



*Saint Cloud*  
**Area Planning Organization**

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1040 County Road 4, St. Cloud, MN 56303-0643

(320) 252-7568 • (320) 252-6557 (FAX) • E-mail: [admin@stcloudapo.org](mailto:admin@stcloudapo.org) • [www.stcloudapo.org](http://www.stcloudapo.org)

## **AGENDA**

Technical Advisory Committee

Thursday, March 1<sup>st</sup>, 2018 – 10 AM

Stearns County Highway Department  
455 28th Ave. South, Waite Park

1. Consider Minutes of Feb. 1, 2018
  - a. Suggested Motion: Recommend Approval
2. Public Comment Period
  - a. Suggested Motion: Recommend Approval
3. TIP Amendment, City of St. Cloud and Wacosa (Doug Diedrichsen, Planner II)
  - a. Suggested Motion: Recommend Approval
4. 2015-2045 TAZ Landuse Maps (LRTP) (Joseph Mueller, Senior Planner)
  - a. Suggested Motion: Recommend Approval
5. Regional Transportation Priorities Briefing Booklet (Brian Gibson, Exec. Director)
  - a. Suggested Motion: Recommend Approval
6. Other Business / Open Floor
7. Adjournment

*St. Cloud APO meeting facilities will be accessible to mobility impaired individuals. If translation or interpretative services are required, the St. Cloud APO will make a good faith effort to accommodate these requests if time and resources permit. Please contact Dorothy Sweet at the St. Cloud APO 320-252-7568 at least three days in advance of the meeting if these special accommodations are required.*

**Saint Cloud Area Planning Organization  
TECHNICAL ADVISORY COMMITTEE MINUTES  
February 1, 2018**

A regular meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held on Thursday, February 1, 2018 at Stearns County Public Works. Joseph Mueller, APO's Senior Planner, presided with the following members present:

Jodi Teich	Stearns County
Jon Halter	Sartell/SEH
Terry Wotzka	Sauk Rapids
Scott Zlotnick	Saint Cloud
Steve Foss	Saint Cloud
Steve Voss	MnDOT Dist. #3
Chris Byrd	Benton County
Jim Perez	Metro Bus
Nancy Lahr	Metro Bus
Randy Sabart	SEH/City of Saint Joseph
Kelvin Howieson	MnDOT Dist. #3
Joseph Mueller	Saint Cloud APO

Additionally, the following people were also in attendance:

Brian Gibson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Dorothy Sweet	Saint Cloud APO

**CONSIDERATION OF MINUTES OF JANUARY 4, 2018:**

***Ms. Teich motioned and Mr. Zlotnick seconded the TAC meeting minutes of January 4, 2018.***

**PUBLIC COMMENT PERIOD:**

Mr. Mueller congratulated Ms. Teich and Mr. Byrd for awards recently given by the Minnesota County Engineers Association. Ms. Teich received the Highway Safety Achievement Award and Mr. Byrd received the Project of the Year Award for the "Up the Hill" project.

**PRIORITIZE TIP STPBG FUNDING LIST:**

Mr. Mueller reported that seven projects were submitted for 2022. The APO was just notified that we have a federal funding set-aside in the current STIP/TIP in fiscal year 2021 of \$287,420. Mr. Voss explained that this set-aside was set up last year because the APO did not program fully to its target in its FY 2020/2021 solicitation. MnDOT has advised the APO to program the \$287,420 remaining in FY 2021, in addition to our plans to

program fiscal years 2022 and 2023 with the fiscal year regional sub targets of \$1,970,880. He also stated that we can move projects up to 2021, which would create additional funds in 2022/2023. Mr. Wotzka said that in the past we had targets on expansion and preservation, but no one was aware of what the current targets were. Mr. Mueller and the APO staff scored the projects using the Technical worksheet with no consideration of equity. The categories included: Access & Mobility, System Connectivity, Multimodal, System Condition, Safety, Economic Vitality, Cost Justification. A score of 0=Low; 5=Medium; 10=High was used. Mr. Foss and others objected to using 0 as part of the scoring system and felt it would throw the scoring off, and instead suggested a scoring of 1, 2 and 3. In the past, the TAC members reviewed each project after scoring by APO staff and then raised or lowered the APO-ranked qualifications. Mr. Sabart felt that equity analysis was part of the ranking in the past. The projects are listed below:

Stearns Co. CSAH 75	Rehabilitate concrete pavement from 15th Ave in Waite Park to Park Ave. in St. Cloud along Division St.
Stearns Co. Co. Rd. 134	Resurfacing
St. Cloud Cooper Ave.S.	Conversion from rural type roadway to an urban roadway with 2 traffic lanes, bike lanes and sidewalks.
St. Cloud 22nd St. S	Conversion from rural type roadway to an urban roadway with 2 traffic lanes, bike lanes and sidewalks.
Sauk Rapids 2nd Ave.S.	Reconstruction with utilities improvements
Sartell 19th Ave. S.	Reconstruction with utilities improvements
Benton Co. CSAH 1	Resurfacing

Each project and its technical scoring was discussed and reviewed. Mr. Mueller responded to inquiries about several aspects of scoring on the projects. TAC members provided justification as to why some of the scoring factors should be increased. Mr. Wotzka felt the Sauk Rapids project provided connectivity to downtown Saint Cloud, and that it is a major collector. (Sauk Rapids/2<sup>nd</sup> Ave S: System Connectivity rating was increased to Medium). Mr. Voss said if projects involve several jurisdictions, it could be rated higher if it helps multiple communities. Mr. Halter advocated for increasing the Safety factor to more than medium, and suggested increasing connectivity. (Sartell/19 Ave S: System Connectivity rating increased to Medium and Safety rating increased to High). Mr. Voss explained the state scoring system and how it is used, and the fact that this is the ATP's scoring system. He stressed that this is a guide to use. Mr. Foss felt that St. Cloud's Cooper Avenue System Connectivity rating should be at least a Medium instead of Low. Mr. Wotzka agreed that the System Connectivity factor for Cooper, Sauk Rapids and Sartell should be upgraded to Medium. Mr. Gibson cautioned everyone that we should avoid tweaking the system to get what we want. Mr. Voss said no one size fits all. We should be able to document comments to show how technical bias changed. Mr. Halter expressed disappointment that the Sartell project was ranked last and felt it

should be moved up in ranking. Ms. Teich commented, and Mr. Byrd agreed that the TAC should show numerical scores and to keep the evaluation technical, and to let the Policy Board use other factors if they want to change the scoring or ranking. Mr. Byrd agreed with using a scoring of 1,2,3, but Ms. Teich felt that 1,2,3 scoring method was not enough. Mr. Voss suggested counting the number of High, Medium, and Low ratings, which members agreed with. After upgrading the suggested factors and applying that new rating system (1,2,3 instead of 0,5,10), Mr. Mueller announced that without considering equity as a factor, the top three projects did not change. Mr. Gibson reiterated that he wanted to use every dollar that we can. Ms. Teich stated that Stearns County CSAH 75 would probably be done before 2022 so that project's funding amount could be added to the total. Mr. Halter felt that in looking at the Multimodal factor, more value should be placed on "off road" projects. Mr. Teich added that in rural areas, most bikers want to ride on shoulders and not on trails. In rural areas, wider shoulders are as important as in cities. Mr. Byrd commented that our APO includes both rural and urban areas. The results of the scoring are listed below and have incorporated the changes:

Stearns County/CSAH 75: 5 High; 2 Med

Stearns/CR 134: 3 High; 4 Med

St. Cloud/Cooper Ave S: 3 High, 4 Med

Benton Co: 2 High, 4 Med, 1 Low

Sartell/19 Ave S: 2 High, 4 Med, 1 Low

Sauk Rapids/2<sup>nd</sup> Ave S: 1 High, 5 Med, 1 Low

St. Cloud/22<sup>nd</sup> St S: 2 High, 3 Med, 2 Low

Initially Mr. Halter motioned to approve projects CSAH 75 and Sartell 19<sup>th</sup> Ave, but Mr. Foss suggested Mr. Halter should rescind his motion because that would potentially use all the funds. Ms. Teich said CSAH 75, CR 134, Sartell and Benton County projects would give approximately 55.7% funding using overall project costs. Mr. Zlotnick commented that at 60% funding four projects could be done. Mr. Wotzka clarified that he was representing Sauk Rapids at this TAC meeting, and said CSAH 75, Cooper Ave and Sartell would give 72% funding and three jurisdictions would be involved. **Mr. Halter then motioned to fund Stearns Co/CSAH 75, St. Cloud/Cooper, and Sartell at 72% each and to incorporate the set-aside funds into the funding. Mr. Foss seconded the motion. Motion carried. Mr. Voss abstained from voting.** Mr. Howieson stated the funding for each project as follows: Stearns County CSAH 75: \$641,120; St. Cloud Cooper Avenue: \$1,457,080; Sartell 19<sup>th</sup> Avenue South: \$2,130,980.

Ms. Teich motioned and Mr. Byrd seconded using Mr. Mueller's point system for the remaining four projects. Motion passed.

**OTHER BUSINESS/OPEN FLOOR:**

Mr. Gibson announced that at the last Executive Board, the members started discussing the ring road concept for Saint Cloud area. During the public input sessions for the Long Range Transportation Plan, several members of the public raised the issue of a ring road. At the January Executive Board Meeting, Mayor Miller raised concerns about land being sold off as more and more farmers are aging and are giving up farming. Mayor Miller expressed concern about land development and losing land if the ring road was going to take place. After considerable discussion and members sharing their recollection of this discussion from about ten years ago, Mr. Gibson said he planned to recommend to the Board that if they feel the ring road is a priority, that we should do a regional beltline concept plan and get this on paper. Mr. Foss expressed his appreciation to Mr. Gibson for sharing this with the TAC.

Mr. Voss announced the deadline of February 5 for all Corridors of Commerce project ideas. Ms. Teich said the Highway 23 project from Richmond to Paynesville was submitted. The APO has already submitted a letter of support for this project.

**ADJOURNMENT:**

The meeting was adjourned at 11:15 a.m.



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**TO:** Saint Cloud APO Technical Advisory Committee  
**FROM:** Douglas Diedrichsen, Associate Planner  
**RE:** Recommendation for approval of TIP amendment: Increase in Local contribution by St. Cloud to the 33<sup>rd</sup> Street South project (FY 2018) SP 162-151-003,  
**DATE:** March 1<sup>st</sup>, 2018

The cost for 33rd Street South expansion in Saint Cloud (SP 162-151-003) from a two-lane undivided roadway to a four-lane divided roadway with sidewalk and trail amenities has increased from \$3,584,770 to \$6,647,561 warranting an amendment to the FY 2018-2021 TIP. Funding for this project cost increase is being covered by local dollars with no change in federal funding. Federal fiscal constraint will be maintained.

The amended TIP will be available for review from Friday, Feb. 16, 2018 to Friday, March 16, 2018 at the following locations: APO Office: 1040 County Road 4, Saint Cloud; APO website: [www.stcloudapo.org](http://www.stcloudapo.org).

A public meeting will be held from 4-5 p.m. Tuesday, Feb. 27, at the Saint Cloud APO office. A brief presentation on the TIP amendments will take place, and there will be an opportunity for public input.

**Requested Action:** Recommend Executive Board Approval



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**TO:** Saint Cloud APO Technical Advisory Committee  
**FROM:** Douglas Diedrichsen, Associate Planner  
**RE:** WACOSA Section 5310 Funding Award for Vehicle Replacement  
**DATE:** March 1<sup>st</sup>, 2018

WACOSA has received federal funding assistance under the Section 5310 program for a vehicle replacement. This project, totaling \$81,000 – a split between the federal share of \$64,800 and \$16,200 of local dollars – was not previously programmed into the FY 2018-2021 TIP, warranting an amendment.

The amended TIP will be available for review from Friday, Feb. 16, 2018 to Friday, March 16, 2018 at the following locations: APO Office: 1040 County Road 4, Saint Cloud; APO website: [www.stcloudapo.org](http://www.stcloudapo.org).

A public meeting will be held from 4-5 p.m. Tuesday, Feb. 27, at the Saint Cloud APO office. A brief presentation on the TIP amendments will take place, and there will be an opportunity for public input.

**Requested Action:** Recommend Executive Board Approval



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**APO TAC Meeting**  
**Thursday, Oct. 13, 2016 - 10:00 a.m.**  
MEMORANDUM

To: APO Technical Advisory Committee  
From: Joseph Mueller, Senior Planner  
RE: 2015-2045 TAZ Landuse Maps (LRTP)  
Date: February 21, 2018

The APO contracted with a consulting firm, SRF Consulting Group, to develop the required socio-economic data projections by Traffic Analysis Zone (TAZ) for the year 2045. This includes attributes such as:

- Number of Single-Family Residential Dwelling Units
- Number of Medium- and High-Density Residential Dwelling Units
- Office Space (in 1000's of square feet)
- Industry Space (in 1000's of square feet)
- Low Industry Space (in 1000's of square feet)
- Low Retail Space (in 1000's of square feet)
- Medium Retail Space (in 1000's of square feet)
- High Retail Space (in 1000's of square feet)
- Number of Hotel/Motel Rooms
- K-12 School Enrollment
- College Enrollment
- Park Space (in acres)
- Number of Hospital Beds

SRF provided an initial data set to the APO in January, but APO staff discovered several issues of concern. APO staff brought these concerns to SRF who found how the math had gone wrong. SRF has redone the calculations with the approved 2015 TAZ data, and has built upon it to achieve the 2045 data set.

**REQUESTED ACTION:** Recommend approval

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**TO:** Saint Cloud APO Technical Advisory Committee  
**FROM:** Brian Gibson, PTP, Executive Director  
**RE:** Consideration of Regional Priorities for 2018  
**DATE:** February 21, 2018

Each year, the APO Chair and Executive Director make a trip to Washington DC to meet with Congressional members and inform them of our regional transportation priorities. In January the TAC had a short discussion regarding regional priorities for 2018. Based on that discussion, I prepared the attached draft briefing booklet.

Please review the booklet and come to the meeting prepared to discuss any final changes you would like to make.

**Suggested Motion:** Recommend approval to the Executive Board.



# Saint Cloud Area Planning Organization

## 2018 Regional Transportation Priorities

Saint Cloud Area Planning Organization  
1040 County Road 4  
Saint Cloud, Minnesota 56303-0643  
Phone: 320-252-7568  
Fax: 320-252-6557  
Website: [www.stcloudapo.org](http://www.stcloudapo.org)



## Widen I-94 from Albertville to St. Cloud

This 36-mile stretch of I-94 is, arguably, the most critical corridor for the movement of people and goods in all of Minnesota. Average Annual Daily Traffic ranges from just over 40,000 vehicles per day near Saint Cloud to over 60,000 vehicles per day at Saint Michael. Each day, 6,000 to 8,000 freight trucks use this corridor, more than any other highway in Greater Minnesota, and the amount of freight movement is expected to increase by 80% (by weight) over the next 25 years. Each year, there are over 1.8 million visitor trips on I-94 between the Twin Cities and the Alexandria/Brainerd Lakes Region. Between 2015 and 2045, the Minnesota State Demographer projects that Wright and Sherburne Counties will be the fastest growing counties in the State, growing by 39% and 32%, respectively. While average traffic speeds in this portion of the I-94 corridor are generally above 55 mph, it is important that we do not wait until there is a problem to respond, especially knowing the time that will be needed to plan, design, and construct major improvements.

**We are seeking funding for a corridor planning study to improve operations along the corridor.** The Minnesota Department of Transportation will be the recipient of the funds and will manage the study. We anticipate a budget of **\$8,000,000** will allow the study to be completed for all 36-miles of the corridor and identify strategies and improvements to help keep the corridor operating efficiently now and for the next 20-years.



## Connect Northstar Commuter Rail to Saint Cloud

The first phase of the commuter rail line between Big Lake and downtown Minneapolis was completed in 2009 and has consistently provided over 700,000 rides annually. The original vision of the Northstar Corridor Development Authority included service to Saint Cloud (now called Phase 2). Currently, Saint Cloud residents can reach the train station in Big Lake by bus, but it is widely anticipated that more people would use the train if they could board it in Saint Cloud. The members of the APO strongly believe that extending rail service to Saint Cloud will result in a substantial increase of ridership. According to the American Community Survey (2009-2013), 1,713 residents of Stearns County work in Hennepin or Ramsey County AND drive alone to work. If only 10% of those residents began to use the Northstar line for their daily work trip commute, they would add over 89,000 annual trips to the line. Additional increases could be expected for special event trips such as Twins and Vikings games. And there would be a corresponding reduction in automobile trips on the regions highways. In short, the APO feels that the Saint Cloud metro area (population 117,000) is a much stronger anchor point for the Northstar line than Big Lake (population 10,500).

The primary barrier to extending the line appears to be that the Northstar train rents track capacity from the Burlington Northern Santa Fe (BNSF) railroad, which has a strong desire to use its available capacity for moving freight trains instead of passenger trains.



## Develop the Saint Cloud Regional Airport into a Regional Air Hub

The Saint Cloud Regional Airport (STC) is a significant asset in central Minnesota. Air transport (passenger, freight, military) remains essential to economically vibrant regional centers by providing access to the global business community. In the past 15 years, more than \$75 million in local, State, and Federal tax money has been invested in improvements at STC. There have been some payoffs: Allegiant Air service from STC to Mesa, Arizona consistently enjoys high utilization, Sun Country charters to Laughlin, Nevada consistently sell out, a Minnesota National Guard Aviation Facility (along with 62 full-time state and federal jobs) was added to the airport campus, and there is no longer available hangar space for private jet aircraft. What comes next?

In addition to the airport being awarded a state grant for a comprehensive, market-based study to develop a strategic plan, the airport is also working on other federally funded capital improvement projects. These projects include expansion of the airport's general aviation (GA) hangar area to accommodate public and private hangar development, along with a Taxiway Reconstruction Project and a Taxiway Relocation Project. These projects will enhance safety as well we as allow for additional based aircraft.

### STC Passengers

Year	Passengers	% Change
2011	34,483	
2012	32,011	-7.17%
2013	29,822	-6.84%
2014	29,830	0.03%
2015	26,765	-10.27%

### STC Fuel Revenue

Year	Revenue	% Change
2011	\$17,747	
2012	\$16,833	-5.15%
2013	\$17,767	5.55%
2014	\$38,989	119.45%
2015	\$35,797	-8.19%



## Widen All of MN-23 to Four Lanes

Minnesota Highway 23 is a vital economic link between the greater Saint Cloud metropolitan area and Central/Southwestern Minnesota, transporting agricultural products, manufactured freight, and workers into and out of the Saint Cloud region. Between Willmar and Saint Cloud, there are only two short segments of corridor that remain as two-lane undivided highway: 1.) an 8.7-mile gap between Paynesville and Richmond, and 2.) a 7.4-mile gap between New London and Paynesville.

The member jurisdictions of the APO recognize the importance improving safety and free-flow speeds on this corridor. Between 2010 and 2017, on the section of 2-lane undivided highway between Richmond and Paynesville, there were 97 serious crashes, including two fatal crashes and two crashes that resulted in incapacitating injuries. By contrast, over the same time period, for the section of four-lane divided highway around Paynesville, there were no fatal or incapacitating crashes.

Total Cost (Richmond to Paynesville)	Local Cost	Federal Request
\$80,000,000	\$16,000,000	\$64,000,000

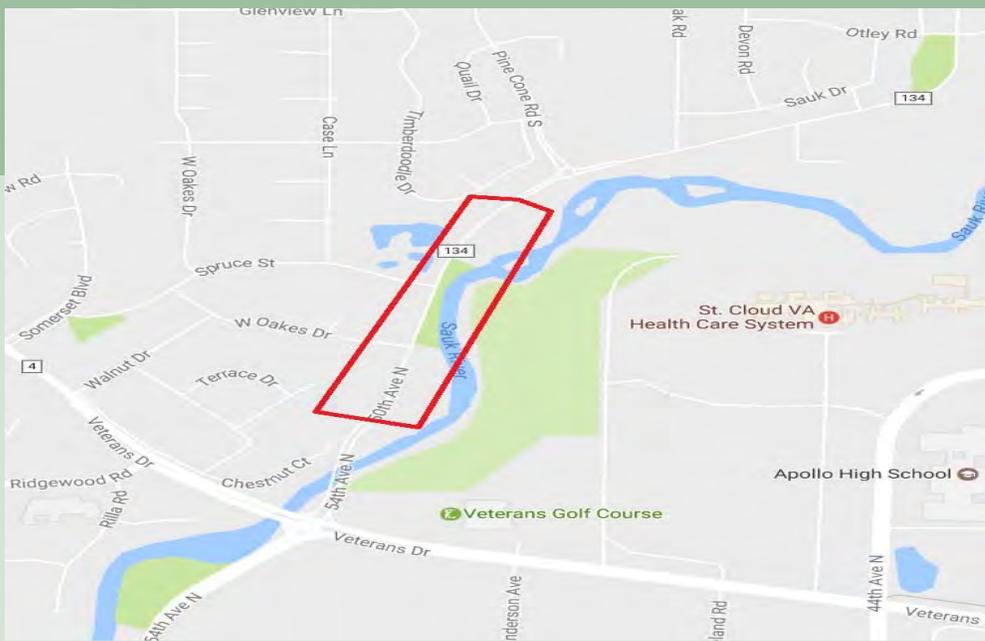
Total Cost (Paynesville to New London)	Local Cost	Federal Request
\$60,000,000	\$12,000,000	\$48,000,000



## Other Unfunded Transportation Needs

The following pages detail additional unfunded needs in the Saint Cloud metro region for your consideration.





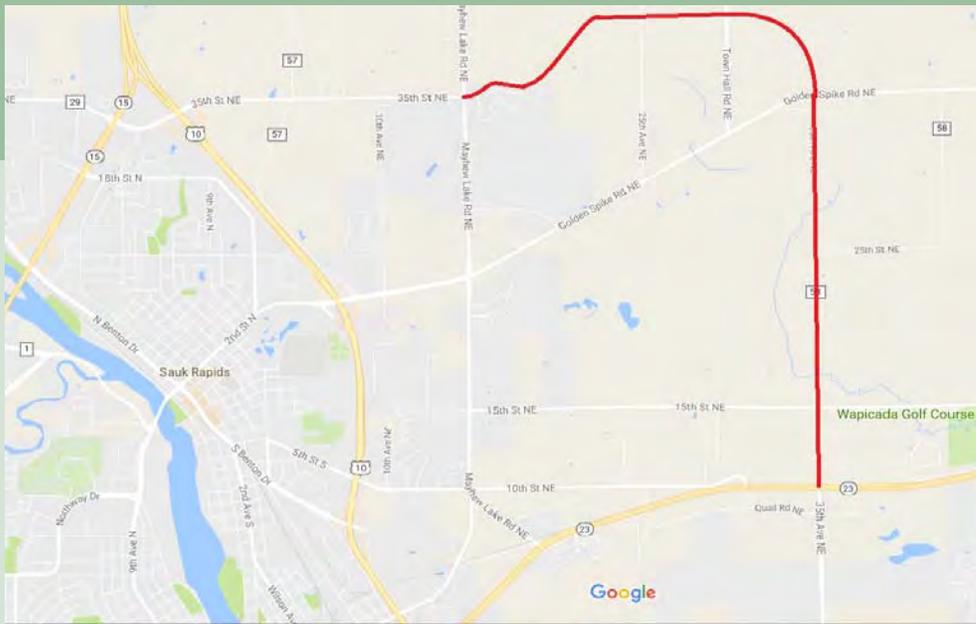
## Stearns County Road 134: Expand to Four-Lanes from Sauk River Bridge to Pinecone Road

We are so fortunate and thankful to have had help from our congressional delegation to get the first phase of this project (referred to as the West Metro Corridor project) completed. It has helped immensely with congestion in the west St. Cloud area. When the new bridge was constructed along County Road 134 we matched into the existing three lane section just north of the bridge. A bottleneck has been created with motorists vying for position within a neighborhood area. Expansion of County Road 134 between the new bridge and the roundabout at Pinecone Road will provide a more logical and safe location to drop a lane of traffic, as the Pinecone Road intersection is a point where traffic volumes naturally split, especially now that we've improved the intersection of County Road 134 and CSAH 120. Estimated cost for right of way is \$1.5 million; for construction \$3.5 million.

For more information, contact:

Jodi L. Teich, P.E.  
Stearns County Engineer  
455 28th Avenue South  
Waite Park, MN 56387  
Phone: (320) 255.6180  
Fax: (320) 255.6186  
[jodi.teich@co.stearns.mn.us](mailto:jodi.teich@co.stearns.mn.us)

Total Cost	Local Cost	Federal Request
\$5,000,000	\$1,000,000	\$4,000,000



## Benton County CSAH 29: Construct a New Alignment to Connect Existing Highways

This project will provide a regionally significant corridor in a rapidly developing area of the Saint Cloud APO region, linking growth centers with major residential, commercial, industrial and airport sites. The corridor will provide a crucial link between US 10 and Minnesota Trunk Highway 23 and will serve as an urban bypass route, alleviating congestion in the urban area. It will promote economic development and accommodate urban growth by providing additional access to new development opportunities. The NEPA process has been completed, with a Finding of No Significant Impact. All of the required right-of-way has been acquired. This funding request will allow for the construction of the roadway.

For more information, contact:

Chris Byrd, P.E.  
Benton County Engineer  
7752 Hwy 25 North  
P.O. Box 247  
Foley, MN 56329  
Phone: (320) 968.5051  
Fax: (320) 968.5333  
cbyrd@co.benton.mn.us

Total Cost	Local Cost	Federal Request
\$5,000,000	\$1,000,000	\$4,000,000



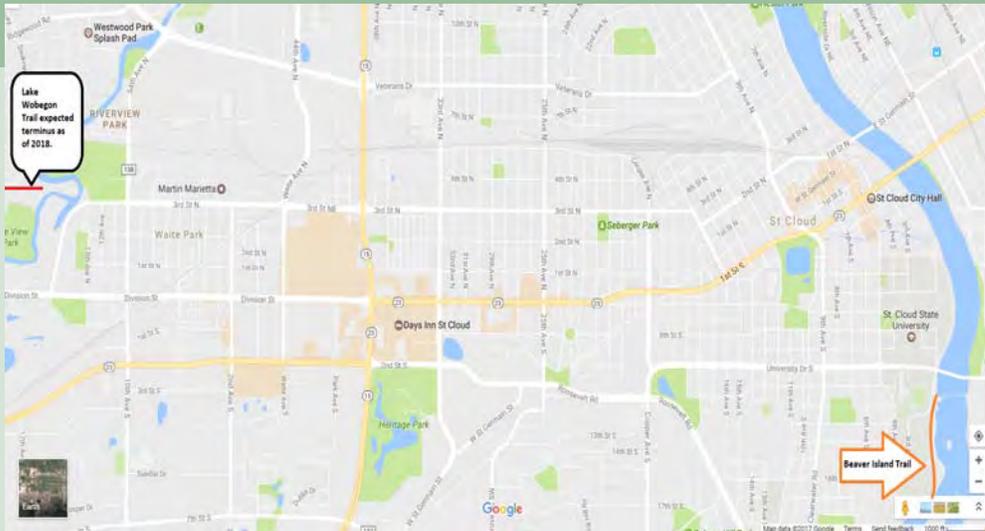
## Build Pedestrian Crossing of CSAH 75 in Saint Joseph

Stearns County CSAH 75 in Saint Joseph is a four-lane principle arterial that carries about 20,000 vehicles each day. It also bisects the town of Saint Joseph, acting as a barrier to safe and convenient pedestrian crossing between the north and south sides of town. The City (with the assistance of the Saint Cloud APO) recently completed a planning study exploring alternatives to improve the pedestrian environment. In addition to at-grade improvements, the plan does recommend a grade-separated crossing of CSAH 75, as shown in the graphic above, because of the high-speed and volume of vehicle traffic.

For more information, contact:

Judy Weyrens  
City Administrator  
25 College Ave. North  
P.O. Box 668  
St. Joseph, MN 56374  
Phone: (320) 363-7201  
Fax: (320)-363-0342  
jweyrens@cityofstjoseph.com

Total Cost	Local Cost	Federal Request
\$3,500,000	\$700,000	\$2,800,000



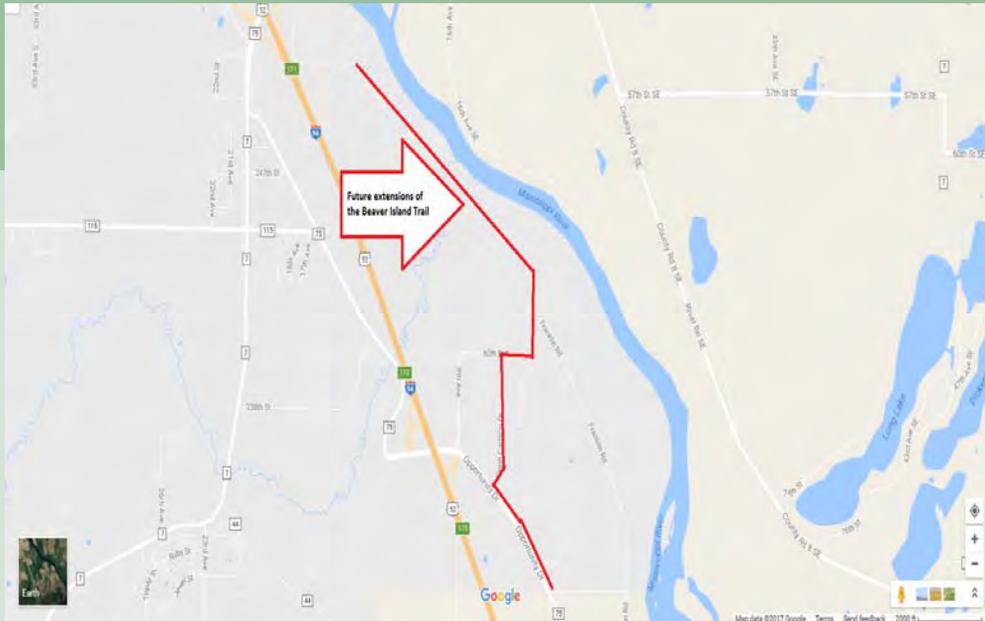
## Lake Wobegon Trail Extension to the Beaver Island Trail in Saint Cloud

It is anticipated that an extension of the popular Lake Wobegon Trail from Saint Joseph to Waite Park will occur in 2017 or 2018, which will leave the terminus of the trail approximately five miles from the Beaver Island Trail. The Beaver Island Trail runs through Saint Cloud from the campus of Saint Cloud State University to Schwan’s Home Service and The Chip Shoppe bakery on Heatherwood Road. Upcoming extensions of the Beaver Island Trail are expected to take that trail to Saint Cloud’s southeastern city limits, approximately one mile south of the I-94/Opportunity Drive interchange, along CR 75. Connecting the Lake Wobegon Trail to the Beaver Island Trail will provide a continuous trail corridor from Fergus Falls through downtown Saint Cloud and the Saint Cloud metro area—a distance of over 117 miles—and provide for the possibility of further extensions to Clearwater, Monticello, and points south-east.

For more information, contact:

Scott D Zlotnik,  
Park & Recreation Director  
400 2nd Street South  
St. Cloud, MN 56301  
320.650.3170 direct  
320.257.0657 fax  
jhalter@sehinc.com

Total Cost	Local Cost	Federal Request
\$5,500,000	\$1,100,000	\$4,400,000



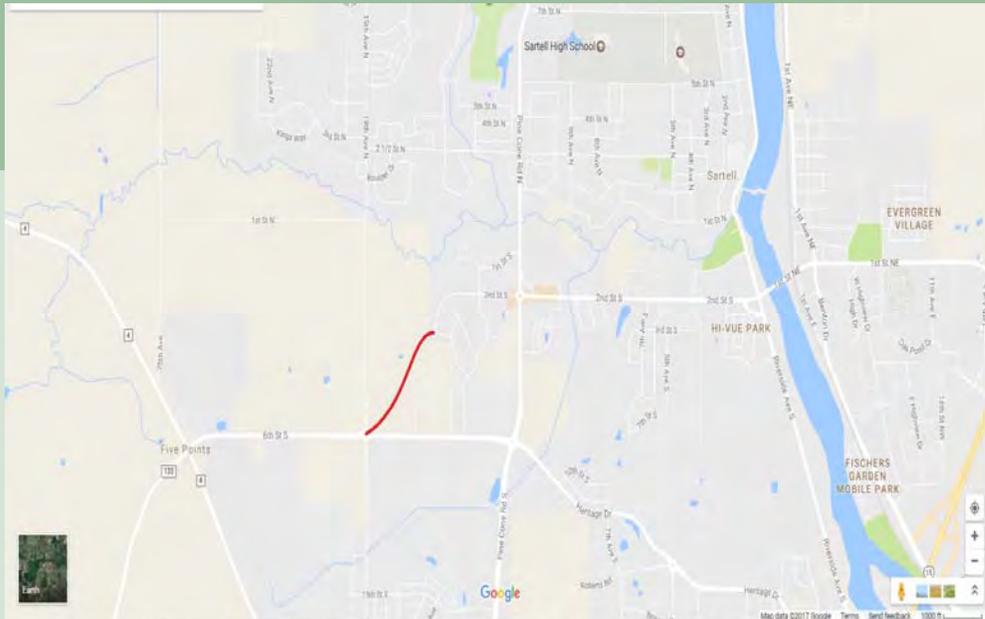
## Beaver Island Trail Extension

Extensions of the Beaver Island Trail will occur in phases, beginning at the current terminus on Heatherwood Road. The intent is to connect the jobs in the Opportunity Drive area with the population centers of the City, and—by connecting the Beaver Island Trail to the Lake Wobegon Trail—to provide a trail corridor through the entire metropolitan area. The costs shown below are for the extension of the trail from River Bluff Park in Saint Cloud to Warner Lake in Clearwater.

For more information, contact:

Scott D Zlotnik,  
Park & Recreation Director  
400 2nd Street South  
St. Cloud, MN 56301  
320.650.3170 direct  
320.257.0657 fax  
jhalter@sehinc.com

Total Cost	Local Cost	Federal Request
\$1,500,000	\$300,000	\$1,200,000



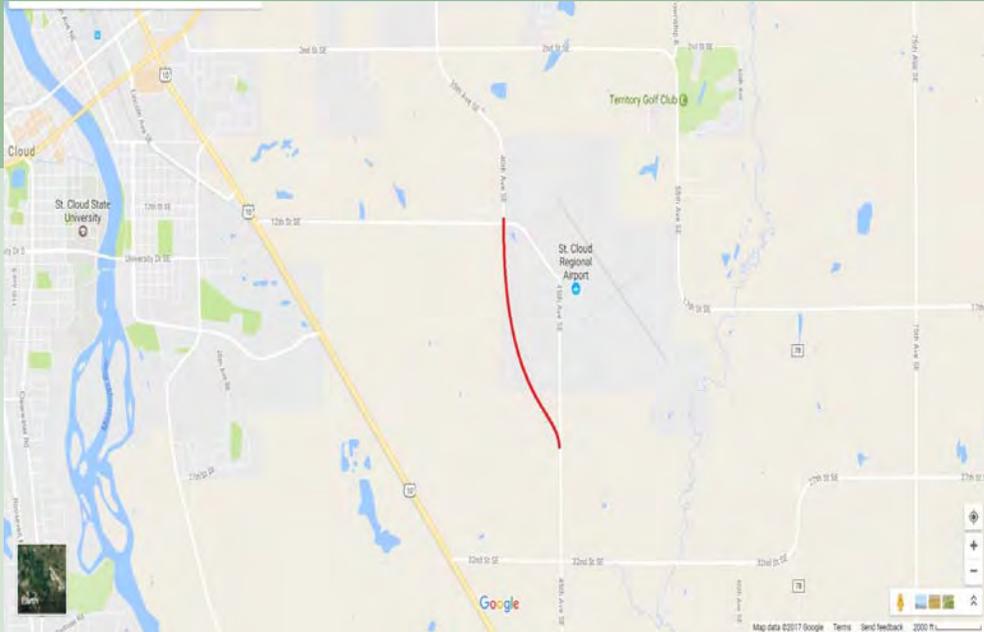
## Stearns CSAH 133 Connection from Theisen Road to 19th Avenue

CSAH 133 is a minor arterial in Stearns County that provides a freight and commuter connection from Interstate 94 west of St. Joseph to US Highway 10/Trunk Highway 15 east of Sartell. A final alignment still needs to be determined but the re-alignment of CSAH 133 was started nearly 10 years ago and currently dead ends at Theisen Road. There are several property owners in the gap area that feel they are left hanging – “Should we improve our homes/sheds/barns, or should be start looking for something new – I can’t sell my house because no one knows what will happen.” Completing this alignment would provide relief to the intersection of Sartell’s Heritage Drive/Pinecone Road intersection, and provide a more direct route between Interstate 94 and US Highway 10 for freight and commuters. Estimated cost to complete the alignment study and associated environmental work: \$75,000; right of way: \$750,000; construction: \$3 million.

For more information, contact:

Jodi L. Teich, P.E.  
Stearns County Engineer  
455 28th Avenue South  
Waite Park, MN 56387  
Phone: (320) 255.6180  
Fax: (320) 255.6186  
[jodi.teich@co.stearns.mn.us](mailto:jodi.teich@co.stearns.mn.us)

Total Cost	Local Cost	Federal Request
\$3,825,000	\$765,000	\$3,060,000



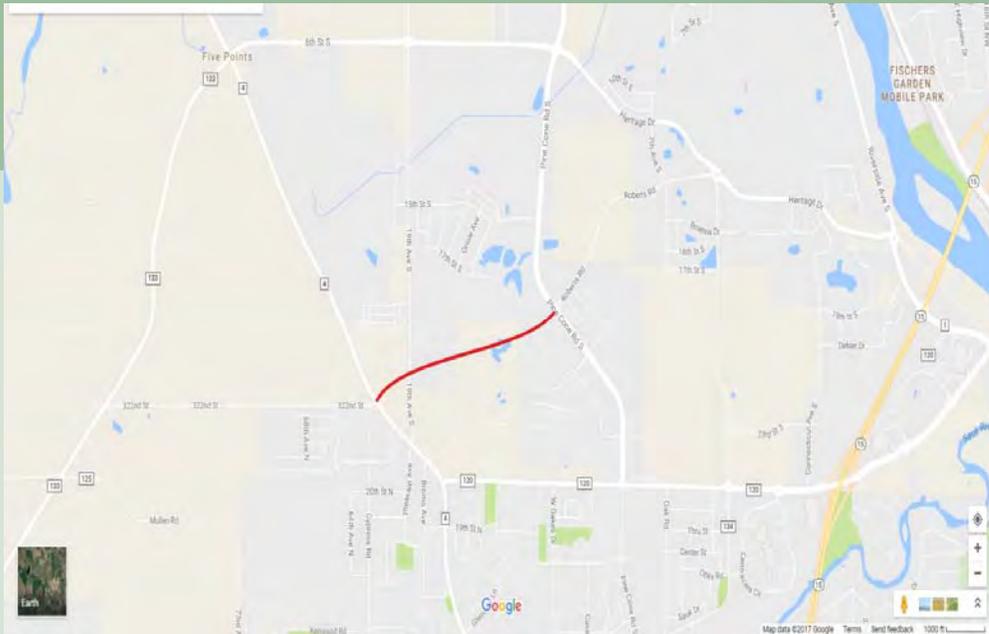
## Sherburne County CSAH 7: Realign Roadway

In the future as the US 10 corridor continues to grow and develop, CSAH 7 will provide a vital reliever link as it essentially parallels US 10 to the north. But probably more importantly to the region, the realignment of CSAH 7 would allow for the extension of the East-West runway at the St. Cloud Regional Airport. So although CSAH 7 acts as the primary access to the airport, it also acts as a barrier to the E/W runway extension. With the desire of the Executive Board to continue to promote the airport as a regional hub, the realignment of CSAH 7 would provide greater flexibility and options for the airport in the future.

For more information, contact:

Andrew Witter, P.E.  
Public Works Director  
Sherburne County Govt Center  
13880 Business Center Dr NW  
Elk River, MN 55330-1692  
Office: 763.765.3302  
<http://www.co.sherburne.mn.us/publicworks>

Total Cost	Local Cost	Federal Request
\$9,000,000	\$1,800,000	\$7,200,000



## Roberts Road Extension in Sartell

This new three-lane corridor will provide a much needed additional east-west connection across Sartell, from County Road 4 to Pine Cone Road South. The intersection of Roberts Road and Pine Cone Road is the heart of Sartell's burgeoning commercial development, and extending Roberts Road to CR 4 will provide another access into and out of this important regional commercial district. It can also be expected to provide some traffic relief for CR 120 to the south, and to incentivize further growth and development along the new alignment.

For more information, contact:

Jon Halter, P.E.  
S.E.H., Inc.  
1200 25th Avenue South P.O.  
Box 1717  
St. Cloud, MN 56302-1717  
320.229.4344 direct  
320.250.6084 cell  
888.908.8166 fax  
jhalter@sehinc.com

Total Cost

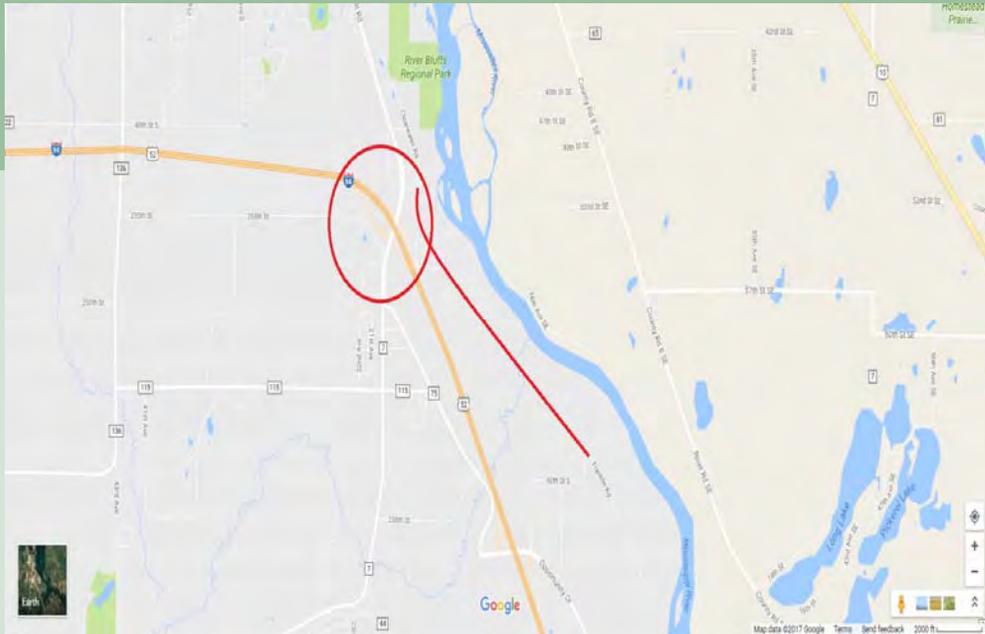
\$6,650,000

Local Cost

\$1,330,000

Federal Request

\$5,320,000



## Connect Heatherwood Road to Franklin Road

This request is for funding to complete the extension of Heatherwood Road into the Saint Cloud Business Park, thereby increasing commerce and reducing local trips on I-94. Funds will advance the preferred alternatives from environmental review into engineering, right-of-way acquisition, and construction.

For more information, contact:

Matt Glaesman, AICP  
Saint Cloud Community  
Development Director  
400 2nd St. S.  
St. Cloud, MN 56301  
St. Cloud, MN 56302-1717  
Phone: 320.255.7218  
matt.glaesman@ci.stcloud.mn.us

Total Cost	Local Cost	Federal Request
\$6,000,000	\$1,200,000	\$4,800,000



## Field Street in Saint Joseph

Field Street will be a Major Collector roadway from College Avenue (CR 121) easterly across the north-south minor arterial route planned generally in the 16th and 20th Avenue corridors. Field Street is also anticipated to eventually intersect with a future beltway corridor running north-south between Saint Joseph and Waite Park.

For more information, contact:

Judy Weyrens  
City Administrator  
25 College Ave. North  
P.O. Box 668  
St. Joseph, MN 56374  
Phone: (320) 363-7201  
Fax: (320)-363-0342  
jweyrens@cityofstjoseph.com

Total Cost	Local Cost	Federal Request
\$5,000,000	\$1,000,000	\$4,000,000