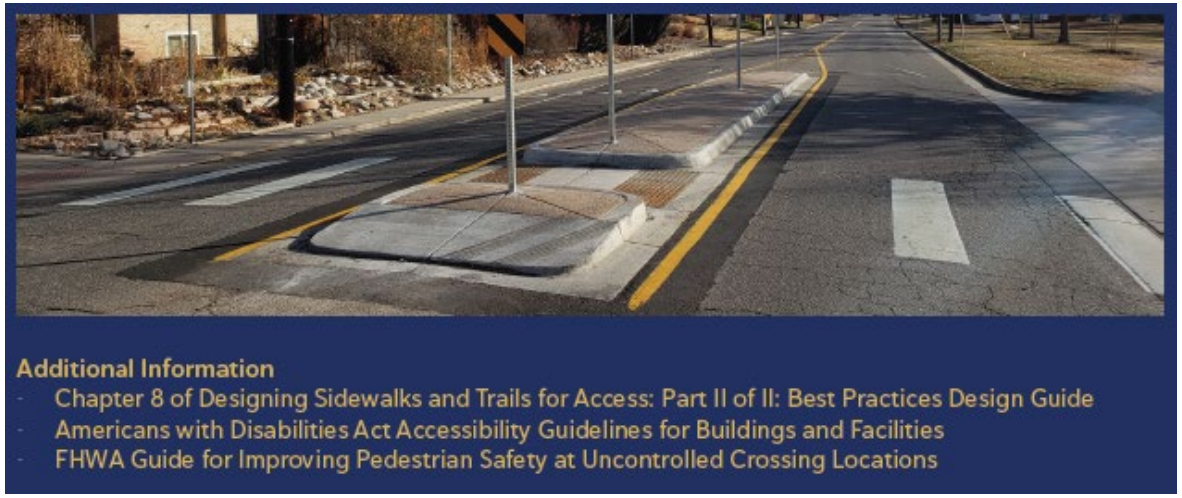
- Protect pedestrians and bicyclists crossing by slowing motor vehicle speeds, increasing motor vehicle yielding, increasing pedestrian visibility, providing a pedestrian waiting area, and allowing two-stage crossings for slower pedestrians.

Description:

- Pedestrian islands are raised medians placed in the middle of a street that provide a protected space for people trying to walk across the street. Median crossing islands have a cut-out area for pedestrian and bicyclist refuge and are used as a supplement to a crosswalk.

Applicable Locations:

- Crossings at the midblock or at Intersections.
- Most beneficial at uncontrolled crossings, multilane roads, wide signalized crossings, or complex intersections.
- On roads with two or more lanes of through traffic.
- Roads with insufficient gaps in traffic.
- Roads with high pedestrian crossing volumes.



Additional Information
- Chapter 8 of Designing Sidewalks and Trails for Access: Part II of II: Best Practices Design Guide
- Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities
- FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

Applicable functional classification:

- All street types.

V-10: GRADE SEPARATED CROSSINGS

Attachment D2

Purpose:

- Grade-separated intersection crossings for pedestrians have potential benefits in terms of reduced pedestrian waiting times at intersections, reduced vehicle delay, and increased pedestrian safety.
- However, they also have disadvantages: immediate construction costs, recurring maintenance costs including snow removal, possible personal safety concerns for underpasses, and pedestrians may dislike climbing stairs.

Description:

- Overall, grade-separated crossings are appropriate in some locations, but not in others. Some of the factors that might affect whether grade separation is warranted include the number of lanes to be crossed, the volume of pedestrian and/or vehicle traffic, road speeds and/or visibility.
- Grade separation will be modeled as a reduction in pedestrian volumes based on the proportion of pedestrians choosing to use the grade-separated infrastructure.

Source: Comparative Analysis of Grade-Separated Pedestrian Infrastructure and At-grade Treatments

V-11: ROAD DIET

Purpose:

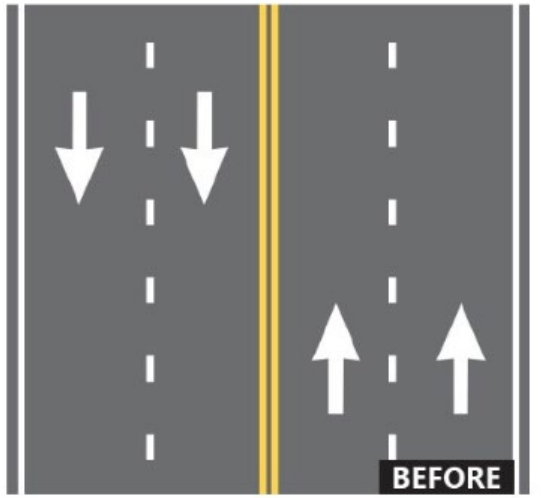
- A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL)

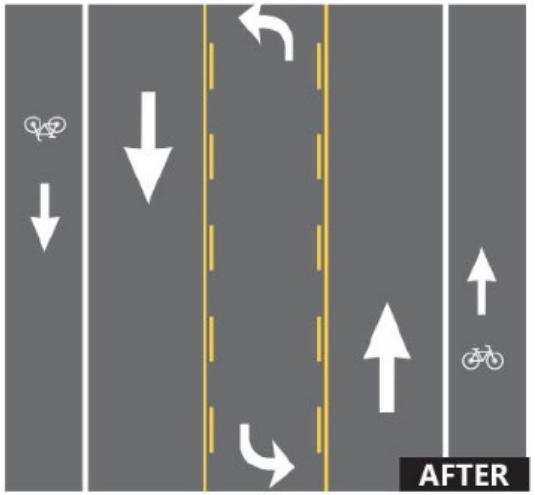
Description:

- A Road Diet, or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life.

Benefits of Road Diet:

- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Fewer lanes for pedestrians to cross.
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
- Traffic calming and more consistent speeds.
- A more community-focused, Complete Streets environment that better accommodates the needs of all road users.





V-12: SIDEWALKS

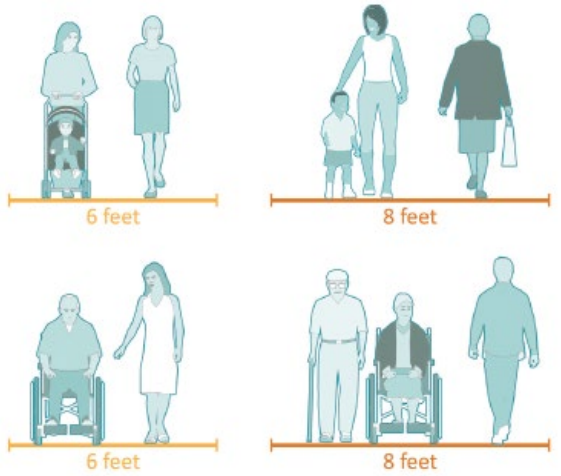
Attachment D2

Purpose:

- Sidewalks provide space along a street for pedestrian travel.

Description:

- For sidewalks to function, they must be kept clear of any obstacles and be wide enough to comfortably accommodate expected pedestrian volumes (as anticipated by density and adjacent land use), and different types of pedestrians, including those using mobility assistance devices, pushing strollers or pulling carts.

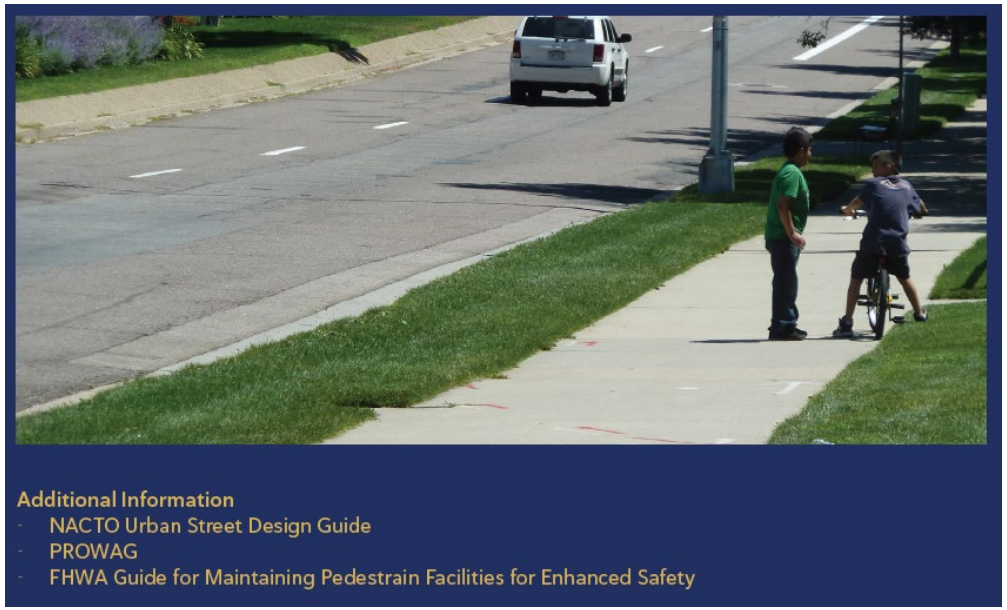


Applicable Locations:

- Crossings Sidewalks should be installed on both sides of the street unless otherwise inconsistent with the City's Transportation Plan.

Applicable functional classification:

- All street types.



V-13: SHARED USE PATHS

Attachment D2

Purpose:

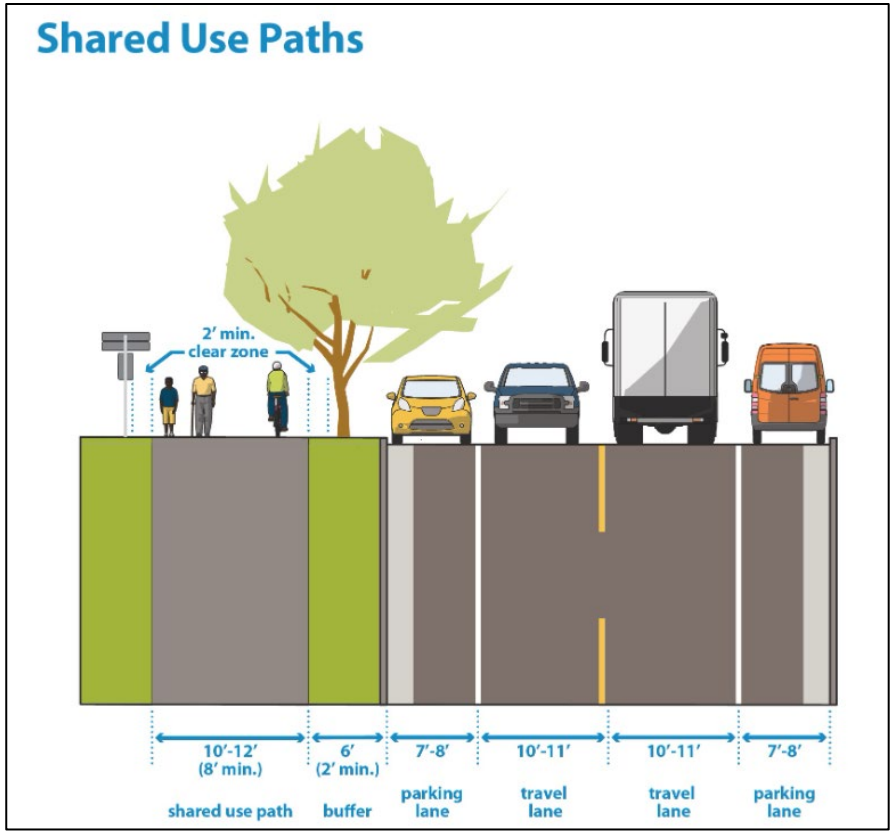
- Shared use paths are off-street facilities physically separated from motorized traffic where people walking and biking share the same space. Shared use paths are usually designed to accommodate two-way bicycle and pedestrian travel.

Description

- Shared use paths require intersection designs that safely accommodate bi-directional bicycle traffic.

The MnDOT Bicycle Design Manual recommends the following to increase safety:

- Reduce conflict points
- Reduce motor vehicle speeds at conflict points
- Increase the predictability of path and roadway user behavior: and
- Increase the path separation from the roadway at conflict points.



Source:3.4G Shared use paths :: Minneapolis Street Guide & 3.7E_Shared_Use_Path_crossings.pdf

V-14: LIGHTING

Attachment D2

Purpose:

- Increase visibility for all road users at dusk and darkness, especially at crossings.

Description:

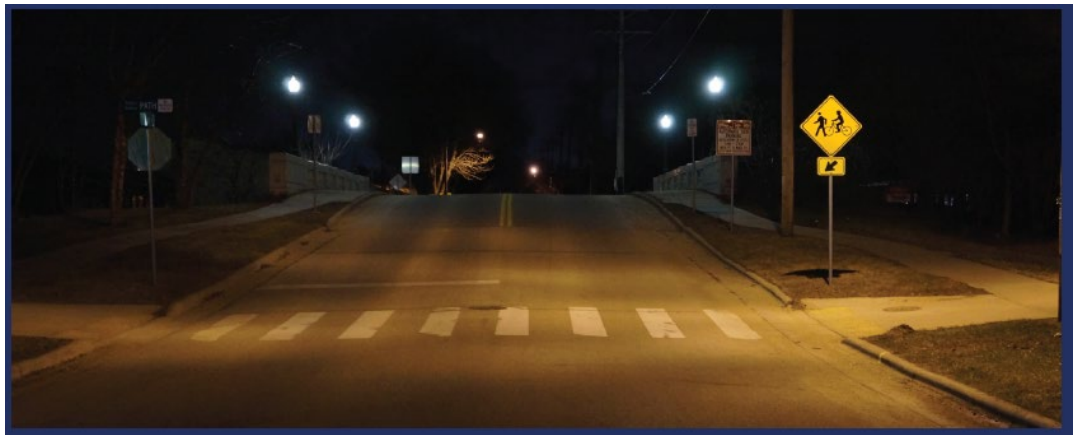
- For Overhead lighting to illuminate crossings, signs, and street markings. Well-placed lighting improves visibility for all road users. Lighting can be placed overhead or in pavement, depending on the needs of each individual corridor. Pedestrian scale lighting is often seen in commercial districts as it enhances the environment at night, while also enhancing security.

Applicable Locations:

- Controlled and Uncontrolled Intersections
- On crossing approaches & Along sidewalks, paths and trails.
- Beneficial at intersections in areas with high volumes of pedestrians, such as commercial or retail areas and at major bus stops.
- Near schools, parks, and recreation centers.
- On both sides of arterial streets.

Applicable functional classification:

- All street types.



Additional Information
- FHWA Lighting Handbook
- FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations
- ANSI/IES RP-8 Standard Practice for Roadway Lighting
- International DarkSky Association Outdoor Lighting Guidelines

S-1: DYNAMIC SPEED SIGNS

Attachment D2

Purpose:

- Dynamic speed signs devices, also known as speed feedback signs, which can be portable (on trailers) or permanently installed, can show drivers that they are speeding and may encourage some drivers to slow down.
- These feedback signs (with radar to detect speeds) may also suggest to drivers that speeds are being monitored or enforcement is nearby.

Description:

- Several studies have shown these signs can slow speeds while in use. A high-quality multi-site study for FHWA has also documented crash reductions.
- Most studies have evaluated use of these devices in school zones, work zones, and other risky locations such as at curves.
- Permanently installed dynamic speed display signs also decreased speeds and crashes at rural, two-lane curves.

Source: Dynamic Speed Display/Feedback Signs | NHTSA

Attachment D3

CITY OF ST.CLOUD MINNESOTA

APO

BOLTON & MENK
Real People. Real Solutions.

St. Cloud Safe Streets for All

RRFB Crossing of 33rd Ave
St. Cloud, MN
June 2025

Opinion of Probable Cost - Preliminary Cost Estimate

RRFB Crossing of 33rd Ave at 1st Ave

St. Cloud, MN

6/10/2025

Attachment D3

BOLTON & MENK
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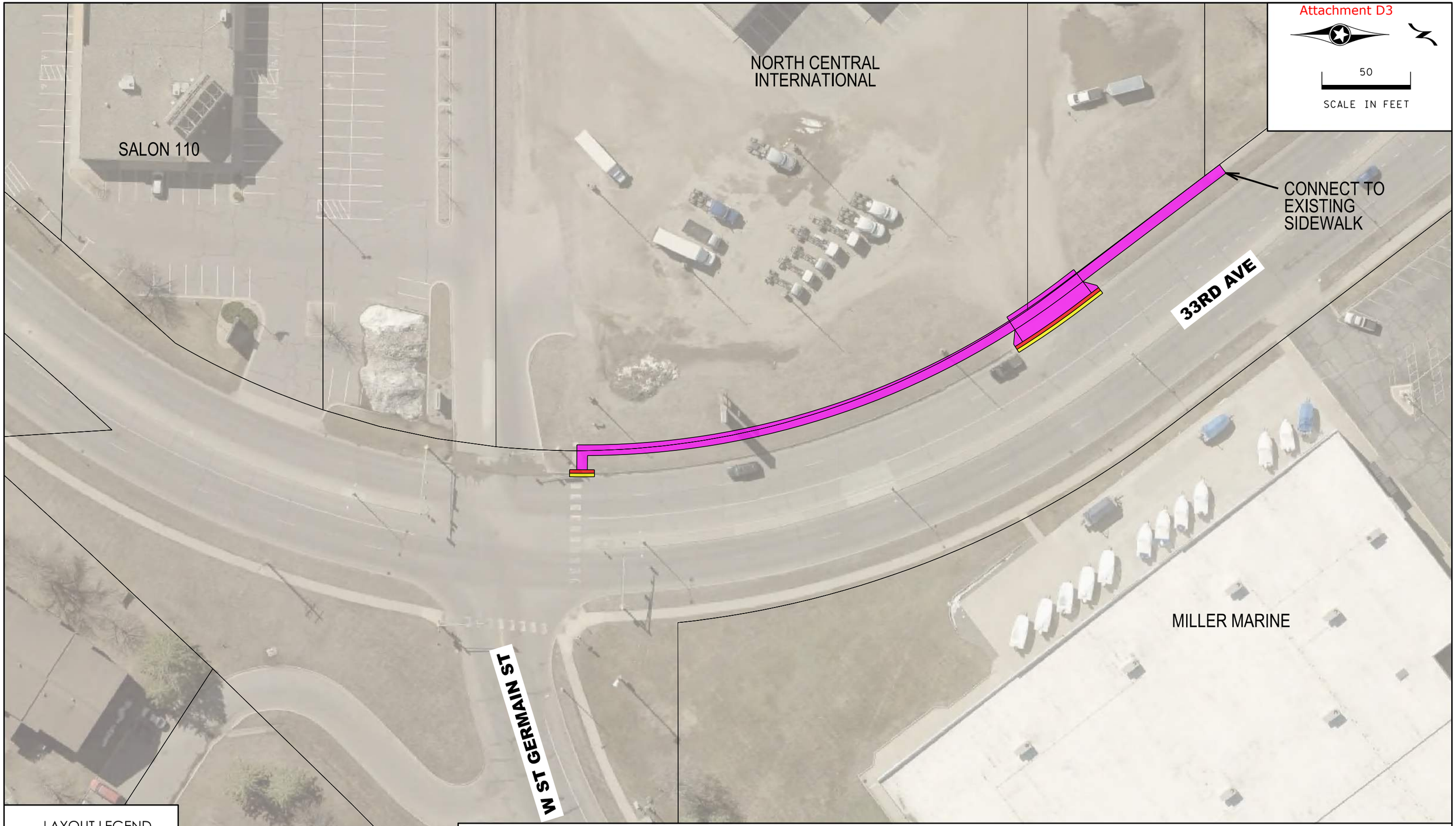
	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1, 2)					
	REMOVE BITUMINOUS PAVEMENT	SY	40	$ 12.00	$ 500
	REMOVE CONCRETE MEDIAN	SF	890	$ 25.00	$ 22,300
	REMOVE CURB AND GUTTER	LF	60	$ 44.00	$ 2,700
	EXCAVATION - COMMON	CY	50	$ 38.00	$ 1,900
	AGGREGATE BASE (CV) CLASS 5	CY	20	$ 66.00	$ 1,400
	TYPE SP 12.5 WEARING COURSE MIX (4,C)	TONS	10	$ 196.00	$ 2,000
	CURB AND GUTTER B624	LF	60	$ 37.00	$ 2,300
	4" CONCRETE WALK	SF	890	$ 23.00	$ 20,500
	Subtotal				$ 54,000
	All Roadway Construction Subtotal				**$ 54,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	RRFB SYSTEM	LS	1	$ 30,000.00	$ 30,000
(3)	URBAN DRAINAGE	LS	1	$ 11,000.00	$ 11,000
	Subtotal				$ 41,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 4,800
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 1,900
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 2,900
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 4,800
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 2,400
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 4,800
	CONTINGENCY FOR MISSING ITEMS	15%		of all roadway	$ 14,300
	Subtotal				$ 36,000
				Construction Cost (2025 Dollars)	$ 131,000
				Anticipated Right-of-Way Cost (2025 Dollars)	$ -
				Engineering Cost (2025 Dollars)	$ 25,000
				Total Cost (2025 Dollars)	**$ 156,000**

Notes:

1. Local road pavement section assumed is 6 inch bituminous pavement, aggregate base and subbase are incidental.
2. Sidewalk pavement section assumed is 4 inch concrete and 4 inch aggregate base.
3. Storm sewer cost is 20% of roadway construction cost

Attachment D3



CITY OF ST.CLOUD MINNESOTA

APO

BOLTON & MENK
Real People. Real Solutions.

St. Cloud Safe Streets for All

Sidewalk Connections
St. Cloud, MN
June 2025

Opinion of Probable Cost - Preliminary Cost Estimate

Sidewalk Connection on 33rd Ave

St. Cloud, MN

6/10/2025

Attachment D3

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1, 2)					
	REMOVE BITUMINOUS PAVEMENT	SY	20	$ 12.00	$ 300
	REMOVE CONCRETE DRIVEWAY	SF	130	$ 25.00	$ 3,300
	REMOVE CURB AND GUTTER	LF	160	$ 44.00	$ 7,100
	COMMON EMBANKMENT (CV)	CY	30	$ 32.00	$ 1,000
	AGGREGATE BASE (CV) CLASS 5	CY	50	$ 66.00	$ 3,300
	CONCRETE PAVEMENT 8.0"	SY	50	$ 199.00	$ 10,000
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	10	$ 263.00	$ 2,700
	CURB AND GUTTER B624	LF	80	$ 37.00	$ 3,000
	4" CONCRETE WALK	SF	2,870	$ 23.00	$ 66,100
	Subtotal				$ 97,000
	All Roadway Construction Subtotal				**$ 97,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(3)	URBAN DRAINAGE	LS	1	$ 19,000.00	$ 19,000
	Subtotal				$ 19,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 5,800
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 2,400
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 3,500
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 5,800
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 2,900
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 5,800
	CONTINGENCY FOR MISSING ITEMS	15%		of all roadway	$ 17,400
	Subtotal				$ 44,000
				Construction Cost (2025 Dollars)	$ 160,000
				Anticipated Right-of-Way Cost (2025 Dollars)	$ -
				Engineering Cost (2025 Dollars)	$ 30,000
				Total Cost (2025 Dollars)	**$ 190,000**

Notes:

1. Local road pavement section assumed is 6 inch bituminous pavement, aggregate base and subbase are incidental.
2. Sidewalk pavement section assumed is 4 inch concrete and 4 inch aggregate base.
3. Storm sewer cost is 20% of roadway construction cost

Attachment D3

LAKE GEORGE

LAKE GEORGE BOAT HOUSE

E LAKE BLVD

TREE REMOVAL

4' HIGH RETAIN-ING WALL

RRFB

5TH ST S

9TH AVE S

N

50

SCALE IN FEET

LAYOUT LEGEND

- PAVEMENT
- RAISED MEDIANS & CURBS
- CONCRETE
- TRAIL
- PARCEL LINES

CITY OF ST.CLOUD MINNESOTA

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Real People. Real Solutions.

St. Cloud Safe Streets for All

RRFB Crossing of 9th Ave

St. Cloud, MN

June 2025

Opinion of Probable Cost - Preliminary Cost Estimate

RRFB Crossing of 9th Ave

St. Cloud, MN

6/10/2025

Attachment D3

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-3)					
	REMOVE BITUMINOUS PAVEMENT	SY	210	$ 12.00	$ 2,600
	REMOVE CONCRETE MEDIAN	SF	330	$ 25.00	$ 8,300
	REMOVE CURB AND GUTTER	LF	120	$ 44.00	$ 5,300
	EXCAVATION - COMMON	CY	310	$ 38.00	$ 11,800
	COMMON EMBANKMENT (CV)	CY	80	$ 32.00	$ 2,600
	AGGREGATE BASE (CV) CLASS 5	CY	30	$ 66.00	$ 2,000
	CONCRETE PAVEMENT 8.0"	SY	10	$ 199.00	$ 2,000
	TYPE SP 9.5 WEARING COURSE MIX (3,C)	TONS	10	$ 103.00	$ 1,100
	TYPE SP 12.5 WEARING COURSE MIX (4,C)	TONS	40	$ 196.00	$ 7,900
	CURB AND GUTTER B624	LF	230	$ 37.00	$ 8,600
	4" CONCRETE WALK	SF	1,870	$ 23.00	$ 43,100
	Subtotal				$ 95,000
STRUCTURAL ITEMS					
	MODULAR BLOCK RETAINING WALL	SF	220	$ 125.00	$ 27,500
	Subtotal				$ 28,000
	All Roadway Construction Subtotal				**$ 123,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	RRFB SYSTEM	LS	1	$ 30,000.00	$ 30,000
(4)	URBAN DRAINAGE	LS	1	$ 25,000.00	$ 25,000
	Subtotal				$ 55,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 8,900
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 3,600
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 5,400
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 8,900
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 4,500
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 8,900
	CONTINGENCY FOR MISSING ITEMS	15%		of all roadway	$ 26,700
	Subtotal				$ 67,000
				Construction Cost (2025 Dollars)	$ 250,000
				Anticipated Right-of-Way Cost (2025 Dollars)	$ -
				Engineering Cost (2025 Dollars)	$ 50,000
				Total Cost (2025 Dollars)	**$ 300,000**

Notes:

1. Local road pavement section assumed is 6 inch bituminous pavement, aggregate base and subbase are incidental.
2. Sidewalk pavement section assumed is 4 inch concrete and 4 inch aggregate base.
3. Trail pavement section assumed is 3 inch bituminous pavement and 4 inch aggregate base.
4. Storm sewer cost is 20% of roadway construction cost

Attachment D3

LAYOUT LEGEND

- PAVEMENT
- RAISED MEDIANS & CURBS
- CONCRETE SIDEWALKS
- PARCEL LINES

150

SCALE IN FEET

INTERSECTION WITH 2ND ST S (TH 23) WILL BE RECONSTRUCTED WITH 2028 PROJECT. RIGHT OF WAY RESTRAINTS LIMIT THE EXPANSION OF THE ROADWAY TO PROVIDE PEDESTRIAN REFUGE.

1ST ST S

BURLINGTON NORTHERN RAILROAD

MINNESOTA 23

KIA OF ST. CLOUD

KWIK TRIP

ST. CLOUD HYUNDAI

3RD ST S

QUARRY CENTER

AMERIBUILT BUILDINGS INC.

LEGACY FAMILY CHIROPRACTIC

CHINA STAR BUFFET

STEARNS 75 COUNTY

1ST ST S

GATEWAY INTERNATIONAL PLAZA

GATEWAY TIRE & AUTO

MARATHON GAS

KFC CHICKEN

10TH AVE S

11TH AVE S

MENARDS

PARKWAY DR

CITY OF WaitePark WHERE MINNESOTA CONNECTS

APO

BOLTON & MENK Real People. Real Solutions.

St. Cloud Safe Streets for All

10th Avenue Reconstruction
Waite Park, MN
June 2025

Opinion of Probable Cost - Preliminary Cost Estimate

10th Avenue Reconstruction

Waite Park, MN

6/13/2025

Attachment D3

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-2)					
	REMOVE BITUMINOUS PAVEMENT	SY	19,540	$ 9.00	$ 175,900
	REMOVE CONCRETE PAVEMENT	SY	260	$ 27.00	$ 7,100
	REMOVE CONCRETE WALK	SF	28,600	$ 2.00	$ 57,200
	REMOVE CURB AND GUTTER	LF	7,320	$ 8.00	$ 58,600
	EXCAVATION - COMMON	CY	22,600	$ 13.00	$ 293,800
	AGGREGATE BASE (CV) CLASS 5	CY	3,840	$ 48.00	$ 184,400
	SELECT GRANULAR EMBANKMENT (CV)	CY	13,620	$ 22.00	$ 299,700
	CONCRETE PAVEMENT 8.0"	SY	290	$ 141.00	$ 40,900
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	7,050	$ 109.00	$ 768,500
	CURB AND GUTTER B624	LF	10,050	$ 30.00	$ 301,500
	4" CONCRETE WALK	SF	37,450	$ 8.00	$ 299,600
	Subtotal				$ 2,487,000
	All Roadway Construction Subtotal				**$ 2,487,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
(3)	RAILROAD CROSSING TREATMENT	LS	1	$ 958,000.00	$ 958,000
	MODIFY TRAFFIC SIGNAL SYSTEM	LS	1	$ 100,000.00	$ 100,000
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(4)	UTILITY RELOCATION COST	LS	1	$ 750,000.00	$ 750,000
(5)	LIGHTING	LS	1	$ 170,000.00	$ 170,000
(6)	URBAN DRAINAGE	LS	1	$ 500,000.00	$ 500,000
	Subtotal				$ 2,478,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 248,300
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 99,300
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 149,000
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 248,300
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 124,200
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 248,300
	CONTINGENCY FOR MISSING ITEMS	20%		of all roadway	$ 993,000
	Subtotal				$ 2,110,000
				Construction Cost (2027 Dollars)	$ 7,100,000
				Anticipated Right-of-Way Cost (2027 Dollars)	$ 1,200,000
				Engineering Cost (2027 Dollars)	$ 1,400,000
				Total Cost (2027 Dollars)	**$ 9,700,000**

Notes:

1. Local road pavement section assumed is 6 inch bituminous pavement,6 inch aggregate base, and 24 inch sand.
2. Sidewalk pavement section assumed is 4 inch concrete and 4 inch aggregate base.
3. Cost assumes full replacement of concrete panels and replacement of gate system.
4. Cost assumes switching 14 utility poles from overhead to underground including telecommuncation and service lines.
5. Includes wire, conduit, source of power, base, etc. Assuming MnDOTs LED-40 foot standard poles
6. Storm sewer cost is 20% of roadway construction cost

Attachment D3

PINE MEADOW PRIMARY SCHOOL

7TH ST N

5TH ST N

11TH AVE N

150

SCALE IN FEET

PINE CONE RD N

PINECONE APARTMENTS

NEMETH ORTHPODONTICS

CENTRASOTA ORAL SURGEONS

BECHTOLD DR

MATCHLINE

THE GRANDS AT MULLIGANS

21/2 ST N

BANTAM RD

1ST ST N

150

SCALE IN FEET

MATCHLINE

PINE CONE RD N

SIDEWALK CONNECTS INTO EXISTING TRAIL NETWORK

1ST ST S

LAYOUT LEGEND

PAVEMENT

RAISED MEDIAN & CURBS

CONCRETE SIDEWALKS

PARCEL LINES

SARTELL CITY HALL

Sartell MINNESOTA

APO

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St. Cloud Safe Streets for All

Sidewalk Connections

Sartell, MN

June 2025

Attachment D3

LAYOUT LEGEND

- PAVEMENT
- RAISED MEDIAN & CURBS
- CONCRETE SIDEWALKS
- PARCEL LINES

150

SCALE IN FEET

LIBERTY BANK MINNESOTA

2ND ST S

SPEEDWAY

SUNDANCE BUSINESS CENTER

MAGNIFI FINANCIAL

SUNDANCE RD

PINE CONE RD N

MATCHLINE

STONEPATH VILLAGE

SIDEWALK CONNECTS INTO EXISTING TRAIL NETWORK

WALGREENS

SCOOTER'S COFFEE

SARTELL POLICE DEPARTMENT

MATCHLINE

MATCHLINE

SARTELL POLICE DEPARTMENT

6TH ST S

PINE CONE RD N

MATCHLINE

150

SCALE IN FEET

Sartell MINNESOTA

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St. Cloud Safe Streets for All

Sidewalk Connections
Sartell, MN
June 2025

Attachment D3

LAYOUT LEGEND

- PAVEMENT
- RAISED MEDIAN & CURBS
- CONCRETE SIDEWALKS
- PARCEL LINES

150

SCALE IN FEET

PINE CONE RD N

MATCHLINE

MATCHLINE

15TH ST S

POTENTIAL RRFB LOCATION

ROBERTS RD

BURGER KING

COBORN'S LIQUOR

US BANK BRANCH

ST. CLOUD FINANCIAL CREDIT UNION

SCOUT DR

MATCHLINE

PINE CONE RD N

150

SCALE IN FEET

Sartell MINNESOTA

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St. Cloud Safe Streets for All

Sidewalk Connections

Sartell, MN

June 2025

Opinion of Probable Cost - Preliminary Cost Estimate

Sidewalk Connections

Sartell, MN

6/13/2025

Attachment D3

BOLTON & MENK

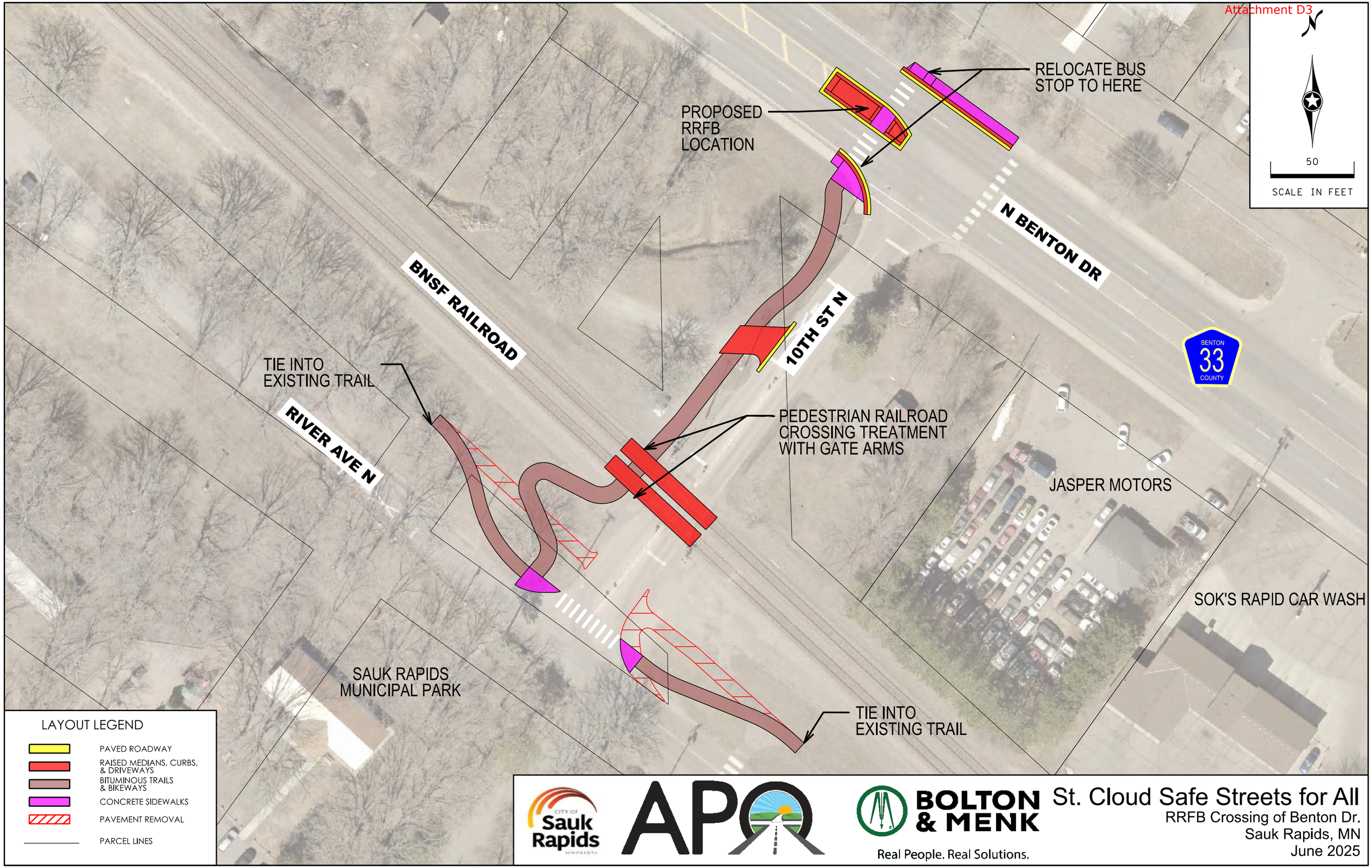
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-2)					
	REMOVE BITUMINOUS PAVEMENT	SY	950	$ 10.00	$ 9,500
	REMOVE CONCRETE MEDIAN	SF	2,300	$ 7.00	$ 16,100
	REMOVE CURB AND GUTTER	LF	1,460	$ 6.00	$ 8,800
	EXCAVATION - COMMON	CY	1,560	$ 16.00	$ 25,000
	COMMON EMBANKMENT (CV)	CY	420	$ 9.00	$ 3,800
	AGGREGATE BASE (CV) CLASS 5	CY	1,140	$ 66.00	$ 75,300
	SELECT GRANULAR EMBANKMENT (CV)	CY	280	$ 43.00	$ 12,100
	CONCRETE PAVEMENT 8.0"	SY	980	$ 131.00	$ 128,400
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	80	$ 189.00	$ 15,200
	CURB AND GUTTER B624	LF	1,290	$ 35.00	$ 45,200
	4" CONCRETE WALK	SF	70,120	$ 7.00	$ 490,900
	Subtotal				$ 830,000
	All Roadway Construction Subtotal				**$ 830,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(3)	URBAN DRAINAGE	LS	1	$ 170,000.00	$ 170,000
	Subtotal				$ 170,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 50,000
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 20,000
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 30,000
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 50,000
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 25,000
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 50,000
	CONTINGENCY FOR MISSING ITEMS	20%		of all roadway	$ 200,000
	Subtotal				$ 425,000
				Construction Cost (2025 Dollars)	$ 1,400,000
				Anticipated Right-of-Way Cost (2025 Dollars)	$ 800,000
				Engineering Cost (2025 Dollars)	$ 300,000
				Total Cost (2025 Dollars)	**$ 2,500,000**

Notes:

1. Local road pavement section assumed is 4 inch bituminous pavement,6 inch aggregate base, and 24 inch sand.
2. Sidewalk pavement section assumed is 4 inch concrete pavement and 4 inch aggregate base
3. Storm sewer cost is 20% of roadway construction cost

Attachment D3



CITY OF Sauk Rapids MINNESOTA

APO

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St. Cloud Safe Streets for All

RRFB Crossing of Benton Dr.
Sauk Rapids, MN
June 2025

Opinion of Probable Cost - Preliminary Cost Estimate

RRFB Crossing of Benton Dr

Sauk Rapids, MN

6/12/2025

Attachment D3

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTE 1-3)					
	REMOVE BITUMINOUS PAVEMENT	SY	470	$ 12.00	$ 5,700
	REMOVE CONCRETE MEDIAN	SF	250	$ 25.00	$ 6,300
	REMOVE CURB AND GUTTER	LF	270	$ 44.00	$ 11,900
	EXCAVATION - COMMON	CY	1,250	$ 38.00	$ 47,500
	COMMON EMBANKMENT (CV)	CY	80	$ 32.00	$ 2,600
	AGGREGATE BASE (CV) CLASS 5	CY	100	$ 66.00	$ 6,600
	CONCRETE PAVEMENT 8.0"	SY	60	$ 199.00	$ 12,000
	TYPE SP 9.5 WEARING COURSE MIX (3,C)	TONS	110	$ 103.00	$ 11,400
	TYPE SP 12.5 WEARING COURSE MIX (4,C)	TONS	30	$ 196.00	$ 5,900
	CURB AND GUTTER B624	LF	290	$ 37.00	$ 10,800
	4" CONCRETE WALK	SF	1,680	$ 23.00	$ 38,700
	Subtotal				$ 159,000
	All Roadway Construction Subtotal				**$ 159,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	RRFB SYSTEM	LS	1	$ 30,000.00	$ 30,000
(5)	RAILROAD CROSSING TREATMENT	LS	1	$ 1,310,000.00	$ 1,310,000
(4)	URBAN DRAINAGE	LS	1	$ 32,000.00	$ 32,000
	Subtotal				$ 1,372,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 76,600
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 30,700
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 46,000
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 76,600
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 38,300
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 76,600
	CONTINGENCY FOR MISSING ITEMS	15%		of all roadway	$ 229,700
	Subtotal				$ 575,000
				Construction Cost (2025 Dollars)	$ 2,100,000
				Anticipated Right-of-Way Cost (2025 Dollars)	$ -
				Engineering Cost (2025 Dollars)	$ 420,000
				Total Cost (2025 Dollars)	**$ 2,520,000**

Notes:

1. Local road pavement section assumed is 6 inch bituminous pavement, aggregate base and subbase are incidental.
2. Sidewalk pavement section assumed is 4 inch concrete and 4 inch aggregate base.
3. Trail pavement section assumed is 3 inch bituminous pavement and 4 inch aggregate base.
4. Storm sewer cost is 20% of roadway construction cost
5. Cost assumes full replacement of concrete panels and replacement of gate system

Attachment D3

LAYOUT LEGEND

- PAVEMENT
- RAISED MEDIANS & CURBS
- TRAIL
- CONCRETE SIDEWALKS
- PARCEL LINES

REGIONAL TRAIL CONNECTION

CLARK ST

HOLIDAY STATION STORES

50

SCALE IN FEET

COLLEGE AVE N

ELM ST W

DAISY A DAY FLORAL & GIFT

KAY'S KITCHEN

STEARNS 75 COUNTY

COLLEGE AVENUE APPARTMENTS

COLLEGE OF ST BENEDICT PARKING LOT

ST JOSEPH EAST PARKING LOT

COLLEGE AVE S

50

SCALE IN FEET

CITY OF ST. JOSEPH

APO

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St. Cloud Safe Streets for All

Trail and Sidewalk Connections

St. Joseph, MN

June 2025

Opinion of Probable Cost - Preliminary Cost Estimate

Trail and Sidewalk Connections

St. Joseph, MN

6/13/2025

Attachment D3

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-2)					
	REMOVE BITUMINOUS PAVEMENT	SY	180	$ 12.00	$ 2,200
	REMOVE CONCRETE WALK	SF	630	$ 25.00	$ 15,800
	REMOVE CURB AND GUTTER	LF	560	$ 44.00	$ 24,700
	EXCAVATION - COMMON	CY	580	$ 38.00	$ 22,100
	AGGREGATE BASE (CV) CLASS 5	CY	110	$ 66.00	$ 7,300
	CONCRETE PAVEMENT 8.0"	SY	180	$ 199.00	$ 35,900
	TYPE SP 9.5 WEARING COURSE MIX (4,F)	TONS	60	$ 103.00	$ 6,200
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	40	$ 196.00	$ 7,900
	CURB AND GUTTER B624	LF	530	$ 37.00	$ 19,700
	4" CONCRETE WALK	SF	3,160	$ 23.00	$ 72,700
	Subtotal				$ 215,000
	All Roadway Construction Subtotal				**$ 215,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(3)	URBAN DRAINAGE	LS	1	$ 40,000.00	$ 40,000
	Subtotal				$ 40,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 12,800
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 5,100
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 7,700
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 12,800
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 6,400
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 12,800
	CONTINGENCY FOR MISSING ITEMS	20%		of all roadway	$ 51,000
	Subtotal				$ 109,000
				Construction Cost (2025 Dollars)	$ 360,000
				Anticipated Right-of-Way Cost (2025 Dollars)	$ 50,000
				Engineering Cost (2025 Dollars)	$ 50,000
				Total Cost (2025 Dollars)	**$ 460,000**

Notes:

1. Local road pavement section assumed is 6 inch bituminous pavement, aggregate base and subbase are incidental.
2. Sidewalk pavement section assumed is 4 inch concrete and 4 inch aggregate base.
3. Trail pavement section assumed is 3 inch bituminous pavement and 4 inch aggregate base.
4. Storm sewer cost is 20% of roadway construction cost

Attachment D3

Opinion of Probable Cost - Preliminary Cost Estimate

Bump Outs and RRFB Pedestrian Crossing of College Ave

St. Joseph, MN

6/10/2025

Attachment D3

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-2)					
	REMOVE BITUMINOUS PAVEMENT	SY	270	$ 12.00	$ 3,300
	AGGREGATE BASE (CV) CLASS 5	CY	8	$ 66.00	$ 600
	TYPE SP 12.5 WEARING COURSE MIX (4,C)	TONS	60	$ 196.00	$ 11,800
	CURB AND GUTTER B624	LF	170	$ 37.00	$ 6,300
	4" CONCRETE WALK	SF	630	$ 23.00	$ 14,500
	Subtotal				$ 64,000
	All Roadway Construction Subtotal				**$ 64,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
(3)	URBAN DRAINAGE	LS	1	$ 12,800.00	$ 12,800
	Subtotal				$ 13,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 3,900
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 1,600
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 2,400
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 3,900
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 2,000
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 3,900
	CONTINGENCY FOR MISSING ITEMS	15%		of all roadway	$ 11,600
	Subtotal				$ 29,000
				Construction Cost (2025 Dollars)	$ 106,000
				Anticipated Right-of-Way Cost (2025 Dollars)	$ -
				Engineering Cost (2025 Dollars)	$ 21,000
				Total Cost (2025 Dollars)	**$ 127,000**

Notes:

1. Local road pavement section assumed is 6 inch bituminous pavement, aggregate base and subbase are incidental.
2. Sidewalk pavement section assumed is 4 inch concrete and 4 inch aggregate base.
3. Storm sewer cost is 20% of roadway construction cost

Attachment D3

Opinion of Probable Cost - Preliminary Cost Estimate

Bump Outs and RRFB Pedestrian Crossing of College Ave

St. Joseph, MN

6/10/2025

Attachment D3

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-2)					
	REMOVE BITUMINOUS PAVEMENT	SY	270	$ 12.00	$ 3,300
	AGGREGATE BASE (CV) CLASS 5	CY	8	$ 66.00	$ 600
	TYPE SP 12.5 WEARING COURSE MIX (4,C)	TONS	60	$ 196.00	$ 11,800
	CURB AND GUTTER B624	LF	170	$ 37.00	$ 6,300
	4" CONCRETE WALK	SF	630	$ 23.00	$ 14,500
	Subtotal				$ 64,000
	All Roadway Construction Subtotal				**$ 64,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	RRFB SYSTEM	LS	1	$ 30,000.00	$ 30,000
(3)	URBAN DRAINAGE	LS	1	$ 12,800.00	$ 12,800
	Subtotal				$ 43,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 5,400
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 2,200
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 3,300
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 5,400
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 2,700
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 5,400
	CONTINGENCY FOR MISSING ITEMS	15%		of all roadway	$ 16,100
	Subtotal				$ 41,000
				Construction Cost (2025 Dollars)	$ 148,000
				Anticipated Right-of-Way Cost (2025 Dollars)	$ -
				Engineering Cost (2025 Dollars)	$ 29,500
				Total Cost (2025 Dollars)	**$ 177,500**

Notes:

1. Local road pavement section assumed is 6 inch bituminous pavement, aggregate base and subbase are incidental.
2. Sidewalk pavement section assumed is 4 inch concrete and 4 inch aggregate base.
3. Storm sewer cost is 20% of roadway construction cost

Attachment D3

Opinion of Probable Cost - Preliminary Cost Estimate

Median Pedestrian Crossing of College Ave

St. Joseph, MN

6/10/2025

Attachment D3

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-2)					
	REMOVE BITUMINOUS PAVEMENT	SY	170	$ 12.00	$ 2,100
	AGGREGATE BASE (CV) CLASS 5	CY	2	$ 66.00	$ 200
	TYPE SP 12.5 WEARING COURSE MIX (4,C)	TONS	40	$ 196.00	$ 7,900
	CURB AND GUTTER B624	LF	80	$ 37.00	$ 3,000
	4" CONCRETE WALK	SF	390	$ 23.00	$ 9,000
	Subtotal				$ 22,000
	All Roadway Construction Subtotal				**$ 22,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
(3)	URBAN DRAINAGE	LS	1	$ 4,400.00	$ 4,400
	Subtotal				$ 4,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 1,300
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 600
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 800
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 1,300
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 700
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 1,300
	CONTINGENCY FOR MISSING ITEMS	15%		of all roadway	$ 3,900
	Subtotal				$ 10,000
				Construction Cost (2025 Dollars)	$ 36,000
				Anticipated Right-of-Way Cost (2025 Dollars)	$ -
				Engineering Cost (2025 Dollars)	$ 7,000
				Total Cost (2025 Dollars)	**$ 43,000**

Notes:

1. Local road pavement section assumed is 6 inch bituminous pavement, aggregate base and subbase are incidental.
2. Sidewalk pavement section assumed is 4 inch concrete and 4 inch aggregate base.
3. Storm sewer cost is 20% of roadway construction cost

Attachment D3

Opinion of Probable Cost - Preliminary Cost Estimate

Median and RRFB Pedestrian Crossing of College Ave

St. Joseph, MN

6/10/2025

Attachment D3

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-2)					
	REMOVE BITUMINOUS PAVEMENT	SY	170	$ 12.00	$ 2,100
	AGGREGATE BASE (CV) CLASS 5	CY	2	$ 66.00	$ 200
	TYPE SP 12.5 WEARING COURSE MIX (4,C)	TONS	40	$ 196.00	$ 7,900
	CURB AND GUTTER B624	LF	80	$ 37.00	$ 3,000
	4" CONCRETE WALK	SF	390	$ 23.00	$ 9,000
	Subtotal				$ 22,000
	All Roadway Construction Subtotal				**$ 22,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	RRFB SYSTEM	LS	1	$ 30,000.00	$ 30,000
(3)	URBAN DRAINAGE	LS	1	$ 4,400.00	$ 4,400
	Subtotal				$ 34,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 2,800
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 1,200
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 1,700
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 2,800
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 1,400
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 2,800
	CONTINGENCY FOR MISSING ITEMS	15%		of all roadway	$ 8,400
	Subtotal				$ 21,000
				Construction Cost (2025 Dollars)	$ 77,000
				Anticipated Right-of-Way Cost (2025 Dollars)	$ -
				Engineering Cost (2025 Dollars)	$ 15,500
				Total Cost (2025 Dollars)	**$ 92,500**

Notes:

1. Local road pavement section assumed is 6 inch bituminous pavement, aggregate base and subbase are incidental.
2. Sidewalk pavement section assumed is 4 inch concrete and 4 inch aggregate base.
3. Storm sewer cost is 20% of roadway construction cost

Attachment D4

Regional Safe Streets and Roads for All Policy Commitment

Vision Zero Statement and Supporting Safe Systems Approach for Regional Planning and Project Programming

DRAFT

Vision Zero is an international program that acknowledges that even a single death in the transportation system is one death too many. The program focuses on reducing and eventually eliminating traffic deaths and severe injuries on roadways and increasing the safety for all roadway users. The guiding principal for this approach is that all people should feel safe using the streets within the APO region, regardless of where they live or their mode of transportation.

Vision Zero Policy Commitment

The APO is determined to eliminate traffic deaths and severe injuries on roadways within the APO completely by 2050. This goal is intended to reduce these crashes on average by 4% per year, reaching a 50% reduction in deaths by 2037 and a 100% reduction by 2050.

APO Vision Zero Guiding Principles

To achieve the Toward Zero Deaths (TZD) goal, the APO will follow the Safe System approach for regional transportation planning and project programming and implementation, which has six core principles:

- Death or serious injury is unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

The St. Cloud APO will support and focus on the five core elements of the Safe System approach through regional planning efforts:

- Safe Road Users
- Safe Speeds
- Safe Vehicles
- Safe Roads
- Post-Crash Care

To further the Vision Zero Approach to reduce traffic fatalities, the APO will focus on implementing the following safety policy guidance:

- The APO will use the High Injury Network (HIN) as a planning tool to prioritize investment and help meet the Vision Zero goal of zero traffic fatalities by 2050.
- The APO will support the implementation of Complete Streets policies to ensure safe access and mobility for all users.
- The APO will work to achieve equity in transportation by ensuring more vulnerable communities are a priority for improved access to safe and efficient travel options.

- The APO will prioritize creation of a safer transportation system culture by actively partnering with other agencies and organizations to collect and share information to implement strategies and projects that will most benefit transportation safety within the APO.

Attachment E1

SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Surface Transportation Block Grant Program (STBGP) Scoring Criteria Updates
DATE: June 13, 2025

The Surface Transportation Block Grant Program (STBGP) provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a minimum 20% share of eligible project costs funded through this program.

Within the APO, funding through this program has historically been allocated to roadway and bridge projects.

STBGP funding is received by the state from the federal government. With that pre-determined funding allocation, the Minnesota Department of Transportation (MnDOT) sub-targets approximately 56% of those federal dollars to the Twin Cities metro area based upon a formula that factors in population and system needs. The remaining funding target is then sub-targeted among the greater Minnesota Area Transportation Partnerships (ATPs).

The Central Minnesota ATP (ATP-3) further sub-targets its targeted STBGP funds among the four regions that comprise ATP-3—Region 5 Development Commission, East Central Regional Development Commission (7E), Region 7W Transportation Policy Board, and the Saint Cloud APO. Currently, ATP-3 is in the process of developing a working group to further evaluate the sub-target distribution to each of these regions.

The Existing Process

Within the APO, APO staffers initiate the solicitation process for projects. Jurisdictions within the APO's Metropolitan Planning Area (MPA) complete an application form for funding that is consistent across the ATP. APO staffers then review, score, and rank those submitted applications using a technical merit scoring rubric developed in conjunction with TAC representatives and approved by the APO's Policy Board in September 2019.

Once APO staff have completed their review, those results are presented to the TAC as a discussion starting point to guide TAC representatives into ultimately recommending a list of prioritized projects for funding that will be presented to the APO's Policy Board for approval.

As stated earlier, APO staff have been utilizing the same scoring rubric/criteria since September 2019. However, in the years since, the APO has adopted a new Metropolitan Transportation Plan (MTP) – Looking Ahead 2050. One of the purposes of the MTP is to guide investment direction of limited federal funding in order to achieve the regional, community-based priorities for the surface transportation network.

In order to address the vision, goals, objectives, and strategies identified in the current MTP, APO staff have initiated a review of the existing STBGP scoring guidance/criteria in order to ensure alliance with the current MTP and address various shortcomings of the

existing review and scoring process.

Attachment E2 is the existing STBGP scoring guidance as approved in September 2019. Attachment E3 is the APO staff's working draft of proposed changes to the STBGP scoring guidance.

Proposed Updates

APO staff are proposing to revamp all of the scoring criteria used to evaluate projects within the APO's planning area. The following provides a short summary of proposed changes by application section. Note, the application itself will not change – that will have to be initiated by ATP-3. Total points possible will remain constant at 200 points.

Access and Mobility

Explain how your project increases the accessibility and mobility options for people and freight.

CURRENT SCORING

Point Total: 25 points.

Criteria to Address

- Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justic (EJ) requirements.
- Project improves travel time reliability and/or level of service (LOS).

PROPOSED SCORING

Point Total: 25 points.

Criteria to Address

- Describe how the proposed project would decrease average trip time or trip length for transit or active transportation modes.
- Document the proximity (in miles) of the proposed project to the following destinations:
    - Grocery, retail, medical facilities, schools, parks, community gathering spaces.
    - Businesses, commercial properties, industry/manufacturing facilities.
    - Residential dwelling units.
- Describe how the proposed project will facilitate access to those destinations listed above.
- Describe how the proposed project will decrease the average vehicle trip time or trip length to those destinations listed above.
- Demonstrate the improvements the proposed project will have to the following:
    - Level of Travel Time Reliability (LOTTR) – applicable to Interstate and non-Interstate NHS.
    - Truck Travel Time Reliability (TTTR) – applicable to Interstate.
    - Volume to Capacity (V/C) ratio – as demonstrated in the APO's Travel Demand Model (TDM).

Reason for proposed updates

APO staff are proposing the above changes to evaluate this category due to changes at the federal level regarding environmental justice prioritization. Additionally, APO staff felt the previous evaluation criteria did not lend itself to understanding the community context of projects in terms of improving accessibility to key destinations in the region, while

preserving modal choice (providing options for individuals to travel how they choose). APO staff retained mention of the LOS to address system mobility.

System Connectivity

Explain how your project enhances the integration and connectivity of the transportation system for people and freight.

CURRENT SCORING

Point Total: 25 points.

Criteria to Address:

- Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area.
- Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).

PROPOSED SCORING

Point Total: 25 points.

Criteria to Address

- Document the proximity (in miles) of the proposed project to a long-distance multimodal corridor (local/interjurisdictional) and/or the NHS/Interstate System and its direct and/or indirect connection to those corridors. Document the existing and/or proposed access control/spacing guidance and detail how the project conforms to FHWA/MnDOT standards for the proposed corridor.
- Describe how the proposed project facilitates a connection between residential areas and key destinations (grocery, retail, medical facilities, schools, parks, community gathering spaces, businesses, commercial properties, industry/manufacturing facilities).
- Describe how the proposed project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap) – if applicable.

Reason for proposed updates

While APO staff understand the importance of the preservation/enhancement of long-distance commuter corridors, staff also wanted to provide opportunities for applicants to explain the local connectivity the proposed project has within the planning area boundaries – connecting people to goods and services.

C. Multimodal

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system.

CURRENT SCORING

Point Total: 20 points.

Criterion to Address

- Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).

PROPOSED SCORING

Point Total: 15 points.

Criteria to Address

- Detail how the proposed project will provide multimodal access based upon context sensitive solutions. Prioritization will be given for projects that fill an existing gap

(sidewalk network) and/or complete pieces of the regional active transportation network as documented in the APO's Regional Active Transportation Plan.

- Demonstrate how the proposed project will construct and/or maintain ADA complaint infrastructure.
- Describe the coordination efforts with Saint Cloud Metro Bus to ensure the proposed project supports Metro Bus's long-range planning efforts (as applicable).

Reason for proposed updates

APO staff understand that constructing shared use paths and/or sidewalks with every project is feasible (or warranted) due to a variety of factors, most notably, community context. However, APO staff would recommend TAC representatives strongly consider modal choice options and safety when proposing projects due to the alignment with the APO's 2050 MTP Vision Theme: Multimodal Connections. APO staff are also recommending reducing the point total in this category from 20 (current) to 15 (proposed) to accommodate the introduction of a new scoring category. See *I. Technological Advancements*.

D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.

CURRENT SCORING

Point Total: 50 points.
Criterion to Address

- Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.

PROPOSED CATEGORY CHANGE

D. System Condition OR Congestion Management

For system preservation projects, complete the System Condition section. For capacity expansion projects, complete the Congestion Management section. DO NOT COMPLETE BOTH SECTIONS!

D1. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.

Point Total: 50 points.
Criterion to Adress

- Describe how the proposed project will improve the pavement condition of an existing bridge, roadway, shared use path, or bicycle lane.

D2. Congestion Management

Explain how the project seeks to mindfully plan, develop, and operate an innovative transportation network to minimize unnecessary travel delays.

Point Total: 50 points
Criteria to Address

- Describe the existing level of service/congestion issues located within close (1/4-1/2 mile) proximity to the location of the proposed project.
- Demonstrate the need for the proposed project based upon the current V/C ratio of adjacent corridors as well as results from the APO's TDM and/or the APO's 2024

Future Functional Classification Study.

- Demonstrate the Greenhouse Gas (GHG) Emissions Impact Assessment/mitigation strategy of the proposed project location (if applicable).

Reason for proposed updates

APO staff felt the current application was tailored to system preservation projects (reconstructions, rehabilitations, mill and overlays, etc.) and did not lend itself well to addressing capacity expansion needs within the APO's planning area. Over the past few local solicitations, capacity expansion projects (or right-of-way acquisition projects) tended to score significantly lower than the reconstruction counterparts in this category. In order to address this discrepancy as well as account for the Congestion Management goal in the MTP, APO staff are proposing to split this category and have applicants complete one of two tracks. Evaluations will be separate based on the criteria needed to be addressed for each project, but the point totals provided will be the same (50 points). Additionally, APO staff have proposed including the state's requirements to include GHG emissions impact assessments on capacity expansion projects. While this is a requirement for the state trunk highway system, APO staff would ask TAC representatives to weigh in on including this under the Congestion Management portion of this section.

E. Safety

Explain how the project or elements of the project may improve safety.

CURRENT SCORING

Point Total: 50 points.

Criterion to Address

- Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming measures; pedestrian crossing infrastructure; etc.). Prioritization will be taken for projects that are constructed at high crash locations.

PROPOSED SCORING

Point Total: 50 points.

Criteria to Address

- Document existing safety concerns on the existing corridor (system preservation) or in close proximity to the proposed corridor (capacity expansion). Prioritization will be provided to those projects located on AND addressing concerns identified on the region's High Injury Network (HIN).
- Detail how the proposed project will incorporate safety infrastructure based upon context sensitive solutions.

Reason for proposed updates

The APO is currently working with Bolton & Menk to develop a Safe Streets and Roads for All (SS4A) plan for the region. In this plan, the consultant team identified a High Injury Network within the region and is working to identify several safety improvements that can be made corridor-wide or various spot locations. APO staff also realize that not all safety improvements will be an option based upon land use context.

F. Economic Vitality

Explain how the project supports the economic development and job growth retention/creation goals in the community and region.

CURRENT SCORING

Point Total: 15 points.

Criteria to Address

- Project improves the efficient movement of people and freight between the region and the rest of the state and/or nation.
- Project promotes improved operation of the existing freight network.

PROPOSED SCORING

Point Total: 15 points.

Criteria to Address

- Document the proximity (in miles) of the proposed project to major freight routes, particularly the NHS system (US 10, I-94, MN 23, MN 15, and Stearns CSAH 75) and its direct and/or indirect connection to those major freight corridors. Detail how the proposed project will improve the flow of freight on those corridors as well as how the proposed project conforms to access control/spacing guidance developed by FHWA/MnDOT.
- Detail the proposed project's proximity (in miles) to various businesses/industries and how the proposed project will impact access and mobility to the region's top five economic sectors as determined by the U.S. Census Bureau's American Community Survey (health care, education, manufacturing, retail, accommodation/food service industries).
- Describe the proposed project location's current AADT and detail future projections of AADT based upon the APO's TDM.

Reason for proposed updates

APO staff previously had relied heavily on the regional freight network developed in 2017. However, APO staff understand this does not account for first- and last-mile trips to access the freight network – or more appropriately, the NHS. APO staff also wanted to capture the importance of the corridor location to the top industries located within the APO's planning area and how the proposed project will continue to foster economic prosperity in these sectors.

G. Energy and Environmental Conservation (APO staff to replace this category)

Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system.

Point Total: 5 points.

Criterion to Address

- Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.

PROPOSED CATEGORY CHANGE

G. Environmental Stewardship

Explain how the proposed project will protect and preserve the region's existing environmental assets.

Point Total: 5 points.

Criteria to Address

- Describe the environmental review process/path you plan to take for the construction of the proposed project.
- Detail any environmental concerns related to the construction of the proposed

project. Note any environmental impacts avoided by the design or alignment of the project. Describe any mitigation measures, if any, needed to complete the project.

- Demonstrate the GHG Emissions Impact Assessment/mitigation strategy of the proposed project (if applicable).

Reason for proposed updates

APO staff are proposing to adjust the name and explanation of this category to align with the 2050 MTP visioning statement reflected in the System and Environmental Stewardship goal. Similar to the Congestion Management section above, APO staff have tentatively included the GHG Emissions Impact Assessment here for applicable projects.

H. Public Engagement, Plan Identification, Project Readiness (APO staff to make adjustments to entire category)

Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies.

CURRENT SCORING

Point Total: 10 points

Criteria to Address

- Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe 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.
- Include any pertinent excerpts from completed feasibility documentation for the project (i.e., scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.

PROPOSED CATEGORY CHANGE

H. Plan Identification, Public Engagement, and Project Readiness

Identify where the project has been notated in one or more local, regional, and/or statewide plans. These plans must be adopted by the appropriate governing body (local, regional, state).

PROPOSED SCORING

Point Total: 10 points

Criteria to Address

- Project must be specifically identified within the APO's Looking Ahead 2050 Metropolitan Transportation Plan (MTP).
- Detail the importance of this proposed project to the Saint Cloud Metropolitan Planning Area.
- Provide detailed information regarding the level of public engagement that has occurred pertaining to the proposed project.
- Provide detailed information on the readiness/schedule of this proposed project. This can include, but is not limited to, feasibility documentation, right-of-way negotiations, scoping, preliminary engineering, etc.

Reason for proposed updates

Projects eligible for federal funding must be identified within the APO's MTP. APO staff are recommending this explicitly be included as an application criterion. In addition, staff would like to learn more about why the proposed project is important not only to the implementing agency but to the regional transportation network.

NEW CATEGORY

I. Technological Advancements

Explain how the project coincides with planning for future innovative transportation technologies and/or encourages their presence and incorporation into the region's existing transportation network.

Point Total: 5 points

Criterion to Address

- Provide details on any project engineering/planning/design innovations that will support future technological advancements in the transportation system to benefit the Saint Cloud MPA.

Reason for proposed updates

Within the APO's Looking Ahead 2050 MTP, one of the visioning themes identified was Technological Advancements. In order to address this theme, APO staff have worked to come up with some prioritization factor to include in the STBGP scoring criteria.

Next Steps

APO staff are encouraging a discussion on the proposed recommendations developed by staff to the APO's STBGP scoring process/criteria. APO staff hope to take feedback received by TAC representatives and incorporate those changes into the draft scoring process/criteria to present to TAC at the July meeting.

Suggested Action: None, discussion.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

Project Score Sheet Rubric

About this rubric

This rubric is designed to complement the Central Minnesota Area Transportation Partnership (ATP-3)'s Surface Transportation Block Grant Program (STBGP) guidebook and application guidance. This rubric is designed to assist agencies and jurisdictions within the Saint Cloud Area Planning Organization's (APO's) planning area in completing the STBGP solicitation for ATP-3 STBGP dollars allocated to the APO's planning area.

Application requirements

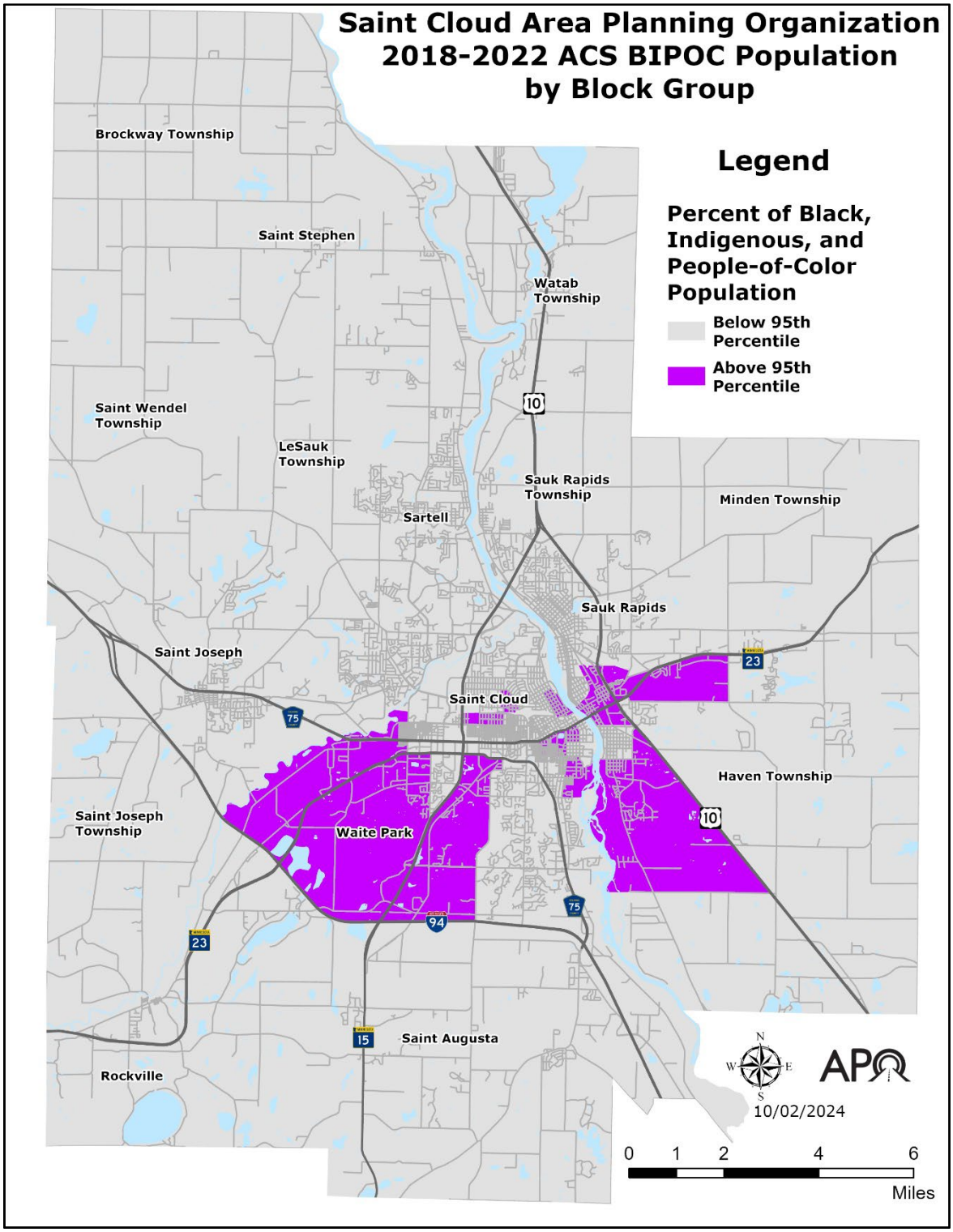
All agencies and jurisdictions within the APO's planning area applying for STBGP funding must comply with the requirements dictated by the ATP. In addition, the APO is requiring a resolution of support from the applicant's governing body ***PRIOR*** to the submittal of the application to the APO. This resolution, if the project is selected for funding, will serve as the required resolution for ATP-3. Any application submitted without a resolution will not be eligible for scoring.

Project Qualifications

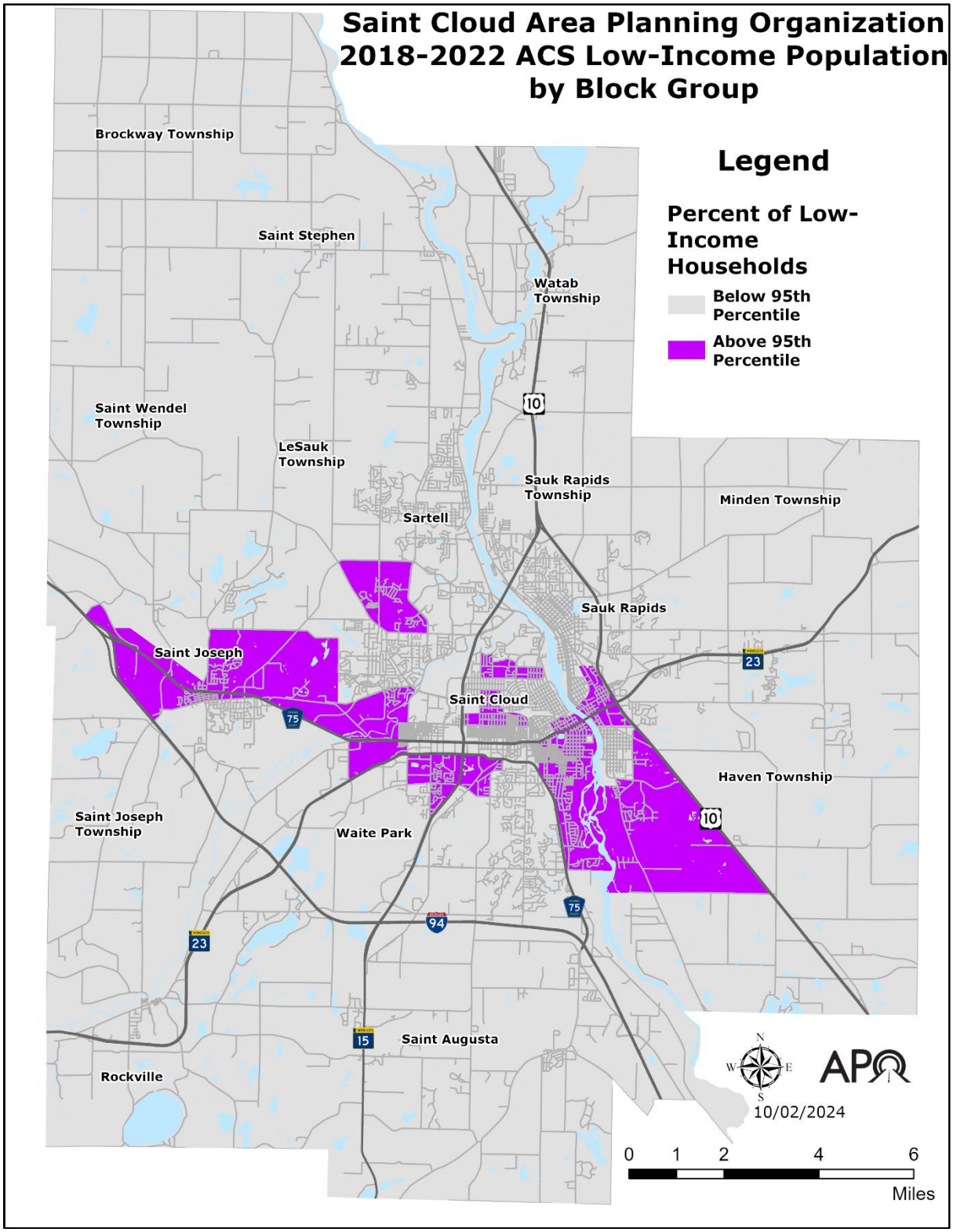
A. Access and Mobility

Explain how your project increases the accessibility and mobility options for people and freight. **(25 points total)**

- Criteria to consider
  - Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice (EJ) requirements.
  - Project improves travel time reliability and/or level of service (LOS).
- Evaluation criteria
  - ADA/Title VI/EJ
    - Project includes ADA compliant infrastructure such as curb ramps, pedestrian intersection crossing infrastructure.
    - Project improves (or facilitates the possible incorporation of) access to transit stops.
    - RECONSTRUCTION PROJECTS ONLY: Project occurs within an EJ area (areas with large minority and/or low-income populations).
    - EXPANSION PROJECTS ONLY: Project details mitigation efforts to lessen/minimize impact on EJ populations (areas with large minority and/or low-income populations).



Data source: U.S. Census Bureau, 2018-2022 American Community Survey Five-Year Estimates.



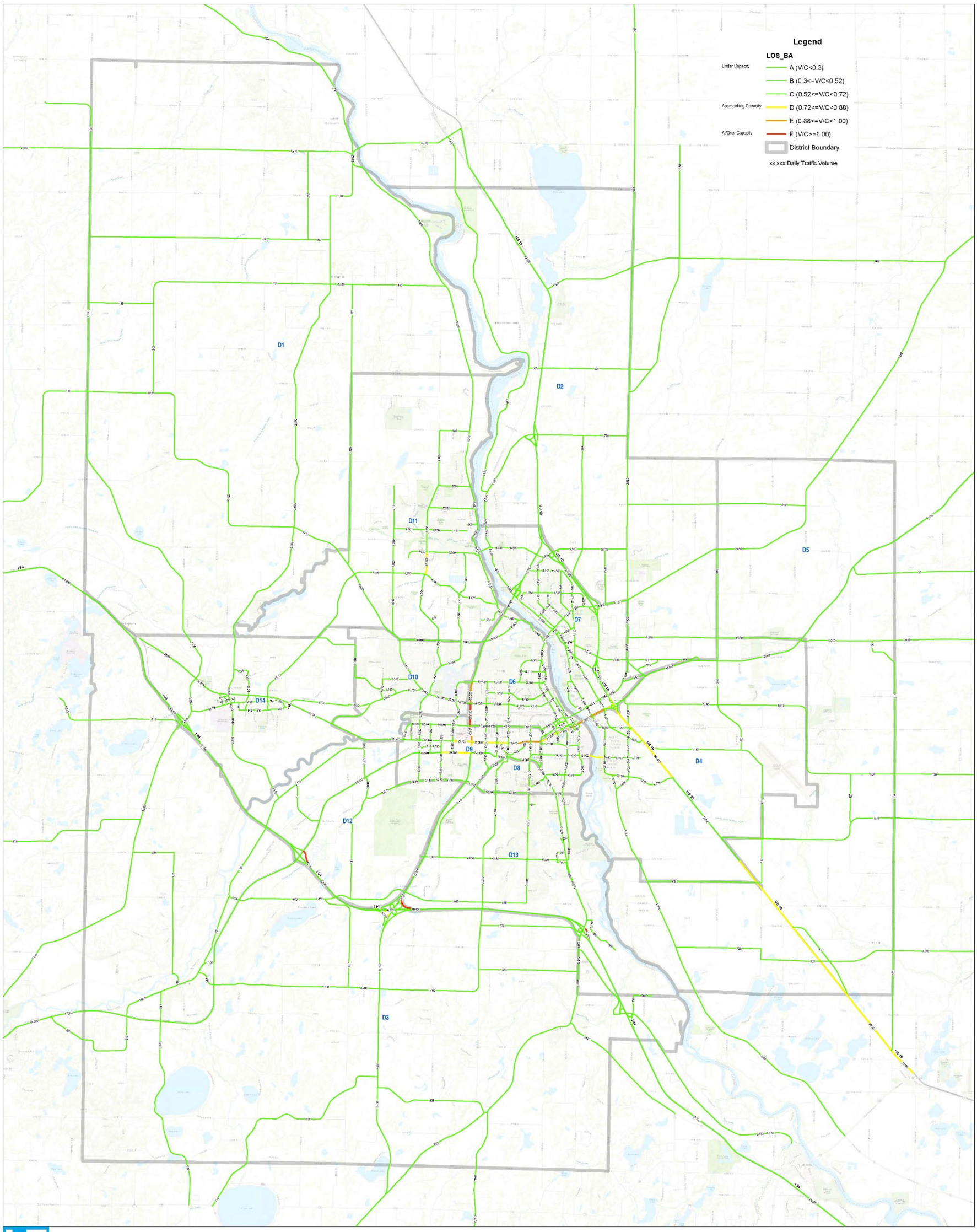
Data source: U.S. Census Bureau, 2018-2022 American Community Survey Five Year Estimates.

- Travel time reliability/LOS
  - Project improves the volume-to-capacity ratio of current roadway and/or roadways within close proximity (for expansion projects).
    - V/C ratio is:
      - >1.00.
      - 0.85 to 0.99.
      - <0.84.

Facility Type	# of Lanes	B	C	D	E (Capacity)
Interstate Freeways & Expressways (Urban)	6	63,500	87,500	106,600	121,000
	4	42,300	58,300	71,100	80,700
Interstate Freeway & Expressways (Developing)	6	62,100	85600	104,300	118,400
	4	41,400	57,000	69,500	78,900
Interstate Freeway & Expressways (Rural)	6	52,800	72,800	88,700	100,700
	4	35,200	48,500	59,100	67,100
Divided Arterials (Urban/Developing)	6	28,300	39,000	47,600	54,000
	4	18,800	25,900	31,500	35,800
	2	9,400	13,000	15,900	18,000
Divided Arterials (Rural)	6	25,500	35,100	42,800	48,600
	4	17,000	23,400	28,500	32,400
	2	8,500	11,700	14,300	16,200
Un-Divided Arterials (Urban/Developing)	4	17,900	24,700	30,100	34,200
	2	9,000	12,400	15,100	17,100
Un-Divided Arterials (Rural)	4	16,200	22,300	27,100	30,800
	2	8,100	11,100	13,600	15,400
Divided Collectors/Local Streets (Urban/Developing)	4	14,700	20,200	24,700	28,000
	2	7,200	10,000	12,200	13,800
Divided Collectors/Local Streets (Rural)	4	13,400	18,400	22,500	25,500
	2	6,700	9,200	11,200	12,700
Un-Divided Collectors/Local Streets (Urban/Developing)	4	13,800	19,000	23,200	26,300
	2	7,000	9,600	11,700	13,300
Un-Divided Collectors/Local Streets (Rural)	4	12,700	17,600	21,400	24,300
	2	6,400	8,800	10,700	12,200
V/C Ratio		**0.52**	**0.72**	**0.88**	**1.00**

Note: Estimated based on freeway daily capacity in Exhibit 12-40 in HCM 6th Edition and hourly capacity in the Saint Cloud APO model. Data courtesy of HFTE Inc./KLJ

SAINT CLOUD | AREA PLANNING ORGANIZATION



Data courtesy of HFTE Inc./KLJ

B. System Connectivity

Explain how your project enhances the integration and connectivity of the transportation system for people and freight. **(25 points total)**

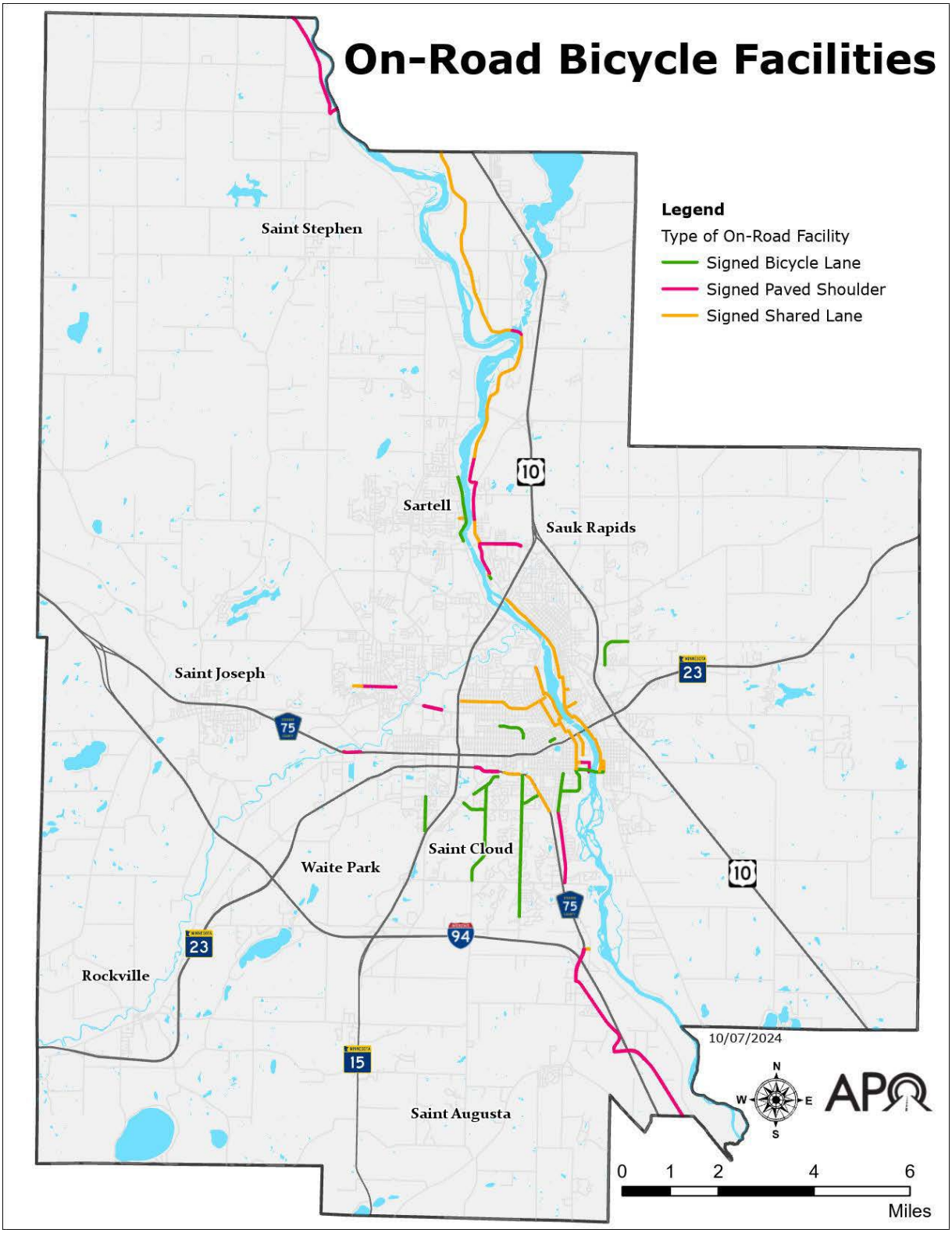
- Criteria to consider
  - Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area.
  - Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).
- Evaluation criteria
  - Project occurs on or constructs a new roadway with the following functional classification:
    - Interstate 94.
    - NHS system (MN 23, MN 15, US 10, CSAH 75).
    - Principal or minor arterial.
    - Principal or minor collector.
    - More information can be found: http://mndot.maps.arcgis.com/apps/View/index.html?appid=d64dc550380547b1a93e1071d0eaf8e0
  - Furthers or completes connections (fills a gap).
    - Project is interjurisdictional.
    - Project completes a connection.

Data source: MnDOT Functional Classifications, 2019. https://bit.ly/3mkjONP

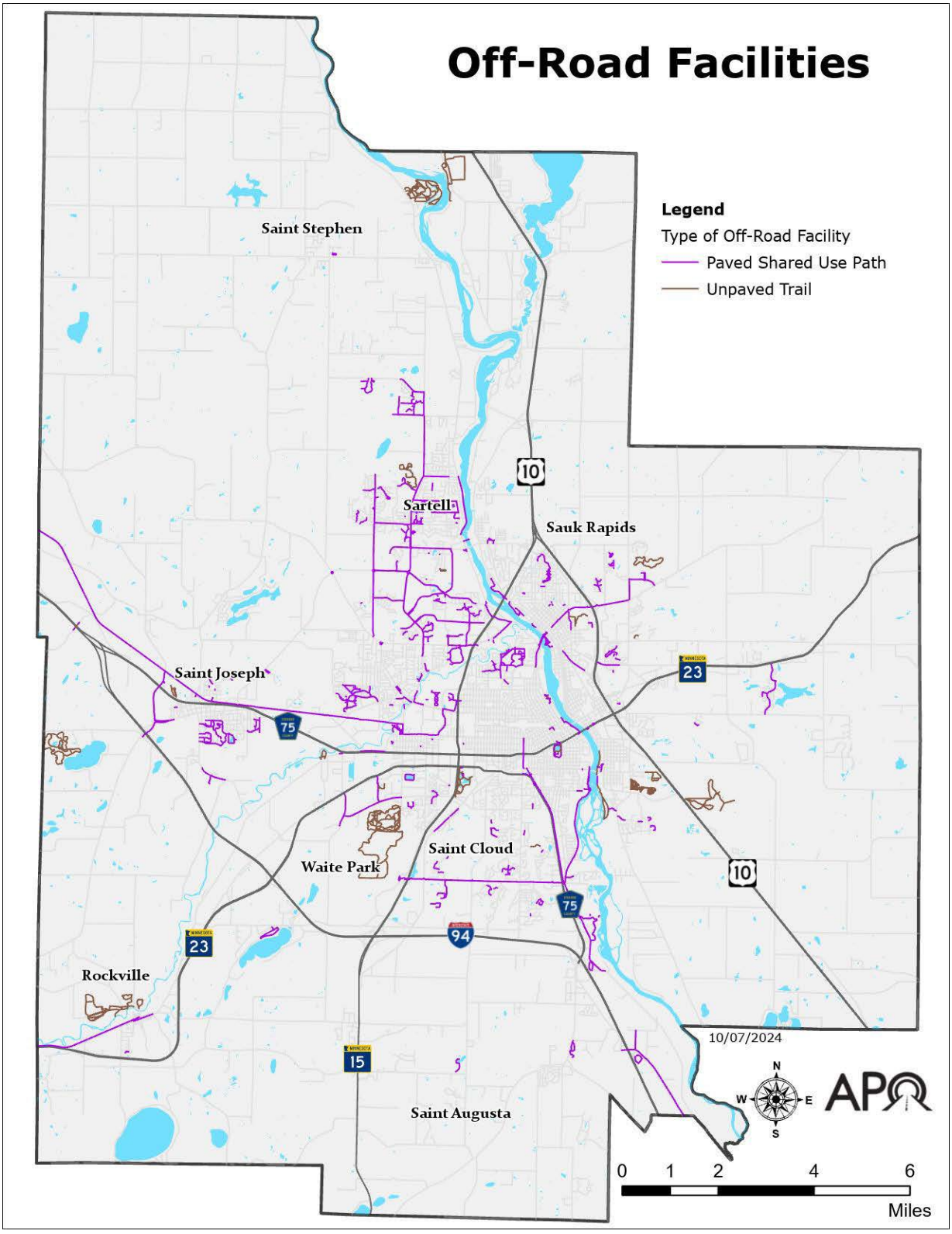
C. Multimodal

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. **(20 points total)**

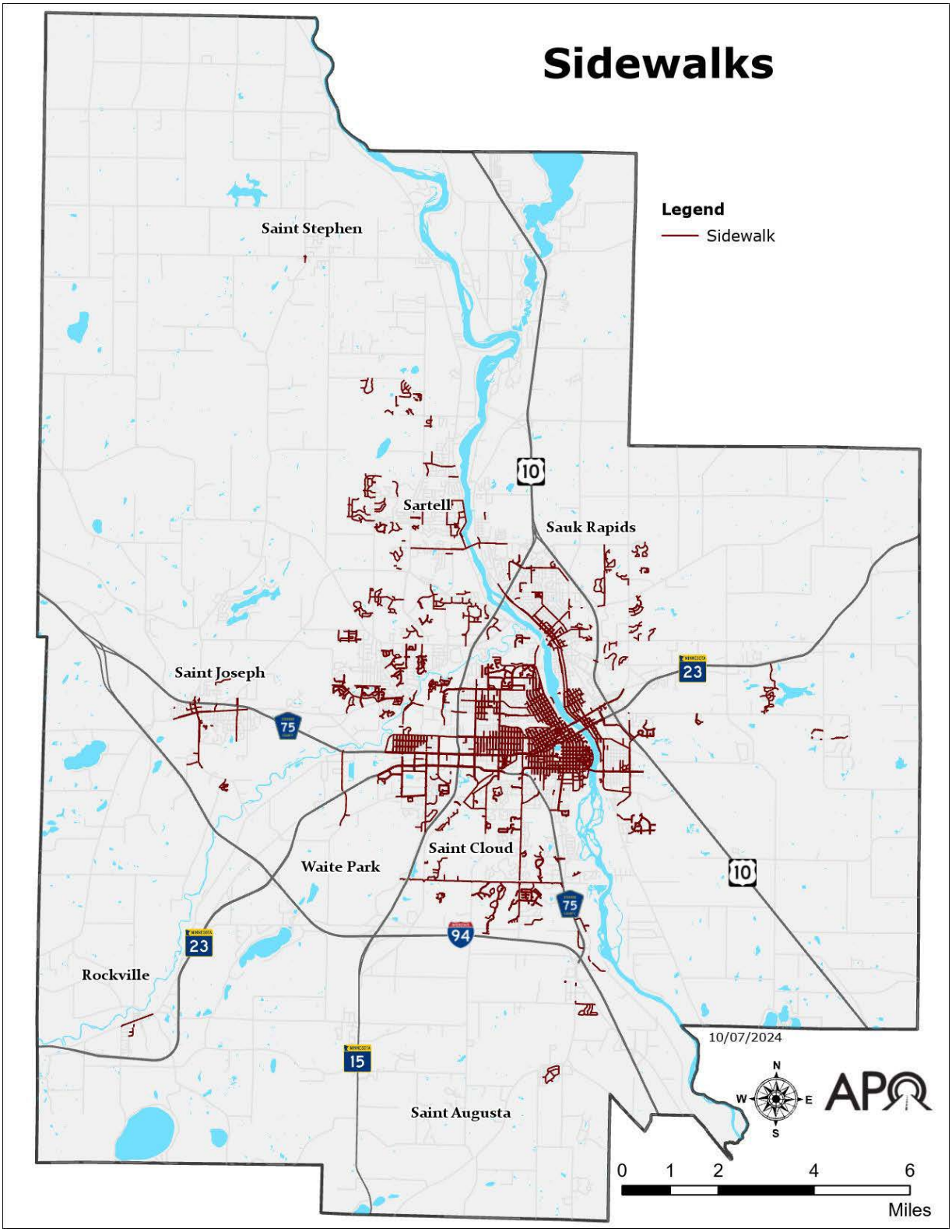
- Criterion to consider
  - Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).
- Evaluation criteria
  - Project contains the following:
    - Multi-use paths.
    - On-road bicycle lanes.
    - Sidewalks.
    - Connections within and/or between jurisdictions (5 points).
    - Connections to major trip generators (examples include schools, businesses, places of employment, etc.)



Data courtesy of Saint Cloud APO.



Data courtesy of Saint Cloud APO.

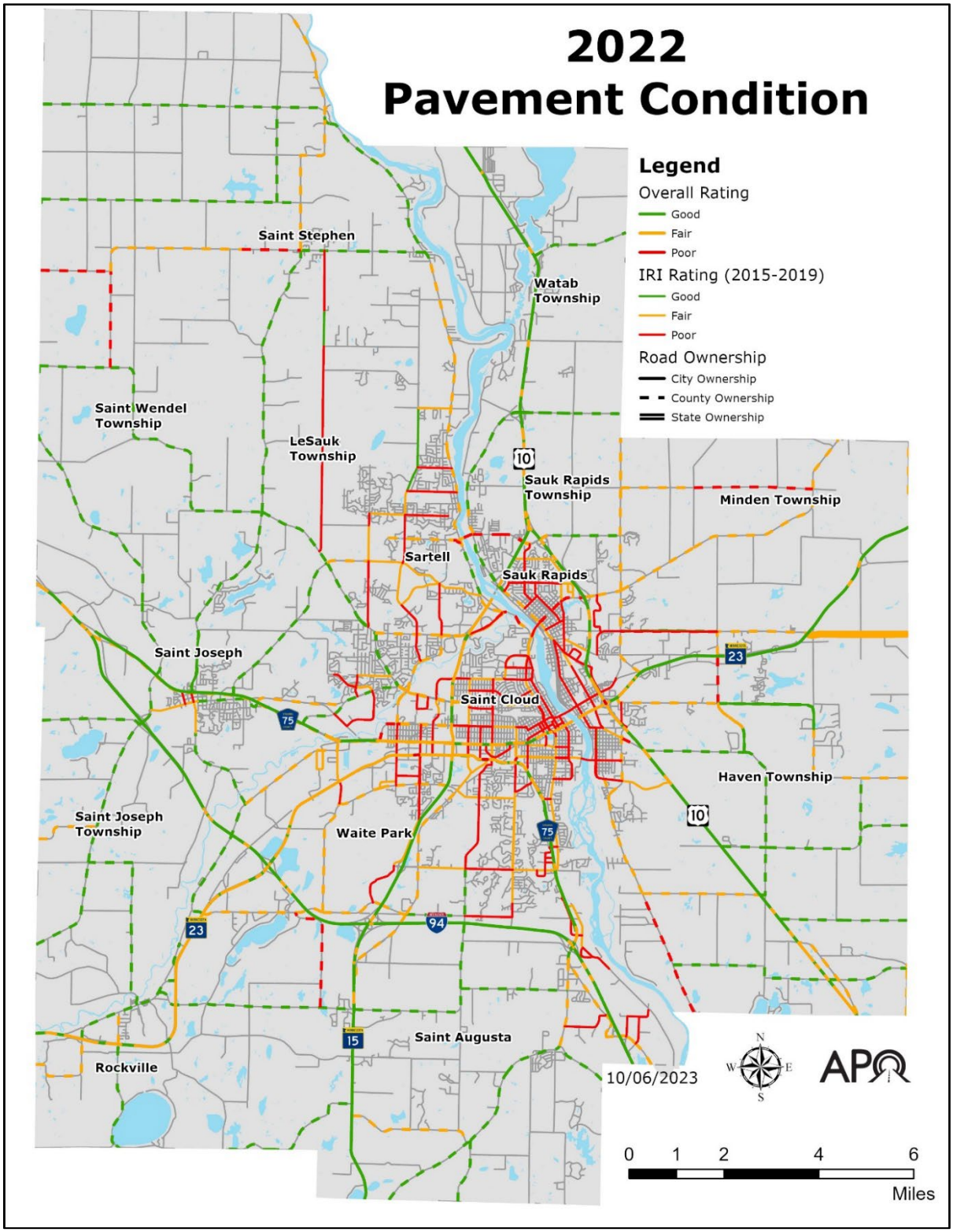


Data courtesy of Saint Cloud APO.

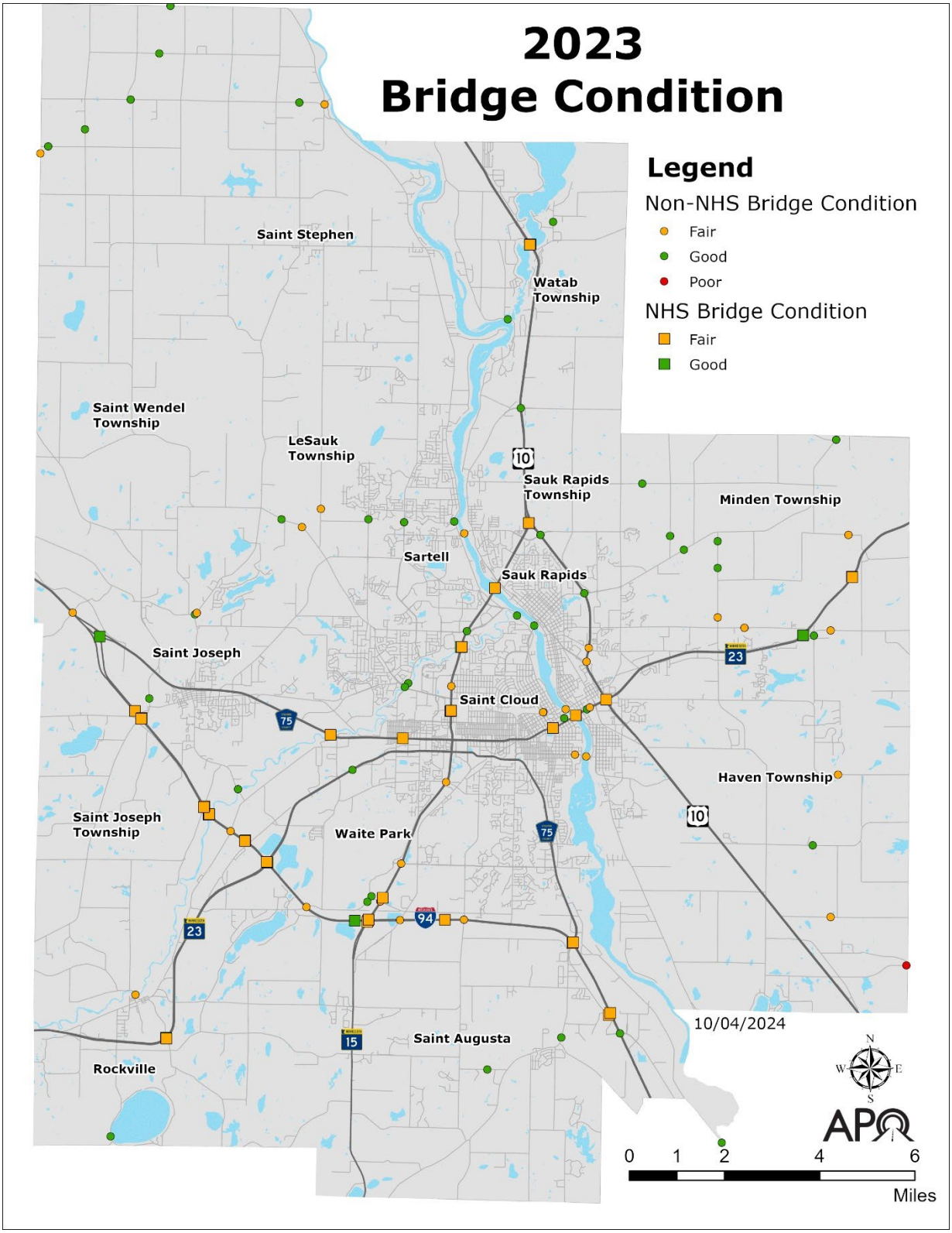
D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations. **(50 points total)**

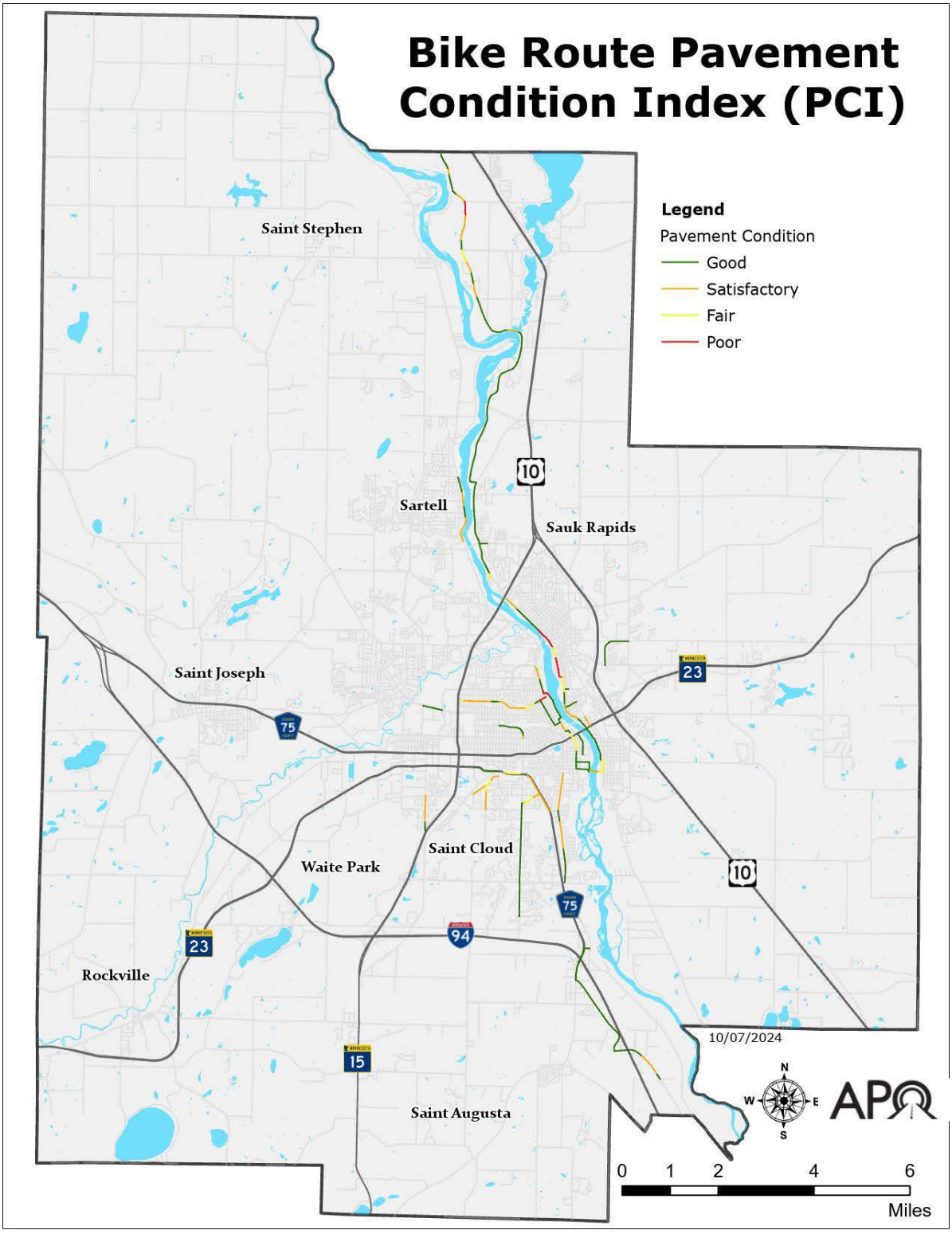
- Criterion to consider
  - Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.
- Evaluation criteria
  - Bridge/pavement condition:
    - Pavement IRI conditions (poor, fair, good).
    - Bridge conditions (poor, fair, good).
    - Multi-use paths conditions (poor, fair, good).
    - Consideration should also be given to the construction of new roadways and the impact of preserving or enhancing the current transportation infrastructure with the development of the addition to the roadway network.



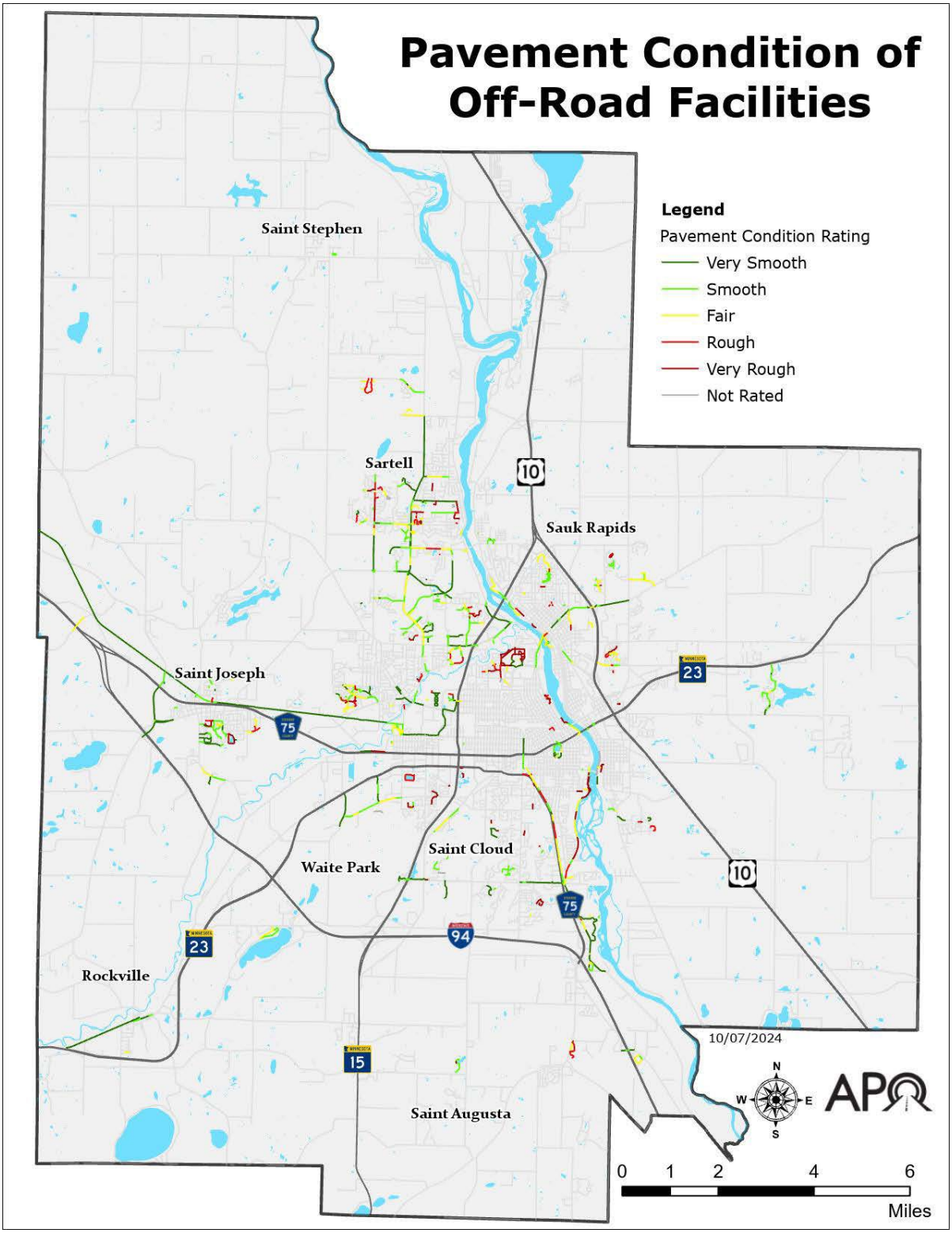
Data source: MnDOT (2021 -2022) and GoodPointe Technology (2019). ***Note, this is the most recent data set available at the time of the solicitation release.***



Data source: MnDOT.



Data courtesy of GoodPointe Technology, 2019.

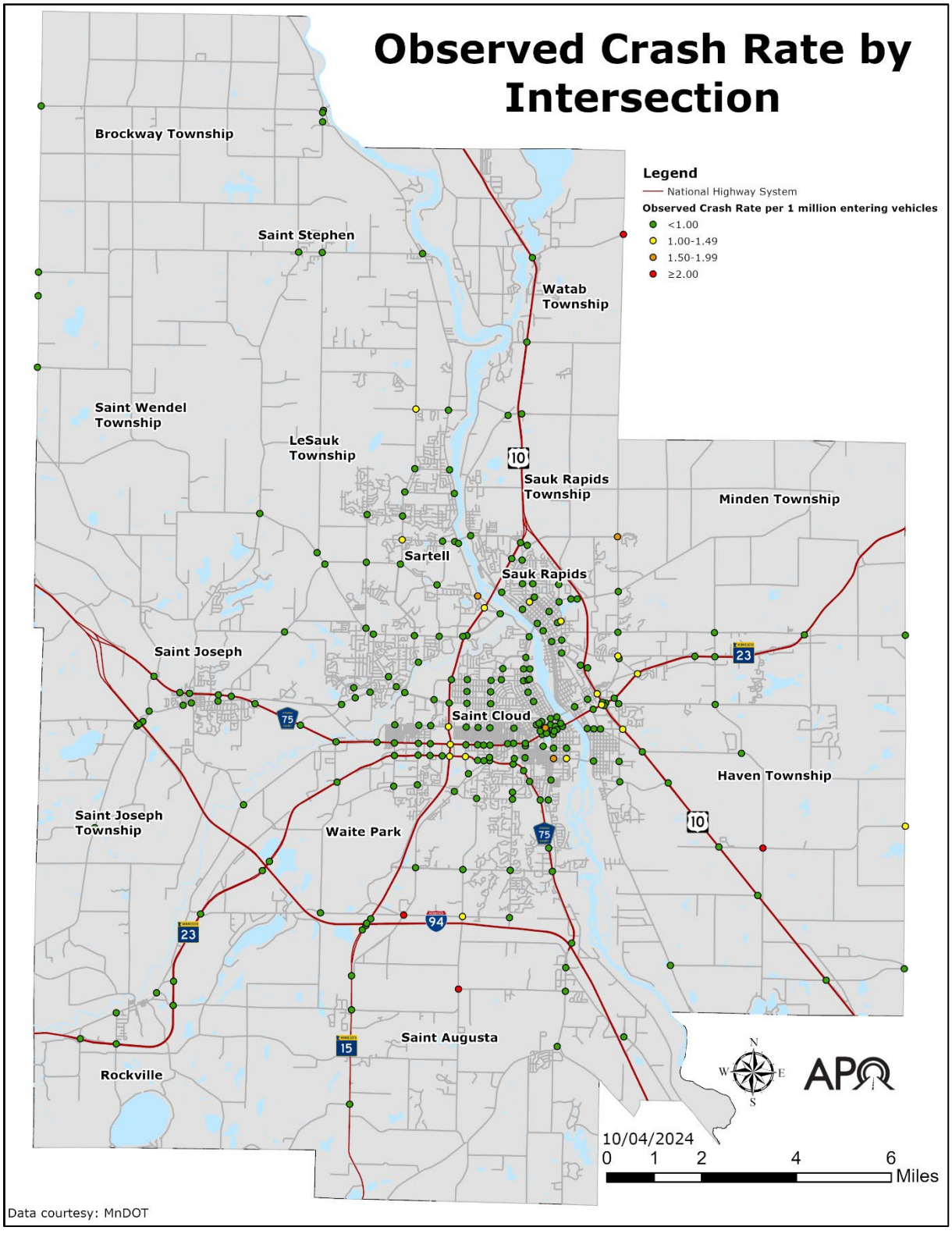


Data courtesy of Parks & Trails Council of Minnesota, 2020.

E. Safety

Explain how the project or elements of the project may improve safety. **(50 points total)**

- Criterion to consider
  - Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming measures; pedestrian crossing infrastructure; etc.) Prioritization will be taken for projects that are constructed at high crash locations.
- Evaluation criteria
  - High crash locations
    - Project occurs on a roadway (or near an intersection) with a high critical crash rate.
  - Safety infrastructure
    - Incorporation of various safety measures. Differences in rural and urban safety measures must be considered.

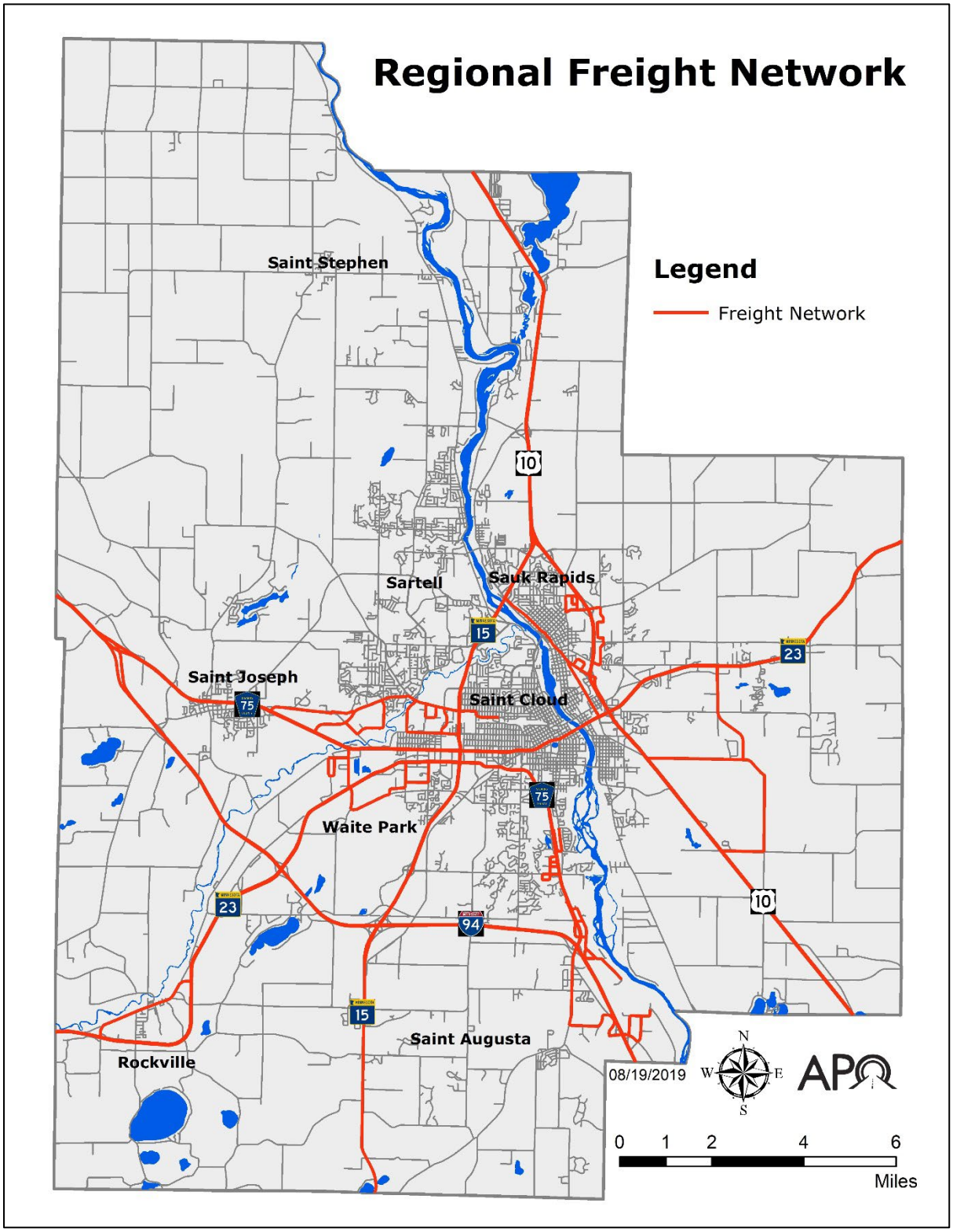


Data source: 2019-2023 Minnesota Crash Mapping Analysis Tool (MnCMAT).

F. Economic Vitality

Explain how the project supports the economic development and job growth retention/creation goals in the community and region. **(15 points total)**

- Criteria to consider
  - Project improves the efficient movement of people and freight between the region and the rest of the state and/or nation.
  - Project promotes improved operation of the existing freight network.
- Evaluation criterion
  - Project occurs within the existing freight corridor.
  - Project explains the relationship between construction and the anticipated development, property tax generation, and job creation/retention.

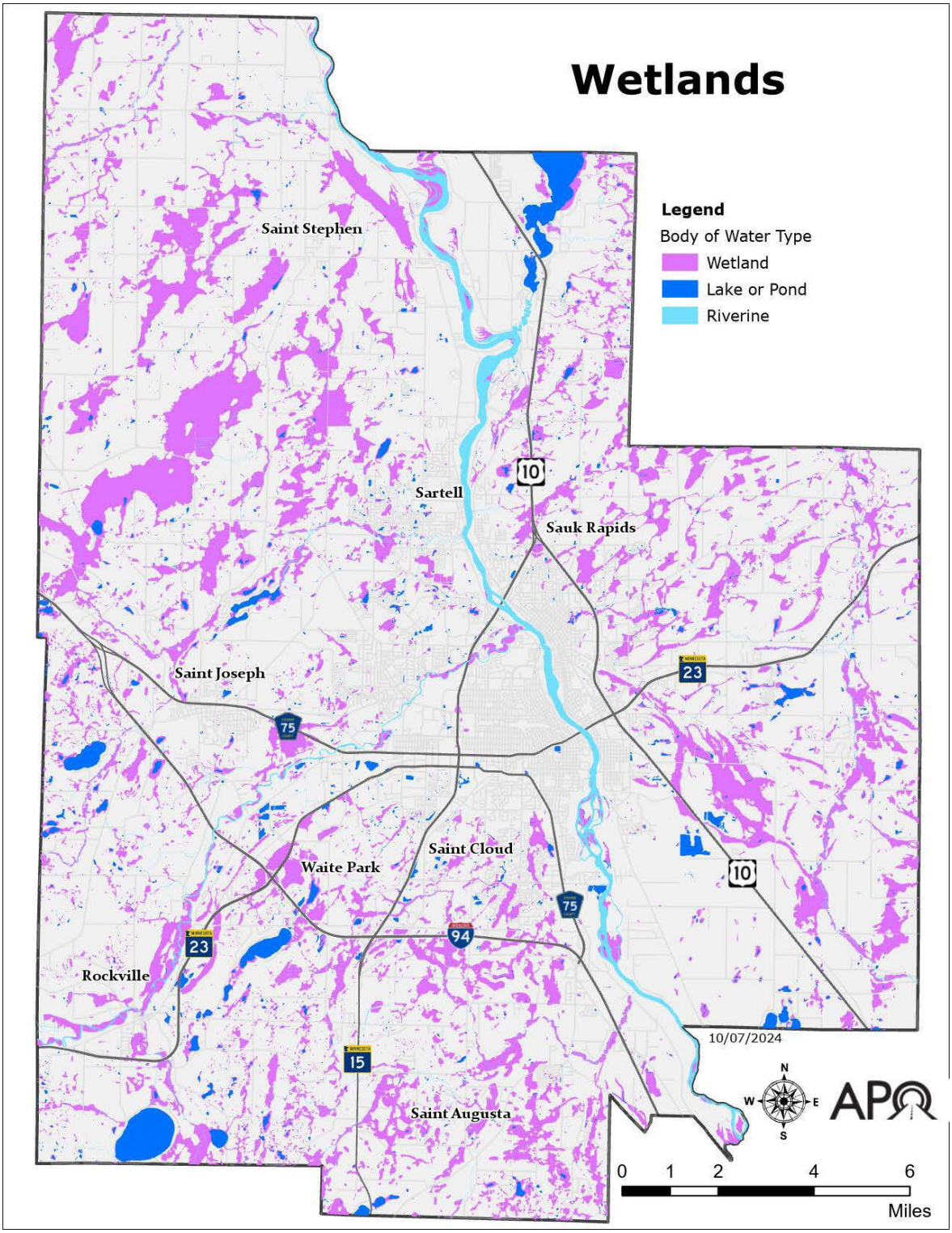


Data source: 2018, SRF Consulting, Inc.

G. Energy and Environmental Conservation

Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. **(5 points total)**

- Criterion to consider
  - Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.
- Evaluation criterion
  - Describe the environmental path you intend to follow (i.e. EA/EIS/CATX). Has coordination taken place with environmental planners/MPCA/DNR/etc. about the location of the project and potential impacts?
  - Project has undergone the local environmental review process.



Data courtesy of MnDNR.

H. Public Engagement, Plan Identification, Project Readiness
Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. **(10 points total)**

- Criterion to consider/Evaluation criterion
    - Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe 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.
    - Include any pertinent excerpts from completed feasibility documentation for the project (i.e., scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.

Total Score: 200 points possible.

Equity scores to be considered post evaluation.

Attachment E3

SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

Surface Transportation Block Grant Program

Project Score Sheet Rubric

About this Rubric

This rubric is designed to complement the Central Minnesota Area Transportation Partnership (ATP-3)'s Surface Transportation Block Grant Program (STBGP) guidebook and application guidance. This rubric is designed to assist agencies and jurisdictions within the Saint Cloud Area Planning Organization's (APO's) planning area in completing the STBGP solicitation for ATP-3 STBGP dollars sub-targeted to the APO's planning area.

Application Requirements

All agencies and jurisdictions within the APO's planning area applying for STBGP funding must comply with the requirements dictated by the ATP. In addition, the APO is requiring a resolution of support from the applicant's governing body ***PRIOR*** to the submittal of the application to the APO. This resolution, if the project is selected for funding, will serve as the required resolution for ATP-3. Any application submitted without a resolution will be ineligible for scoring.

Project Qualifications

A. Access and Mobility (25 points total)

Explain how your project increases the accessibility and mobility options for people and freight.

Criteria to Address

- Describe how the proposed project would decrease average trip time or trip length for transit or active transportation modes.
- Document the proximity (in miles) of the proposed project to the following destinations:
    - Grocery, retail, medical facilities, schools, parks, community gathering spaces.
    - Businesses, commercial properties, industry/manufacturing facilities.
    - Residential dwelling units.
- Describe how the proposed project will facilitate access to those destinations.
- Describe how the proposed project will decrease the average vehicle trip time or trip length to those destinations listed above.

- Demonstrate the improvements the proposed project will have on the following:
    - Level of Travel Time Reliability (LOTTR) – applicable to Interstate and non-Interstate NHS.
    - Truck Travel Time Reliability (TTTR) – applicable to Interstate.
    - Volume to Capacity (V/C) ratio – as demonstrated in the APO's Travel Demand Model (TDM).

B. System Connectivity (25 points total)

Explain how your project enhances the integration and connectivity of the transportation system for people and freight.

Criteria to Address

- Document the proximity (in miles) of the proposed project to a long-distance multimodal corridor (local/interjurisdictional) and/or the NHS/Interstate System and its direct and/or indirect connection to those corridors. Document the existing and/or proposed access control/spacing guidance and detail how the project conforms to FHWA/MnDOT standards for the proposed corridor.
- Describe how the proposed project facilitates a connection between residential areas and key destinations (grocery, retail, medical facilities, schools, parks, community gathering spaces, businesses, commercial properties, industry/manufacturing facilities).
- Describe how the proposed project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions – fills a gap (if applicable).

C. Multimodal (15 points total)

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system.

Criteria to Address

- Detail how the proposed project will provide multimodal access based upon context sensitive solutions. Prioritization will be given for projects that fill an existing gap (sidewalk network) and/or complete pieces of the regional active transportation network as documented in the APO's Regional Active Transportation Plan.
- Demonstrate how the proposed project will construct and/or maintain ADA compliant infrastructure.
- Describe the coordination efforts with Saint Cloud Metro Bus to ensure the proposed project supports Metro Bus's long-range planning efforts (as applicable).

D. System Condition OR Congestion Management (50 points total)

For system preservation projects, complete the System Condition section. For capacity expansion projects, complete the Congestion Management section. DO NOT COMPLETE BOTH SECTIONS!

D1. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.

Criteria to Address (System Condition)

- Describe how the proposed project will improve the pavement condition of an existing bridge, roadway, shared use path, or bicycle lane.

D2. Congestion Management

Explain how the project seeks to mindfully plan, develop, and operate an innovative transportation network to minimize unnecessary travel delays.

Criteria to Address (Congestion Management)

- Describe the existing level of service/congestion issues located within close (1/4 to 1/2-mile) proximity to the location of the proposed project.
- Demonstrate the need for the proposed project based upon the current V/C ratio of adjacent corridors as well as results from the APO's Travel Demand Model (TDM) and/or the APO's Future Functional Classification Study.
- Demonstrate the Greenhouse Gas (GHG) Emissions Impact Assessment/mitigation strategy of the proposed project location (if applicable).

E. Safety (50 points total)

Explain how the project or elements of the project may improve safety.

Criteria to Address

- Document existing safety concerns on the existing corridor (system preservation) or in close proximity to the proposed corridor (capacity expansion). Prioritization will be provided to those projects located on the region's High Injury Network (HIN).
- Detail how the proposed project will incorporate safety infrastructure based upon context sensitive solutions.

F. Economic Vitality (15 points total)

Explain how the project supports the economic development and job growth retention/creation goals in the community and region.

Criteria to Address

- Document the proximity (in miles) of the proposed project to major freight routes, particularly the NHS system (US 10, I-94, MN 23, MN 15, and Stearns CSAH 75) and its direct and/or indirect connection to those major freight corridors. Detail how the proposed project will improve the flow of freight on those corridors as well as how the proposed project conforms to access control/spacing guidance developed by FHWA/MnDOT.
- Detail the proposed project's proximity (in miles) to various businesses/industries and how the proposed project will impact access and mobility to the region's top five economic sectors as determined by the U.S. Census Bureau's American Community Survey (health care, education, manufacturing, retail, accommodation/food service industries).
- Describe the proposed project location's current AADT and detail future projections of AADT based upon the APO's TDM.

G. Environmental Stewardship (5 points total)

Explain how the proposed project will protect and preserve the region's existing environmental assets.

Criteria to Address

- Describe the environmental review process/path you plan to take for the construction of the proposed project.
- Detail any environmental concerns related to the construction of the proposed project. Note any environmental impacts avoided by the design or alignment of the project. Describe any mitigation measures, if any, needed to complete the project.
- Demonstrate the GHG Emissions Impact Assessment/mitigation strategy of the

proposed project location (if applicable).

H. Plan Identification, Public Engagement, and Project Readiness (10 points total)

Identify where the project has been notated in one or more local, regional, and/or statewide plans. These plans must be adopted by the appropriate governing body (local, regional, state).

Criteria to Address

- Project must be specifically identified within the APO's Looking Ahead 2050 Metropolitan Transportation Plan (MTP).
- Detail the importance of this proposed project to the Saint Cloud Metropolitan Planning Area.
- Provide detailed information regarding the level of public engagement that has occurred pertaining to the proposed project.
- Provide detailed information on the readiness/schedule of this proposed project. This can include, but is not limited to feasibility documentation, right-of-way negotiations, scoping, preliminary engineering, etc.

I. Technological Advancements (5 points total)

Explain how the project coincides with planning for future innovative transportation technologies and/or encourages their presence and incorporation into the region's existing transportation network.

Criteria to Address

- Provide details on engineering/planning/design innovations associated with the proposed project. These innovations should work to support future technological advancements in the transportation system to benefit the Saint Cloud MPA.

Total Score: 200 points possible

Attachment F

SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Alex McKenzie, Associate Planner
RE: Sartell-St. Stephen Safe Routes to School Plan
DATE: June 16, 2025

The Sartell–St. Stephen Safe Routes to School (SRTS) Plan completed during the 2024-2025 school year focuses on making walking, biking, and rolling to school safer and more accessible for students attending Pine Meadow Primary School, Riverview Intermediate School, and Sartell Middle School in ISD 748. With the completion of this plan, SRTS plans are now in place for all elementary and middle schools within the APO's planning area, including those in Saint Cloud Area School District (ISD 742) and Sauk Rapids–Rice Public Schools (ISD 47).

Throughout the planning process, APO staff worked closely with school principals, City of Sartell staff, public health specialists, Metro Bus, local law enforcement, and other key partners to gather data, assess challenges, and develop practical recommendations. The result is a comprehensive plan grounded in community feedback, direct field observations, and transportation analysis.

The plan begins by reviewing enrollment data, attendance boundaries, and demographic trends to better understand who lives within the district and where students are coming from. It then outlines the current environment for students walking and biking, examining everything from street design to shared-use path conditions and lighting infrastructure.

The APO observed arrival and dismissal at each school to evaluate traffic flow, student behavior, and potential safety concerns. The findings from those site visits helped inform targeted infrastructure recommendations, including improvements like enhanced crossings, ADA-compliant ramps, signage upgrades, and other infrastructure repairs.

The plan also outlines priority infrastructure projects, categorized as high, medium, or low priority based on factors such as need, feasibility, and potential impact. In addition to proposed improvements, the plan identifies several projects already programmed in local Capital Improvement Plans (CIPs) that are expected to be completed within the next few years.

Beyond engineering solutions, the plan includes ideas for education and encouragement programming such as Walk & Bike to School Day events, bicycle safety curriculum, and crossing guard training to support safe habits and build a culture of active transportation in Sartell.

Public input was a key part of this process. Parents and caregivers shared concerns through surveys and interactive mapping, highlighting issues like unsafe intersections, traffic speed, lack of sidewalks, and poor winter maintenance. These voices were central to shaping both the priorities and the tone of the plan.

The final document is now available at: https://stcloudapo.org/documents-resources/safe-routes-to-school/

As the APO, we are not directly responsible for implementing the plan's recommendations.

However, we remain committed to supporting the City of Sartell, ISD 748, and other partners as they move toward implementation. Whether through setting up events, grant support, technical guidance, volunteering, or coordination, we'll continue to be a resource in bringing these projects and programs to life.

Suggested Action: None, informational only.