

AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, MAY 28, 2026 – 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
 - a. Approve minutes of April 30, 2026, TAC meeting (**Attachment A**)
 - b. Receive staff report of May 14, 2026, Policy Board meeting (**Attachment B**)
4. Consideration of the draft FY 2027-2030 Transportation Improvement Program (TIP) (**Attachments C1-C2**) *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action:** Recommend Policy Board approval to initiate 30-day public comment period.
5. Consideration of the draft 2027-2028 Unified Planning Work Program (UPWP) (**Attachment D**) *Brian Gibson, Executive Director*
 - a. **Suggested Action:** Recommend Policy Board approval.
6. Review of the 2025 Consultant-Led Pavement Condition Report (**Attachments E1-E2**) *James Stapfer, Transportation Planning Technician*
 - a. **Suggested Action:** None, informational.
7. Other Business & Announcements
8. Adjournment

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, April 30, 2026 @ 10 a.m.**

A meeting of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) was called to order at 10:03 a.m. Thursday, April 30, 2026. 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
Kari Haakonson	City of Sartell
Todd Schultz	City of Sauk Rapids
Bryce Johnson	City of Saint Joseph
David Roedel	Sherburne County
Chris Byrd	Stearns County
Steve Voss	MnDOT District 3
Michael Kedrowski	Metro Bus

Non-Member Attendees:

Brian Gibson	APO, Executive Director
Vicki Johnson	APO, Senior Planner
Alex McKenzie	APO, Associate Planner
Bryan McCoy	MnDOT MPO Coordinator

Online Attendees:

Jeff Lenz	MnDOT District 3
James Stapfer	APO, Planning Technician

1. Introductions were made.

2. PUBLIC COMMENT PERIOD

No members of the public were in attendance.

3. CONSIDERATION OF CONSENT AGENDA ITEMS

- a. Approve minutes of March 26, 2026, TAC meeting
- b. Receive staff report of April 2, 2026, Central Minnesota Area Transportation Partnership (ATP-3)
- c. Receive staff report of April 9, 2026, Policy Board meeting

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

4. CONSIDERATION OF THE FY 2026-2029 TRANSPORTATION

IMPROVEMENT PROGRAM (TIP) AMENDMENTS

Ms. Johnson reviewed the TIP amendment requests from Metro Bus:

- Replace 14 route display signs at the transit center
- Replace mobile data computers in 36 DAR vehicles and 2 additional devices
- Construction of the western transit center
- Adding route designation signs to 36 DAR vehicles

She went on to review the public comment period, March 19, 2026 – April 18, 2026, regarding these requests:

- Online Survey: 13 total responses
- In-Person Open House was held on March 31, 2026, at the Great River Regional Library with no attendees.
- Virtual Open House was held on April 7, 2026, with no attendees.
- There was one comment received via email.

The public comment period was advertised on:

- Facebook
- Instagram
- Nextdoor
- Central Minnesota ATP-3 website
- APO website
- St. Cloud Live legal notice
- YouTube Video

Ms. Johnson stated that during the comment period of Metro Bus’s amendments, MnDOT’s Office of Transit and Active Transportation updated its funding allocation for the western transit center. This increased the cost from \$997,500, to \$1,147,000. This is a technical correction and will be processed immediately pending Policy Board approval.

Mr. Byrd made a motion to recommend Policy Board approval of the FY 2026-2029 TIP Amendments. Mr. Schultz seconded the motion. Motion carried.

5. CONSIDERATION OF THE 2025 REGIONAL EVALUATION OF COUNTS FOR ACTIVE PLANNING (RECAP)

Mr. McKenzie stated the RECAP report summarizes active transportation activity across the Saint Cloud region using data collected from permanent and short-term count locations. The report provides a consistent, data-driven look at how and when people walk and bike, and how those patterns vary by location, season, and time of day. He stated the purpose of the RECAP is to support planning and decision-making by turning raw count data into clear, usable information.

Mr. McKenzie stated that APO staff hope to expand counting to on-street bicycle facilities, monitor before-and-after conditions for key projects, and enhance site-level analysis to compare trends across locations. Currently they have a counter set to count walking/biking on Heatherwood Road before construction begins and will replace the counter after the completion of the construction to assess how having the continuation of the trail effects walking and biking activity.

Mr. Schultz made a motion to recommend Policy Board approval to publish the 2025 Regional Evaluation of Counts for Active Planning (RECAP). Ms. Haakonson seconded the motion. Motion carried.

6. OTHER BUSINESS & ANNOUNCEMENTS

Ms. Johnson stated that she is working on the 2027-2030 TIP and hoping to bring it to the TAC in May. Mr. Lenz will be sending out an email in late May/early June requesting confirmation that project costs are correct.

Mr. Gibson stated the APO estimate for the 2027 assessments was sent out by Ms. Johnson for member jurisdictions to utilize when setting budgets. The numbers are 90% accurate and will be finalized as soon as all information has been received.

Ms. Johnson stated there is a second round of solicitation for CRP funds available for the rural portion of the APO's planning area as well as the rest of the Central Minnesota Area Transportation Partnership (outside the APO's urbanized area). She also stated there is a second round of solicitations for the PROTECT program. Please contact Mr. Lenz if you have questions or are interested in applying. Both solicitations close on Friday, May 15.

Mr. Voss stated there are still remaining 2027 CRP funding for ATP-3 due to a project that was rescinded from the program. He and Ms. Johnson encouraged those entities with areas outside of the APO's planning area to examine current STIP projects and if there is an eligible CRP component to apply for this funding program.

10. ADJOURNMENT

The meeting was adjourned at 10:25 a.m.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Staff Report on Policy Board Meeting
DATE: May 15, 2026

A Policy Board meeting was held on Thursday, May 14, 2026. The following occurred:

- 1.** The Board approved amendments to the 2026-2029 Transportation Improvement Program (TIP), as recommended by the TAC.
- 2.** The Board approved the publication of the Regional Evaluation of Counts for Active Planning (RECAP), as recommended by the TAC.
- 3.** The Board received a presentation on the final Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan. No action was taken, but I let the Board members know that in June I would be returning to ask for approval of a regional "zero deaths" policy resolution, as required by the SS4A program.

Suggested Action: None, informational.



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: Draft FY 2027-2030 Transportation Improvement Program
DATE: May 15, 2026

One of the responsibilities of the Saint Cloud Area Planning Organization (APO), as outlined by the Federal Government, is to develop and maintain a Transportation Improvement Program (TIP). The TIP is the document that programs federal funds for transportation improvements in the APO's Metropolitan Planning Area (MPA). Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring agencies and jurisdictions. As a document, the TIP reports how the various agencies and jurisdictions within the MPA have prioritized their use of limited Federal highway and transit funding.

The projects included in each year's TIP ultimately are derived from the APO's Metropolitan Transportation Plan (MTP) and are aimed at meeting the long-range needs of the area's transportation system. In addition, all projects programmed into the TIP must comply with regulations issued by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The TIP spans a period of four fiscal years and is updated on an annual basis. This update will span the four fiscal year period of 2027 through 2030.

For the past several months APO staff have been cooperatively working with local jurisdictions, Saint Cloud Metropolitan Transit Commission (more commonly known as Saint Cloud Metro Bus), and Minnesota Department of Transportation (MnDOT) District 3 staff to produce the yearly update to the APO's TIP. The draft 2027-2030 TIP table can be found as Attachment C2. To view the draft 2027-2030 TIP document in full please follow this link: <https://tinyurl.com/yb5xn8n2>.

APO staff are in the final stages of preparing the FY 2027-2030 TIP for final approval and incorporation into the Minnesota State Transportation Improvement Program (STIP). To do this, APO staff will need to release the FY 2027-2030 TIP for a 30-day public comment period. Per the TIP development schedule, public comment on the draft TIP will need to begin no later than July 15, 2026.

Prior to being released for public comment, APO staff need to seek approval from the APO's Policy Board. As such, APO staff is requesting members of the TAC review and provide comment on the draft FY 2027-2030 TIP by the TAC's May meeting. If TAC members recommend Policy Board approval to release the draft for the 30-day public comment period, the Policy Board will act at its June 2026 meeting.

Final approval of the document is anticipated in September 2026.

Suggested Action: Recommend Policy Board approval to release the draft document for 30-day public comment period.

Saint Cloud Area Planning Organization FY 2027-2030 Project Table									Running STIP Total	FHWA Earmark	Running FHWA Total			Running AC Payback Total	Running Total AC	Running FTA	Running TH Total			State General Funds	Running Other (Local)	Running Project Total
									\$232,129,185	\$16,711,717	\$65,001,943			\$17,390,399	\$11,915,911	\$23,861,040	\$14,504,830			\$8,148,355	\$103,222,618	\$226,654,697
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Target FHWA	Dist C FHWA	Total FHWA	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	State General Funds	Other (Local)	Project Total
TRANSIT	TRF-0048-27A	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	13,052,130							1,600,000					11,452,130	13,052,130
TRANSIT	TRF-0048-27B	2027	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	6,525,750												6,525,750	6,525,750
TRANSIT	TRF-0048-27D	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	74,000							59,200					14,800	74,000
TRANSIT	TRF-0048-27E	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	122,000							97,600					24,400	122,000
TRANSIT	TRF-0048-27F	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	210,000							168,000					42,000	210,000
TRANSIT	TRF-0048-27H	2027	SAINT CLOUD	SECT5339(C):ST CLOUD MTC; PURCHASE 13 CLASS 700 CNG REPLACEMENT BUSES	0	BB	TRANSIT VEHICLE PURCHASE	FTA	9,854,000							7,883,200					1,970,800	9,854,000
TRANSIT	TRF-9504-27	2027	MNDOT	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) MINIVAN (CLASS 200) EXPANSION	0	NB	TRANSIT VEHICLE PURCHASE	FTA	93,300							74,640					18,660	93,300
CSAH 3	005-603-035AC1	2027	BENTON COUNTY	**AC**BENTON CSAH 3, FROM CSAH 1 TO CSAH 4(65TH ST NE), FULL DEPTH RECLAIM (AC PROJECT, PAYBACK 1 OF 2)	7.32	RD	BITUMINOUS RECLAMATION	STBGP<5K	2,000,000					2,000,000								
CSAH 29	005-596-006	2027	BENTON COUNTY	**MN309** BENTON CSAH 29 CORRIDOR EXTENSION FROM CSAH 1 TO CSAH 3 IN THE CITY OF SAUK RAPIDS.	2.5	MC	MAJOR CONSTRUCTION - BIT	DEMO	9,500,000	5,000,000			5,000,000								4,500,000	9,500,000
CSAH 133	073-733-008	2027	STEARNS COUNTY	**AC**STEARNS CSAH 133, FROM 0.1 MI W OF 4TH AVE S TO 0.1 MI E OF 4TH AVE S IN THE CITY OF SARTELL, CONSTRUCT ROUNDABOUT (AC PROJECT, PAYBACK IN 2029)	0.2	RC	ROUNDABOUT	STBGP 5K-200K	798,995						1,201,005						798,995	2,000,000
LOCAL STREETS	073-593-001	2027	STEARNS COUNTY	**MN329**TOWNLINE ROAD (30TH AVE N), FROM CSAH 4 TO SOUTH CITY LIMITS OF ST STEPHEN, RECONSTRUCT	5.09	RC	GRSU -- GRADE AND SURFACE	DEMO	10,055,095	1,500,000			1,500,000							8,148,355	406,740	10,055,095
LOCAL STREETS	162-153-003AC	2027	SAINT CLOUD	**AC**CRP**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(AC PROJECT PAYBACK 1 OF 1)	0.8	RC	NEW PAVEMENT - BIT	STBGP 5K-200K	1,560,886					1,560,886								
LOCAL STREETS	162-153-003CRPAC1	2027	SAINT CLOUD	**AC**CRP**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(AC PROJECT PAYBACK 1 OF 2)	0.8	RC	NEW PAVEMENT - BIT	CRP	270,000					270,000								
MSAS 162	162-162-002	2027	SAINT CLOUD	**AC**MN325**HEATHERWOOD ROAD (MSAS 162), FROM 0.06 MI W OF 47TH ST S TO 60TH ST S IN THE CITY OF ST CLOUD,	0.91	MA	MAJOR CONSTRUCTION - BIT	STBGP 5K-200K	9,298,995	7,000,000			7,000,000		1,601,005						2,298,995	10,900,000

Saint Cloud Area Planning Organization FY 2027-2030 Project Table									Running STIP Total	FHWA Earmark	Running FHWA Total			Running AC Payback Total	Running Total AC	Running FTA	Running TH Total			State General Funds	Running Other (Local)	Running Project Total	
									\$232,129,185	\$16,711,717	\$65,001,943			\$17,390,399	\$11,915,911	\$23,861,040	\$14,504,830			\$8,148,355	\$103,222,618	\$226,654,697	
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Target FHWA	Dist C FHWA	Total FHWA	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	State General Funds	Other (Local)	Project Total	
				CONSTRUCT NEW ROADWAY (AC PROJECT, PAYBACK IN 2029 & TA IN 2029)																			
LOCAL STREETS	220-080-006	2027	SARTELL	**MN307**15TH ST NORTH CORRIDOR EXTENSION FROM PINECONE RD TO 19TH AVE N, RIGHT OF WAY ACQUISITION IN CITY OF SARTELL	3	PL	RIGHT OF WAY PURCHASE	STBGP 5K-200K	3,880,000	2,150,000	943,774		3,093,774									786,226	3,880,000
MN 23	7305-132	2027	MNDOT	MN 23/STEARNS CSAH 8 IN ROCKVILLE, CONSTRUCT J-TURN (TIED TO SP 7305-133)	0	SH	CHANNELIZATION	STBGP<5K	305,000		270,000		270,000				35,000		35,000				305,000
MN 23	7305-132S	2027	MNDOT	MN 23/STEARNS CSAH 8 IN ROCKVILLE, CONSTRUCT J-TURN (TIED TO SP 7305-133)	0	SH	CHANNELIZATION	HSIP	1,200,000		1,080,000		1,080,000				120,000		120,000				1,200,000
MN 23	7305-133	2027	MNDOT	**MN308**MN 23, CONSTRUCT J-TURN AT BEL CLARE DRIVE (TIED TO SP 7305-132)	1	TM	CHANNELIZATION	DEMO	1,304,000	1,061,717			1,061,717				242,283		242,283				1,304,000
I 94	7380-269	2027	MNDOT	I-94 BR 73877 (WB), BR 73878 (EB) OVER TR 477 IN ST JOE TWP, OVERLAY	0	BI	BRIDGE DECK OVERLAY	NHPP	3,100,000		2,790,000		2,790,000				310,000		310,000				3,100,000
TRANSIT	TRF-0048-28A	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	13,704,736							1,600,000						12,104,736	13,704,736
TRANSIT	TRF-0048-28B	2028	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	6,852,038													6,852,038	6,852,038
TRANSIT	TRF-0048-28D	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	59,000							47,200						11,800	59,000
TRANSIT	TRF-0048-28E	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; THREE (3) REPLACEMENT OPERATIONS VEHICLES	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	135,000							108,000						27,000	135,000
TRANSIT	TRF-0048-28F	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	372,000							297,600						74,400	372,000
TRANSIT	TRF-0048-28G	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; SHELTERS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	25,000							20,000						5,000	25,000
TRANSIT	TRF-0048-28H	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	600,000							480,000						120,000	600,000
TRANSIT	TRF-0048-28I	2028	SAINT CLOUD	ST CLOUD MTC; PURCHASE ONE(1) CLASS 400LF CNG REPLACEMENT BUS.	0	TR	TRANSIT VEHICLE PURCHASE	LF	285,000													285,000	285,000
TRANSIT	TRF-0048-28J	2028	SAINT CLOUD	SECT5339(C): ST CLOUD MTC; PURCHASE TEN (10) CLASS 700 CNG REPLACEMENT BUSES	0	TR	TRANSIT VEHICLE PURCHASE	FTA	7,580,000							6,064,000						1,516,000	7,580,000
CSAH 3	005-603-035AC2	2028	BENTON COUNTY	**AC**BENTON CSAH 3, FROM CSAH 1 TO CSAH 4(65TH ST NE), FULL DEPTH RECLAIM (AC PROJECT, PAYBACK 2 OF 2)	7.32	RD	BITUMINOUS RECLAMATION	STBGP<5K	953,335					953,335									
CSAH 1	073-601-055	2028	STEARNS COUNTY	CSAH 1, FROM CSAH 17 TO N STEARNS COUNTY LINE, RECONSTRUCT	2.26	RC	MAJOR CONSTRUCTION - BIT	STBGP<5K	3,500,000		1,448,675		1,448,675									2,051,325	3,500,000
LOCAL STREETS	073-070-031	2028	STEARNS COUNTY	STEARNS COUNTY, VARIOUS RURAL ROADWAYS -- STRIPING (TIED TO SP 073-070-033)	0	SH	STRIPING	HSIP	980,000		750,000		750,000									230,000	980,000

Saint Cloud Area Planning Organization FY 2027-2030 Project Table									Running STIP Total	FHWA Earmark	Running FHWA Total			Running AC Payback Total	Running Total AC	Running FTA	Running TH Total			State General Funds	Running Other (Local)	Running Project Total	
									\$232,129,185	\$16,711,717	\$65,001,943			\$17,390,399	\$11,915,911	\$23,861,040	\$14,504,830			\$8,148,355	\$103,222,618	\$226,654,697	
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Target FHWA	Dist C FHWA	Total FHWA	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	State General Funds	Other (Local)	Project Total	
LOCAL STREETS	162-090-009	2028	SAINT CLOUD	13TH ST, CONSTRUCT SIDEWALK FROM 9TH AVE TO 11TH AVE AND INSTALL PEDESTRIAN ACTIVATED CROSSING AT 9TH AVE IN THE CITY OF ST CLOUD	0.1	RT	NEW TRAIL	STBG TAP 5K-200K	225,000		180,000		180,000									45,000	225,000
LOCAL STREETS	162-153-003CRPAC2	2028	SAINT CLOUD	**AC**CRP**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(AC PROJECT PAYBACK 2 OF 2)	0.8	RC	NEW PAVEMENT - BIT	CRP	100,000					100,000									
MSAS 145	162-145-016	2028	SAINT CLOUD	**AC**MSAS 145 (9TH AVE S) FROM UNIVERSITY DRIVE TO 2ND ST N, RECONSTRUCT + ADA WORK IN THE CITY OF ST CLOUD (AC PROJECT, PAYBACK IN 2030)	0	RC	MAJOR CONSTRUCTION - BIT	STBGP 5K-200K	5,298,995						1,201,005							5,298,995	6,500,000
LOCAL STREETS	191-104-009AC	2028	SAUK RAPIDS	**AC**2ND AVE S (MSAS 104) FROM BENTON DR TO 6TH ST S, RECONSTRUCTION, ADA IMPROVEMENTS, RR XING, SIGNAL REVISIONS AND WATER MAIN IN THE CITY OF SAUK RAPIDS (AC PROJECT, PAYBACK 1 OF 1) (ASSOCIATED WITH SP 191-090-003)	0	RC	SIDEWALKS	STBG TAP 5K-200K	590,267					590,267									
CSAH 1	191-090-004	2028	SAUK RAPIDS	**AC**CSAH 1(MAYHEW LAKE RD NE), CONSTRUCT TRAIL BETWEEN OSAUKA ROAD NE TO NORTH ENTRANCE TO HIGH SCHOOL/MAYHEW CREEK PARK IN THE CITY OF SAUK RAPIDS (AC PROJECT, PAYBACK IN 2029)	0.2	BT	NEW TRAIL	STBG TAP 5K-200K	86,556						346,223							86,556	432,779
CSAH 1	191-090-005	2028	SAUK RAPIDS	**AC**CSAH 1(MAYHEW LAKE RD NE), CONSTRUCT TRAIL FROM STORM ST NE TO 35TH ST NE (CSAH 29) IN THE CITY OF SAUK RAPIDS (AC PROJECT, PAYBACK IN 2030)	0.21	BT	NEW TRAIL	STBG TAP 5K-200K	105,435						421,740							105,435	527,175
MSAS 103	221-103-007	2028	WAITE PARK	**AC**CRP**MSAS 103 (10TH AVE S), EXPAND FROM TH 23 TO 100' S OF RR TRACKS, RAB AT 10TH AVE S & 1ST ST S IN THE CITY OF WAITE PARK (AC PROJECT, PAYBACK IN 2029 & 2030)	0	RC	NEW PAVEMENT - BIT	STBGP 5K-200K	1,295,395						1,201,005							1,295,395	2,496,400
MSAS 103	221-103-007CRP	2028	WAITE PARK	**AC**CRP**MSAS 103 (10TH AVE S), EXPAND FROM TH 23 TO 100' S OF RR TRACKS, RAB AT 10TH AVE S & 1ST ST S IN THE CITY OF WAITE PARK (AC PROJECT, PAYBACK IN 2029 & 2030)	0	RC	NEW PAVEMENT - BIT	CRP	312,000		170,000		170,000		540,000							142,000	852,000
MN 23	7305-131	2028	MNDOT	**AC**MN 23, FROM 0.455 MI E OF 93RD AVE TO MN 15 IN WAITE PARK, MILL AND OVERLAY WITH SIGNAL, ADA,	5.5	RS	MILL AND BIT OVERLAY	NHPP	19,570,072		10,984,831		10,984,831		5,403,928		7,970,991		7,970,991			614,250	24,974,000

Saint Cloud Area Planning Organization FY 2027-2030 Project Table									Running STIP Total	FHWA Earmark	Running FHWA Total			Running AC Payback Total	Running Total AC	Running FTA	Running TH Total			State General Funds	Running Other (Local)	Running Project Total	
									\$232,129,185	\$16,711,717	\$65,001,943			\$17,390,399	\$11,915,911	\$23,861,040	\$14,504,830			\$8,148,355	\$103,222,618	\$226,654,697	
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Target FHWA	Dist C FHWA	Total FHWA	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	State General Funds	Other (Local)	Project Total	
				THE CITY OF SARTELL, CONSTRUCT ROUNDABOUT (AC PROJECT, PAYBACK 1 OF 1)																			
CSAH 75	073-675-044	2029	STEARNS COUNTY	STEARNS CSAH 75, FROM COOPER AVE TO TRAVERSE ROAD IN THE CITY OF ST CLOUD, MILL & OVERLAY	0.5	RS	MILL AND BIT OVERLAY	NHPP	1,500,000		792,556		792,556									707,444	1,500,000
MSAS 162	162-162-002AC	2029	SAINT CLOUD	**AC**MN325**HEATHERWOOD ROAD (MSAS 162), FROM 0.06 MI W OF 47TH ST S TO 60TH ST S IN THE CITY OF ST CLOUD, CONSTRUCT NEW ROADWAY (AC PROJECT, PAYBACK 1 OF 1)	0.9	MA	MAJOR CONSTRUCTION - BIT	STBGP 5K-200K	1,601,005					1,601,005									
CSAH 1	191-090-004AC	2029	SAUK RAPIDS	**AC**CSAH 1(MAYHEW LAKE RD NE), CONSTRUCT TRAIL BETWEEN OSAUKA ROAD NE TO NORTH ENTRANCE TO HIGH SCHOOL/MAYHEW CREEK PARK IN THE CITY OF SAUK RAPIDS (AC PROJECT, PAYBACK 1 OF 1)	0.2	BT	NEW TRAIL	STBGTAP 5K-200K	346,223					346,223									
MSAS 103	221-103-007CRPAC1	2029	WAITE PARK	**AC**CRP**MSAS 103 (10TH AVE S), EXPAND FROM TH 23 TO 100' S OF RR TRACKS, RAB AT 10TH AVE S & 1ST ST S IN THE CITY OF WAITE PARK (AC PROJECT, PAYBACK 1 OF 2)	0	RC	NEW PAVEMENT - BIT	CRP	270,000					270,000									
MN 23	7305-131AC	2029	MNDOT	**AC**MN 23, FROM 0.455 MI EAST OF 93RD AVE TO MN 15 IN WAITE PARK, MILL AND OVERLAY WITH SIGNAL, ADA, LIGHTING REPLACEMENT AND HYDRAULIC STRUCTURE PRESERVATION (AC PROJECT, PAYBACK 1 OF 1)	5.5	RS	MILL AND BIT OVERLAY	NHPP	5,403,928					5,403,928									
MN 23	7306-98	2029	MNDOT	MN 23, FROM TH 15 TO RR BR NEAR US 10 IN ST. CLOUD, MILL AND OVERLAY, INCLUDE ADA, SIGNALS, AND BRIDGE REHAB	2.5	RS	MILL AND BIT OVERLAY	NHPP	13,900,000		10,788,150		10,788,150				2,461,850		2,461,850		650,000	13,900,000	
I 94	7380-283	2029	MNDOT	**ITS**I-94, FROM MN 238 INTERCHANGE TO MN 23 INTERCHANGE, CONSTRUCT FIBER AND VEHICLE DETECTION SYSTEM (ITS FUNDS 2.0)	17.6	EN	TRAFFIC MANAGEMENT SYSTEM	NHPP	2,000,000			1,800,000	1,800,000					200,000	200,000				2,000,000
RAIL	73-00149	2029	MNDOT	NLR RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT CSAH 81 (3RD ST N) IN WAITE PARK, STEARNS COUNTY	0	SR	RR X-ING IMPROVEMENTS	RRS	250,000			250,000	250,000										250,000
TRANSIT	TRF-0048-30A	2030	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	15,109,500							1,800,000					13,309,500	15,109,500	
TRANSIT	TRF-0048-30B	2030	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	7,554,500												7,554,500	7,554,500	
TRANSIT	TRF-0048-30C	2030	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	17,000							13,600					3,400	17,000	
TRANSIT	TRF-0048-30D	2030	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	0	B9	TRANSIT GRANT CAPITAL	FTA	650,000							520,000					130,000	650,000	

Saint Cloud Area Planning Organization FY 2027-2030 Project Table									Running STIP Total	FHWA Earmark	Running FHWA Total			Running AC Payback Total	Running Total AC	Running FTA	Running TH Total			State General Funds	Running Other (Local)	Running Project Total
									\$232,129,185	\$16,711,717	\$65,001,943			\$17,390,399	\$11,915,911	\$23,861,040	\$14,504,830			\$8,148,355	\$103,222,618	\$226,654,697
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Target FHWA	Dist C FHWA	Total FHWA	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	State General Funds	Other (Local)	Project Total
TRANSIT	TRF-0048-30E	2030	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	IMPROVEMENT (NON-VEHICLE)	FTA	40,000							32,000					8,000	40,000
MSAS 145	162-145-016AC	2030	SAINT CLOUD	**AC**MSAS 145 (9TH AVE S) FROM UNIVERSITY DRIVE TO 2ND ST N, RECONSTRUCT + ADA WORK IN THE CITY OF ST CLOUD (AC PROJECT, PAYBACK 1 OF 1)	0	RC	MAJOR CONSTRUCTION - BIT	STBGP 5K-200K	1,201,005					1,201,005								
LOCAL STREETS	233-090-002	2030	SAINT JOSEPH	CR 121 (COLLEGE AVE) FROM JADE ROAD TO RIVERS BEND PARK IN THE CITY OF ST JOSEPH, CONSTRUCT TRAIL	0.21	BT	NEW TRAIL	STBGTAP 5K-200K	358,682		286,946		286,946								71,736	358,682
CSAH 1	191-090-005AC	2030	SAUK RAPIDS	**AC**CSAH 1(MAYHEW LAKE RD NE), CONSTRUCT TRAIL FROM STORM ST NE TO 35TH ST NE (CSAH 29) IN THE CITY OF SAUK RAPIDS (AC PROJECT, PAYBACK 1 OF 1)	0.21	BT	NEW TRAIL	STBGTAP 5K-200K	421,740					421,740								
MSAS 103	221-103-007AC	2030	WAITE PARK	**AC**CRP**MSAS 103 (10TH AVE S), EXPAND FROM TH 23 TO 100' S OF RR TRACKS, RAB AT 10TH AVE S & 1ST ST S IN THE CITY OF WAITE PARK (AC PROJECT, PAYBACK 1 OF 1)	0	RC	NEW PAVEMENT - BIT	STBGP 5K-200K	1,201,005					1,201,005								
MSAS 103	221-103-007CRPAC2	2030	WAITE PARK	**AC**CRP**MSAS 103 (10TH AVE S), EXPAND FROM TH 23 TO 100' S OF RR TRACKS, RAB AT 10TH AVE S & 1ST ST S IN THE CITY OF WAITE PARK (AC PROJECT, PAYBACK 2 OF 2)	0	RC	NEW PAVEMENT - BIT	CRP	270,000					270,000								
MN 95	0505-27	2030	MNDOT	**ELLE**MN 95, FROM JCT MN 23 EAST OF ST. CLOUD TO BENTON/MILLE LACS CO LINE, MILL & OVERLAY, INCLUDE BR 05014 & 05015	14.2	RS	MILL AND BIT OVERLAY	STBGP<5K	10,720,000		8,728,224		8,728,224				1,991,776		1,991,776			10,720,000
I 94, MN 23, US 10	8823-464	2030	MNDOT	**ITS**DMS INSTALLATION ON I 94, US 10, AND MN 23 AT VARIOUS LOCATIONS	0	TM	INTELLIGENT TRANSPORTATION SYSTEMS	NHPP	1,000,000			692,070	692,070				150,000	157,930	307,930			1,000,000



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud APO Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Draft 2027-2028 Unified Planning Work Program
DATE: May 19, 2026

The Unified Planning Work Program (UPWP) is both our budget and our work plan. It identifies funding sources, revenues, expenditures, and the tasks we expect to accomplish each calendar year. I need to provide the approved UPWP to MnDOT by September 1st each year to ensure our funding is properly obligated prior to January 1st of the following year.

For 2027, we are expecting \$702,428 from our USDOT planning grant, also called our Consolidated Planning Grant (CPG). These are formula funds and require a 20% local match.

Our consultant-lead projects proposed for 2026 include:

- Continuing our Community Liaisons program to better reach and include people who have been traditionally underserved in the planning process. (\$5,000)

Travel Demand Model Calibration & 2055 Socio-Demographic Forecasts (\$116,000), which will assign 2025 socio-economic data (i.e., households, jobs, etc.) to the Traffic Analysis Zones (TAZs). Assuming that 2025 American Community Survey (ACS) data is available in January or February of 2027, APO staff will distribute the population data to the TAZs prior to providing it to the consultants for calibration. Since 2055 is the horizon planning-year for the next MTP, the consultant will also work with the individual jurisdictions of the APO to develop reasonable estimates of 2055 population, jobs, and other socio-economic data and distribute the forecasted households and jobs to the TAZs. Next, using the 2055 socio-economic data and the 2025 roadway network (provided by APO staff), the consultant will complete a "2055 No-Build" model run in order to highlight future areas-of-concern if no additional investment were made in the roadway network.

EXHIBIT 2 – 2027 WORK ACTIVITY BY REVENUE SOURCE

Work Activity Category	Federal Funding (CPG 1)	Federal Funding (CPG 2)	State Funding	Local Match - State Grant	Other Local Funds	Total Funding
100 Administration & Overhead	\$273,555	\$0	\$28,683	\$7,165	\$39,697	\$349,100
200 Budget & UPWP	\$11,362	\$0	\$1,191	\$298	\$1,649	\$14,500
300 Transportation Improvement Program (TIP)	\$37,416	\$0	\$3,923	\$981	\$5,430	\$47,750
400 Transportation System Performance Monitoring (TSPM)	\$41,920	\$0	\$4,396	\$1,100	\$6,084	\$53,500
500 Planning Project Development	\$27,031	\$0	\$2,834	\$710	\$3,925	\$34,500
600 Metropolitan Transportation Plan (MTP)	\$30,363	\$0	\$3,184	\$796	\$4,407	\$38,750
610 MTP – Active Transportation Planning	\$40,423	\$17,561	\$6,080	\$1,520	\$8,416	\$74,000
620 MTP - Transit Planning	\$8,227	\$0	\$863	\$216	\$1,194	\$10,500
630 MTP - Freight, Economic Vitality & Tourism	\$2,546	\$0	\$267	\$67	\$370	\$3,250
640 MTP - Safety, Security & Environmental Planning	\$20,764	\$0	\$2,177	\$545	\$3,014	\$26,500
700 Transportation Planning Coordination & Public Outreach	\$87,172	\$0	\$9,140	\$2,285	\$12,653	\$111,250
800 Transportation Modeling, Mapping & Technical Support	\$18,805	\$0	\$1,972	\$494	\$2,729	\$24,000
900 Locally Funded Activities	\$0	\$0	\$0	\$0	\$27,500	\$27,500
Sub-Total for APO Staff and Operations	\$599,584	\$17,561	\$64,710	\$16,177	\$117,068	\$815,100
Contract Services: Larkin Hoffman	\$0	\$0	\$0	\$0	\$48,000	\$48,000
Contract Services: Community Liaisons for Hard-to-Reach Populations	\$0	\$0	\$4,000	\$1,000	\$0	\$5,000
Contract Services: Regional Traffic Management Study	\$85,283	\$0	\$0	\$0	\$30,717	\$116,000
Grand Total Expenses	\$684,867	\$17,561	\$68,710	\$17,177	\$195,785	\$984,100

APO BUDGET HISTORY 2021 – 2027

Line Item	2021	2022	2023	2024	2025	2026	2027
Staff Salaries and Benefits	\$463,750	\$470,500	\$512,000	\$552,004	\$596,750	\$614,500	\$624,250
Overhead	\$96,360	\$92,000	\$119,750	\$150,746	\$151,500	\$160,700	\$163,350
Consultant Studies	\$445,000	\$325,000	\$263,500	\$303,000	\$117,000	\$110,000	\$121,000
Sub-Total for CPG Eligible Expenses	\$1,005,110	\$887,500	\$895,250	\$1,005,750	\$871,750	\$885,200	\$908,600
Lobbyist	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000
Staff Time for Legislative Communications	\$4,250	\$4,500	\$6,000	\$6,500	\$6,500	\$5,750	\$7,000
Audit	\$8,250	\$8,500	\$14,000	\$15,000	\$15,000	\$15,000	\$15,000
Legislative Comm. Travel	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
MN Transportation Alliance*	\$0	\$0	\$0	\$0	\$500	\$500	\$500
Sub-Total for Other	\$65,500	\$66,000	\$73,000	\$74,500	\$75,000	\$74,250	\$75,500
Grand Total	\$1,070,610	\$953,500	\$968,250	\$1,080,250	\$940,250	\$959,450	\$984,100

JURISDICTIONAL ASSESSMENTS HISTORY 2021 – 2027

Jurisdiction	2021	2022	2023	2024	2025	2026	2027
St. Cloud	\$62,037	\$107,149	\$67,687	\$102,405	\$77,977	\$95,386	\$149,035 ¹
St. Joseph	\$6,361	\$7,149	\$7,011	\$10,468	\$7,588	\$9,342	\$9,802
Sartell	\$16,922	\$18,974	\$19,446	\$29,332	\$21,672	\$26,598	\$27,537
Sauk Rapids	\$12,581	\$13,883	\$13,485	\$20,480	\$14,815	\$18,591	\$19,145
Waite Park	\$7,582	\$8,166	\$8,720	\$12,775	\$9,538	\$11,514	\$11,848
LeSauk Township	\$1,237	\$1,385	\$1,133	\$1,851	\$1,268	\$1,611	\$1,670
Benton County	\$6,792	\$27,348	\$7,237	\$10,321	\$7,729	\$9,644	\$9,863
Sherburne County	\$2,251	\$2,414	\$2,936	\$4,385	\$3,320	\$3,870	\$3,973
Stearns County	\$20,752	\$21,552	\$71,726	\$29,426	\$26,692	\$26,862	\$27,589
Metro Bus	\$8,300	\$8,300	\$8,300	\$4,211	\$2,789	\$3,500	\$3,500
Total	\$144,815	\$216,320	\$207,681	\$225,653	\$173,388	\$206,919	\$263,689
% Change Year Over Year		+49.38%	-3.99%	+8.65%	-23.16%	+19.34%	+27.44% (+3.27%) ²

Overall local assessments would be about 3.27% higher than in 2026. However, by prior agreement, the City of St. Cloud will be asked to provide an additional \$50,000 in 2027 and 2028 to help provide the local match requirement for the 33rd Street South Bridge

¹ City of St. Cloud assessments include \$99,035 in local + lobbyist assessments, plus \$50,000 in local match for the Mississippi River Bridge EIS.

² 2027 Assessments are 27.44% higher than 2026, but if you remove the \$50,000 assessment for the bridge EIS, then the increase is only 3.27%

EIS. If you include that additional \$50,000, assessments would be 27.44% higher.

If you need more details, the entire draft UPWP can be reviewed here:

<https://bit.ly/4uWDQAU>.

Suggested Action: Recommend approval of the 2027-2028 UPWP to the APO Policy Board.



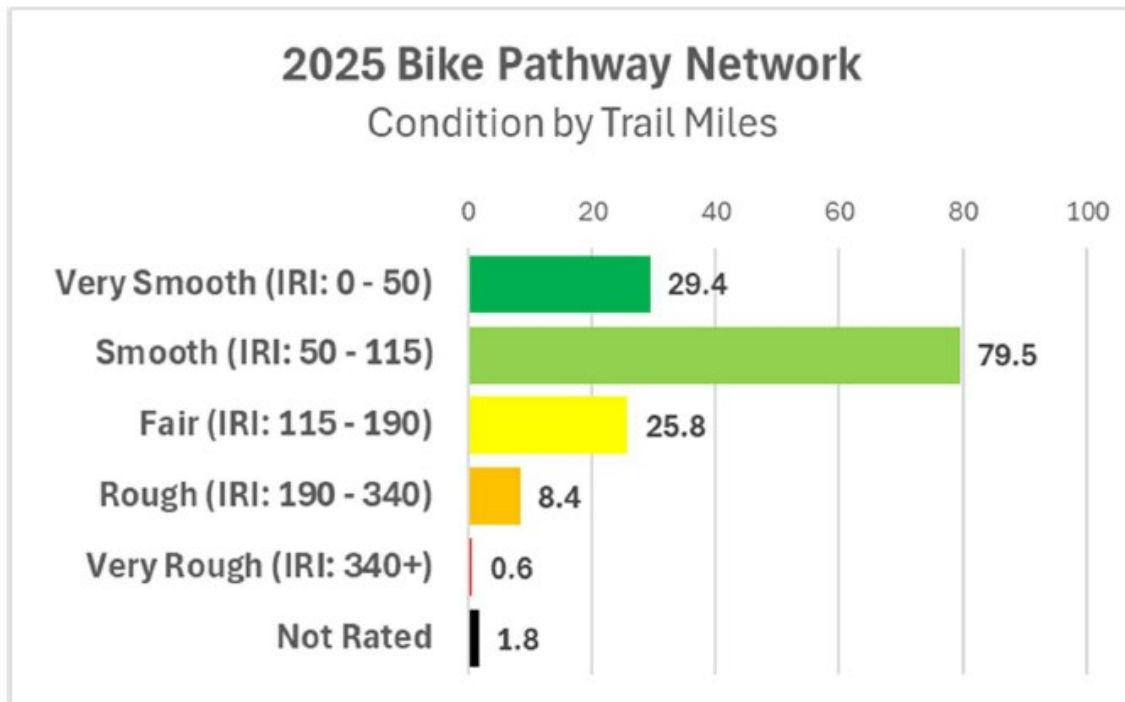
1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization TAC
FROM: James Stapfer, Planning Technician & Brian Gibson, Executive Director
RE: 2025 Multimodal Pavement Condition Assessment
DATE: May 18, 2026

GoodPointe Technology completed the 2025 Multimodal Pavement Condition Assessment for the Saint Cloud Area Planning Organization. The study evaluated approximately 145.5 miles of shared-use paths and 258.1 lane-miles of non-NHS roadways throughout the APO planning area using International Roughness Index (IRI) pavement condition data collection methods.

The assessment found that the **shared-use path** network is generally in good condition, with an average IRI of 93 inches/mile, classified as "Smooth." The report also noted improvements in pathway conditions since the 2020 assessment due to resurfacing and maintenance activities completed by member agencies.



The **roadway network** averaged 167 inches/mile, classified (barely) as “Fair.”

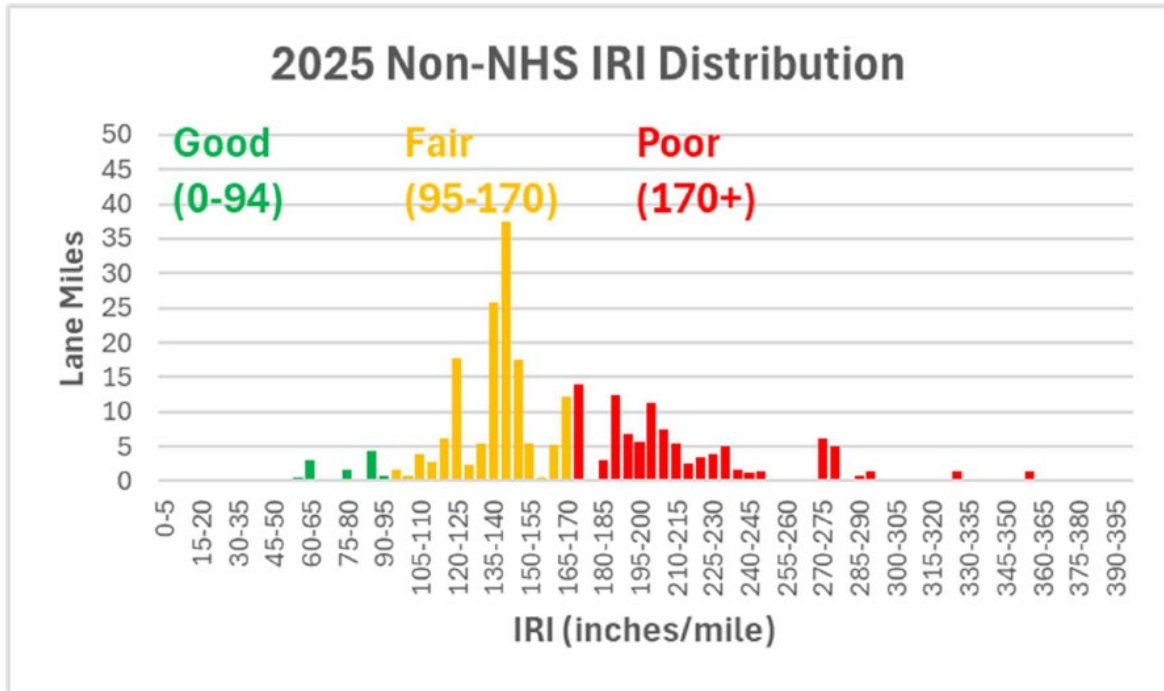
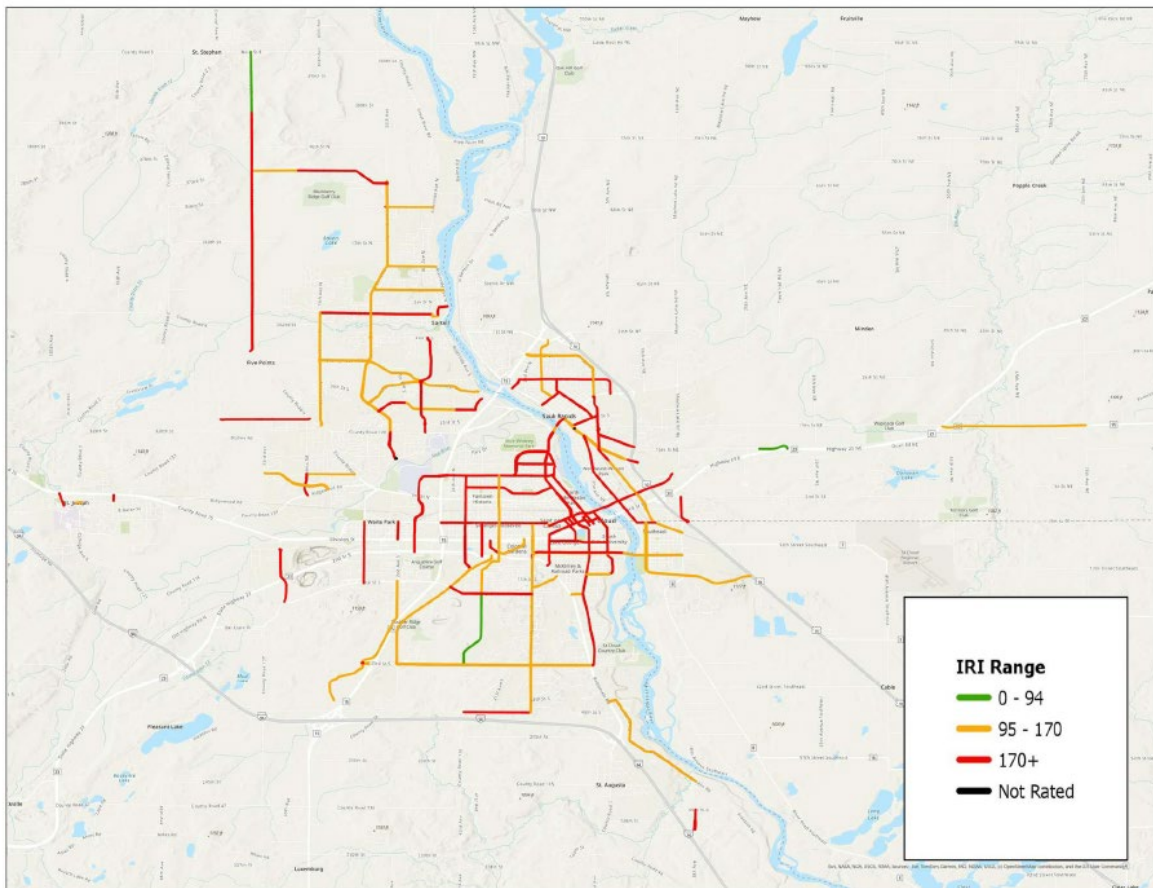


Figure 7-4. Roadway Pavement Condition Map



The report recommends continuing a preservation-first maintenance strategy, prioritizing rehabilitation on connector corridors, and maintaining the APO's pavement monitoring cycle. Additional recommendations include integrating pavement condition data into long-range transportation planning and improving regional data sharing and pavement lifecycle tracking.

The full document can be found here: <https://bit.ly/498jE6p>.

Suggested Action: None, informational.



GOODPOINTE
TECHNOLOGY



**2025 ST. CLOUD AREA PLANNING ORGANIZATION
MULTIMODAL PAVEMENT CONDITION ASSESSMENT**

Prepared for the Saint Cloud Area Planning Organization
by GoodPointe Technology, LLC

December 23, 2025

Contents

1. Executive Summary	1
2. Project Overview	2
3. Study Area and Network Description	3
4. Multimodal Pavement Assessment Methodology and Equipment.....	4
5. Pavement Condition Rating Framework.....	10
6. Shared-Use Path Network Evaluation	12
Figure 6-1. Shared-Use Path Condition Distribution by Miles	12
Figure 6-2. Shared-Use Path Condition Distribution by % Miles	12
Figure 6-3. Bike Pathway Inventory & IRI Condition Summary by Network Rank	13
Figure 6-4. 2025 Bike Pathway Network Comparison to 2020 TRI Survey	13
Figure 6-5. Shared-Use Path Pavement Condition Map	14
7. Roadway Network Evaluation.....	15
Figure 7-1. Roadway IRI Summary by Lane Miles	15
Figure 7-2. Roadway IRI Summary by % Lane Miles	15
Figure 7-3. Roadway IRI Distribution by Category	16
Figure 7-4. Roadway Pavement Condition Map	17
8. Comparative Performance Analysis: 2020–2025	18
Figure 8-1. Performance by Maintenance Level 2020 - 2025	19
Figure 8-2. Performance for Level 1 Maintenance from 2020 - 2025	20
Figure 8-3. Performance for Level 2 Maintenance from 2020 - 2025	20
Figure 8-4. Performance for Level 3 Maintenance from 2020 - 2025	21
Figure 8-5. Performance by Maintenance Level Full Pavement Lifecycle	21
9. Pavement Management Implications & Recommendations.....	22
10. Next Steps and Future Updates	23
11. About GoodPointe Technology	24

Appendix A. 2025 Bike Trail IRI Condition Summary by Owner

1. Executive Summary

The 2025 Multimodal Pavement Condition Assessment provides the most comprehensive evaluation to date of IRI pavement ride quality conditions on the pathway and roadway networks within the Saint Cloud Metropolitan Planning Area (MPA).

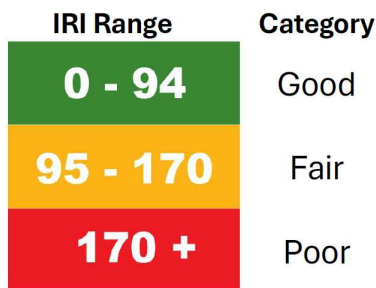
Using ASTM-compliant methodologies, GoodPointe Technology collected georeferenced International Roughness Index (IRI) ride quality data on shared-use paths using an iPhone-based Class 3 measurement system, and roadway pavement roughness using a Class 1 inertial laser profiling system. All pathways and roadways were surveyed bi-directionally, and under appropriate weather conditions. The collected data was postprocessed, QC reviewed and delivered to the St. Cloud APO in ESRI shapefile format.

Project Summary:

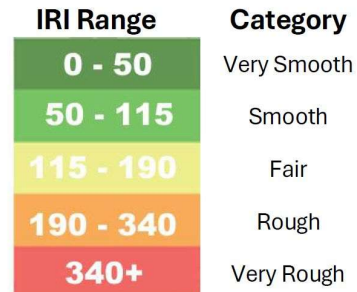
- 2025 Pathway miles evaluated in this project: **145.5 miles**.
- 2025 non-NHS Roadway miles evaluated in this Project: **258.1 lane-miles**.
- 2025 Overall Pathway average ride quality condition: **93 inches/mile (Smooth)**.
- 2025 Overall Roadway Project (consultant-collected) average ride quality condition: **167 inches/mile (Fair)**.

The following figure shows the IRI-based condition ranges developed for the Roadway and the Bike Pathway networks and used in this report.

**Roadway Ride Quality
Condition Category Ranges
IRI (inches/mile)**
Source: NHS



**Bike Pathways Ride Quality
Condition Category Ranges
IRI (inches/mile)**



This report documents the data collection procedures and includes tables, charts, and maps to summarize the current conditions of the Non-NHS roadway network and Shared-use Pathways based on the data collected for this 2025 project.

2. Project Overview

The Saint Cloud APO is the federally designated Metropolitan Planning Organization (MPO) responsible for regional transportation planning across multiple municipalities. As part of its long-range planning and performance measurement responsibilities, the APO periodically evaluates pavement conditions on roadway networks and beginning in 2020, shared-use path networks.

In 2019 GoodPointe provided the APO with data on the roadway network pavement condition for the non-NHS, functionally-classified portion of the roadway network.

The APO conducted a separate 2020 pavement study that was focused exclusively on trail conditions using a Trail Roughness Index (TRI) collected with a specialized electric-assist bike.

In 2025 GoodPointe collected data on the shared-use paths and roadway network. IRI was collected on the shared-use paths using a Class 3 iPhone system. The roadway IRI was collected with a class 1 GPS-Inertial based laser system.

The study area included Full bi-directional roughness measurements on:

- All non-NHS, functionally classified roadway segments totaling 258.1 lane-miles.
- All paved shared-use paths and on-street bicycle facilities totaling 145.5 miles.
- Integration of roadway and trail data datasets following standard IRI values and condition categories.

3. Study Area and Network Description

The APO agencies included in the Saint Cloud Area Planning Area, encompassing the cities of:

- Saint Cloud
- Sartell
- Sauk Rapids
- Saint Joseph
- Waite Park
- Saint Augusta
- Rockville, and
- Surrounding rural townships.

The functional classes include:

Roadway Network:

All paved roadways functionally classified as:

- Arterial
- Collector
- Connector

Shared-use path network includes:

- Off-street multi-use trails
- On-street bike lanes when feasible for Class 3 measurement
- Connector paths linking neighborhoods, activity centers, and public facilities

For planning and reporting purposes, shared-use paths are categorized into:

- Local paths – short neighborhood-serving trails
- Regional paths – long-distance or inter-city trails
- Connector paths – utilitarian commuter or access links

This network supports multimodal travel patterns and forms the infrastructure backbone for active transportation and roadway mobility within the APO jurisdiction.

4. Multimodal Pavement Assessment Methodology and Equipment

The 2025 pavement condition assessment employed two complementary International Roughness Index (IRI) measurement systems consistent with **ASTM E1926**—the standard practice for computing IRI from longitudinal profile measurements. Shared-use paths were evaluated using a **Class 3 smartphone-based accelerometer system**, while roadway pavement roughness was measured using a **Class 1 inertial laser profiling system**. Together, these systems provide a defensible and cost-effective multimodal approach that balances precision, mobility, and scalability.

ASTM Equipment Classifications for IRI Collection

Under established pavement profiling practices (ASTM E950/AASHTO M328), equipment used to compute IRI via ASTM E1926 generally falls into three widely recognized classes:

- **Class 1 Profilers** – High-precision inertial profilers that directly measure pavement longitudinal profile using laser height sensors and accelerometers. These systems meet strict precision and bias criteria and are suitable for project-level smoothness certification, detailed pavement evaluation, and federal/state reporting.
- **Class 2 Devices** – Intermediate precision systems used primarily for research and supplemental evaluation.
- **Class 3 Devices** – Correlative measurement systems, including smartphone-based, that infer roughness from accelerometer and GNSS data and are calibrated against Class 1 profilers. These devices are ideal for network-level screening, trail assessments, and low-cost multimodal evaluations.

The 2025 St. Cloud APO project used **both Class 1 and Class 3 devices**, to collect data on the roadway and pathway as required.

4.1 Shared-Use Path Pavement Data Collection (Class 3 System)

Prior to data collection, the ESRI bike path centerline shapefile provided by the St. Cloud APO was imported into the TotalPave web platform. Field raters used the **map-based collection interface** within the TotalPave mobile app to navigate and confirm shared-use path coverage. As the bicycle-mounted iPhone collected roughness data, the IRI measurements and GPS coordinates were automatically uploaded to the TotalPave servers for cloud-based processing.

Upon uploading, the TotalPave system generated color-coded IRI maps, systemwide condition summaries, and downloadable tabular datasets for integration into the GoodPointe geodatabase.

4.1.1 Measurement System

Shared-use path pavement roughness was measured using the **TotalPave iPhone-based Class 3 IRI system**, which utilizes the phone's internal accelerometer to capture vertical acceleration. TotalPave converts this data to IRI using algorithms consistent with **ASTM E1926**. Class 3 systems do not directly measure profile but provide correlated roughness values suitable for multimodal, network-level assessment.

4.1.2 Device Mounting and Orientation

The iPhone was mounted rigidly and vertically on an electric-assist bicycle using a specialized clamp that prevented lateral or rotational movement. Mounting stability was verified at the start of each route and periodically throughout data collection to ensure proper sensor alignment.



Lectric™ XP 3.0 electric assist bike used in this project

4.1.3 Speed Requirements

Class 3 systems require stable forward velocity for accurate measurement.

All provided data was collected at speeds greater than 5 mph, ensuring acceptable sampling consistency and stable accelerometer outputs.

4.1.4 Weather and Surface Condition Requirements

Wet pavement can distort device accelerometer readings and cause laser diffusion (when applicable). Therefore:

- All shared-use path data was collected under **dry pavement conditions**.
- Weather forecasts and surface conditions were reviewed before each field session.

Dry conditions reduce signal noise and improve IRI reliability.

4.1.5 Bi-Directional Coverage

All shared-use paths were surveyed in **both directions** to:

- Capture directional variability in surface roughness.
- Increase redundancy and measurement reliability.
- Improve the accuracy of condition classification.

4.2 Roadway Pavement Data Collection (Class 1 Inertial Profiler)

Before roadway data collection began, GoodPointe imported the APO-provided roadway ESRI shapefile map into the CS9400 onboard mapping and navigation interface. Routes were pre-validated to ensure full coverage of arterial, collector, and connector functional classes.

GoodPointe conducted all **SSI (Surface Systems & Instruments, Inc.)-recommended calibration and verification procedures** before beginning each day's data collection. The CS9400 profiler is a **Class 1 ASTM E950 / AASHTO M328 compliant inertial profiling system**, capable of producing high-precision longitudinal pavement profiles suitable for IRI, Ride Quality Index (RQI), and Pavement Quality Index (PQI) computation.

Typical calibration and pre-run steps include:

- Laser height sensor calibration using precision-machined metal blocks prior to start of project data collection. This calibration was performed at the SSI office in Manhattan, Kansas.
- Bounce tests to confirm accelerometer and laser synchronization. This test was performed periodically during the data collection process whenever equipment was removed and replaced.
- Accelerometer drift checks.
- Distance measurement instrument (DMI) verification. This test was performed at the start of the testing at the SSI Kansas office.
- GNSS antenna alignment and satellite lock confirmation. Tested at each start up.

4.2.1 Measurement System Components

The GoodPointe CS9400 Class 1 profiler includes:

- High-speed **infrared laser sensors** for elevation measurement.
- **Tri-axial accelerometers** with ± 10 g range and 0.0001 g resolution.
- **Dual-antenna multi-constellation GNSS** for precise roadway positioning and lane tracking. This equipment was added to the GoodPointe data collection vehicle for additional accuracy as needed based on the status of the government shutdown and the effect the shutdown had on the availability of the Corps of Engineers base station data.
- High-frequency data acquisition hardware fully compliant with **ASTM E1926-08 (2021)** for IRI computation.



GoodPointe GPSVision™ Data Collection Van used in this project

4.2.3 Weather Requirements

Roadway profiling was conducted under appropriate dry conditions to avoid:

- Laser scattering caused by moisture.
- Reduced reflectivity.
- Erroneous elevation readings.

4.2.4 Bi-Directional Collection and Lane Selection

All roadway segments were surveyed **in both directions**, using the **outer travel lane** in each direction.

4.2.5 Operating Speeds

Operating speeds followed ASTM-recommended ranges to:

- Maintain IRI calculation accuracy.
- Reduce vibration-related signal distortion.
- Stable GNSS tracking.

4.2.6 Optional Roadway Imagery Collection that can be made available to the APO

GoPro cameras captured continuous forward-facing video documenting:

- Distresses (cracking, rutting, potholes).
- Drainage and shoulder conditions.
- Patches, overlays, utility cuts, and construction history.

4.3 Quality Control, Data Processing, and Integration

GoodPointe executed a comprehensive QA/QC process including:

- Review of IRI profiles for spikes, dropouts, or sensor anomalies.
- Verification of latitude/longitude accuracy and lane assignment.
- Confirmation that only data meeting the required speed thresholds were delivered.
- Coverage verification for every centerline segment. The exceptions to this coverage are documented below.



Figure 1, Blue line identifies segment within a major road crossing right. Unable to collect accurate data based on limits.

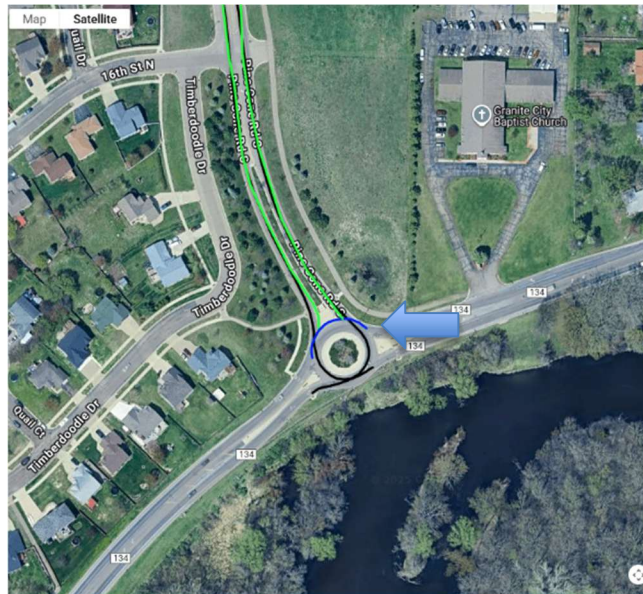


Figure 2, Blue line is partial area of roundabout. Unable to match IRI data to entire circle. The IRI collected for black line area is similar to the blue line area.



Figure 3, Blue line was a gated off roadway that was not passable by the data collection vehicle.

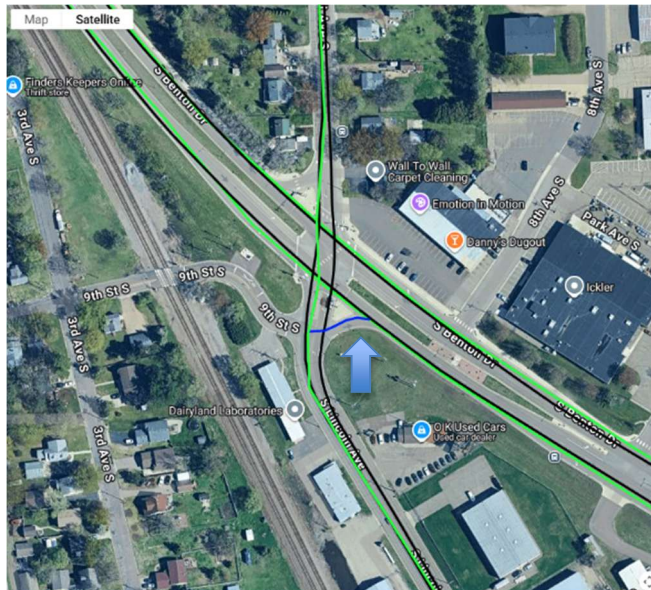


Figure 4. The blue line left turn lane was missed during the data collection.

For all other roadway segments contained in the APO drive map, IRI results were collected, processed and exported in both tabular and ESRI shapefile format.

Final pathway and roadway datasets were integrated into an **ESRI geodatabase** and delivered to the APO for planning, reporting, and long-range asset management purposes.

5. Pavement Condition Rating Framework

The pavement condition framework used in this study reflects best practices from MnDOT, FHWA, and national multimodal pavement management systems. Two rating scales were used: one for shared-use paths and one for roadways.

5.1 Shared-Use Path IRI Categories

Shared-use path pavement conditions were classified using IRI thresholds recommended for bicycle comfort and network-level condition evaluation in units of inches/mile

IRI Range	Category
0 - 50	Very Smooth
50 - 115	Smooth
115 - 190	Fair
190 - 340	Rough
340+	Very Rough

These IRI ranges were aligned with the TRI scale as a reference only. The TRI scale is presented as a change in g-force and may not be related directly to the above IRI scale.

IRI 0-50	IRI 50-115	IRI 115-190	IRI 190-340	IRI 340+
TRI <30	TRI 30-45	TRI 45-60	TRI 60-75	TRI >75
Very Smooth	Smooth	Fair	Rough	Very Rough
Path feels like new and provides excellent conditions for bicyclists and inline skaters. Small blemishes and crack sealing may be present in isolated areas but do not negatively impact user experience.	Path offers a comfortable ride for bicyclists and inline skaters, with infrequent bumps and depressions. Path may require minor rehabilitation and crack sealing in isolated areas.	Path has intermittent bumps and depressions, but is tolerable to ride for the majority of bicyclists. Some sections may be difficult for inline skaters. Path may require moderate rehabilitation and crack sealing in several areas.	Path has frequent bumps and depressions and is uncomfortable to ride for bicyclists. Many sections may be difficult for inline skaters. Path is likely at the end of its life and requires major rehabilitation.	Path is in disrepair with very frequent bumps and depressions. Path may be suitable only for mountain and fat-tire biking. Path is past its useful life and likely needs to be entirely rebuilt.

This classification was provided in the previous 2020 trail report provided to the APO and provides an approximation of the IRI scale range used in the 2025 report and listed on top of the categories. The images in the 2025 report are reasonable representative example conditions of trail usability in those categories and may help identify areas for prioritize maintenance.

5.1 Non-NHS Roadway IRI Categories

Non-NHS pavement conditions were classified using the working IRI thresholds developed for the NHS roadway network in the units (inches/mile)

IRI Range	Category
0 - 50	Very Smooth
50 - 115	Smooth
115 - 190	Fair
190 - 340	Rough
340+	Very Rough

6. Shared-Use Path Network Evaluation

Figure 6-1. Shared-Use Path Condition Distribution by Miles

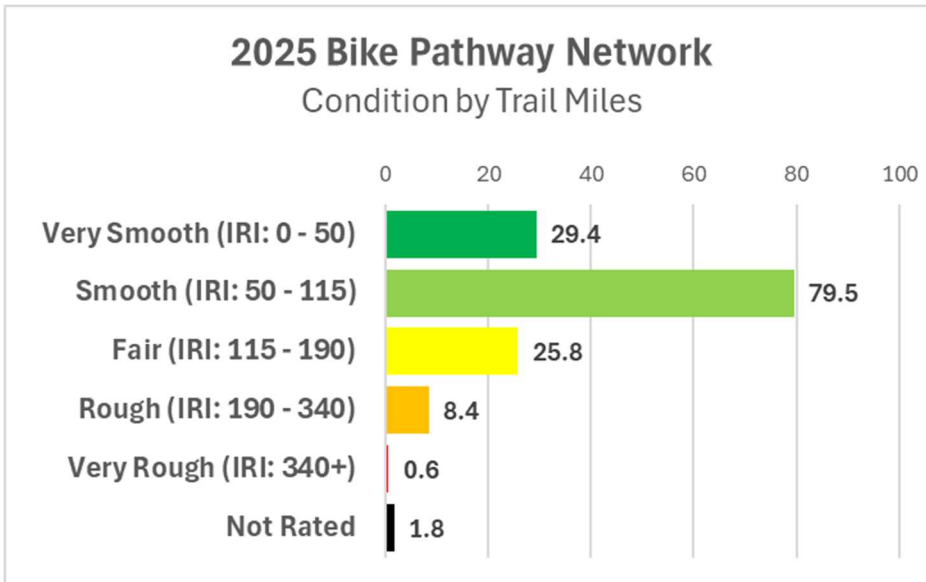


Figure 6-2. Shared-Use Path Condition Distribution by % Miles

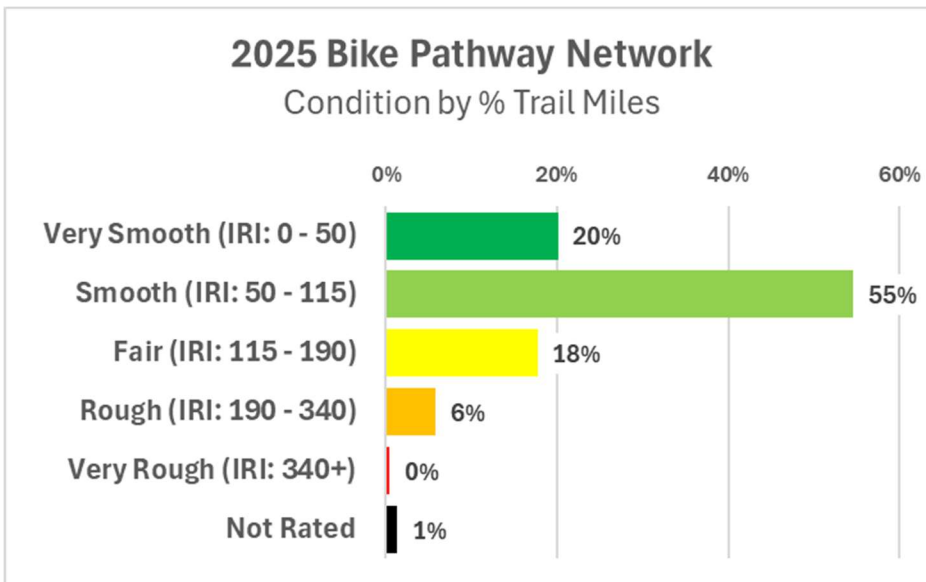


Figure 6-3. Bike Pathway Inventory & IRI Condition Summary by Network Rank

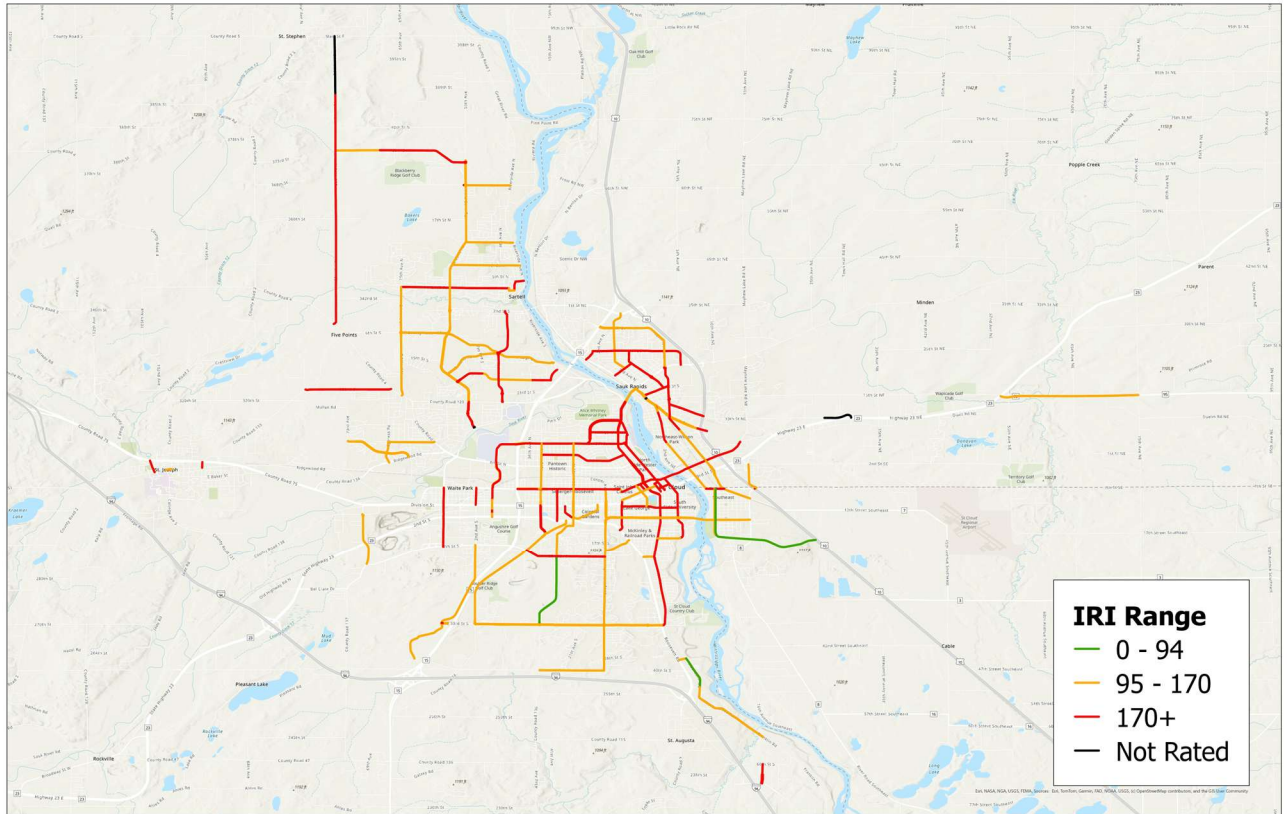
Rank	Miles	% of Total	Average IRI	Category
Off Road Shared-Use Path	64.0	45%	91	Smooth
Off Road Sidepath	53.4	37%	84	Smooth
On Road Bicycle Lane	23.7	17%	119	Fair
On Road Buffered Bicycle Lane	2.6	2%	86	Smooth
Overall	143.7	100%	93	Smooth

Figure 6-4. 2025 Bike Pathway Network Comparison to 2020 TRI Survey

IRI Condition Category	GoodPointe Technology		Parks & Trails Council of America		TRI Condition Category*
	2025		2020		
	Trail Miles	% of Total	Trail Miles	% of Total	
Very Smooth (IRI: 0 - 50)	29.4	20%	38.3	37%	Very Smooth (TRI: 0 -30)
Smooth (IRI: 50 - 115)	79.5	55%	26.0	25%	Smooth (TRI: 30 -45)
Fair (IRI: 115 - 190)	25.8	18%	19.9	19%	Fair (TRI: 45 -60)
Rough (IRI: 190 - 340)	8.4	6%	8.1	8%	Rough (TRI: 60 -75)
Very Rough (IRI: 340+)	0.6	0%	11.1	11%	Very Rough (TRI:75+)
Not Rated	1.8	1%	0.3	0.3%	Not Rated
	145.5	100%	103.7	100%	

Note: the proprietary TRI (Trail Ride Index) may or may not be directly correlated to the IRI

Figure 6-5. Shared-Use Path Pavement Condition Map



7. Roadway Network Evaluation

Figure 7-1. Roadway IRI Summary by Lane Miles

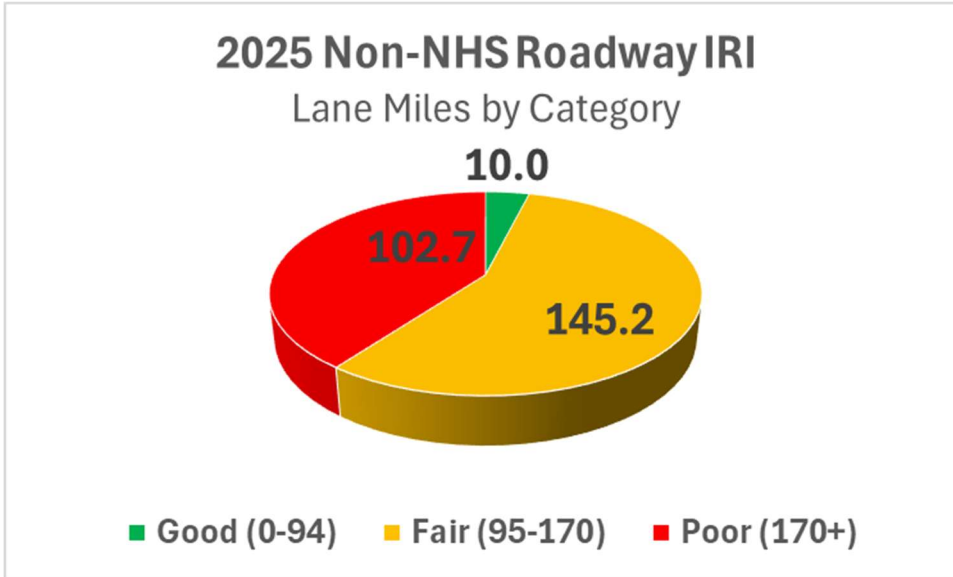


Figure 7-2. Roadway IRI Summary by % Lane Miles

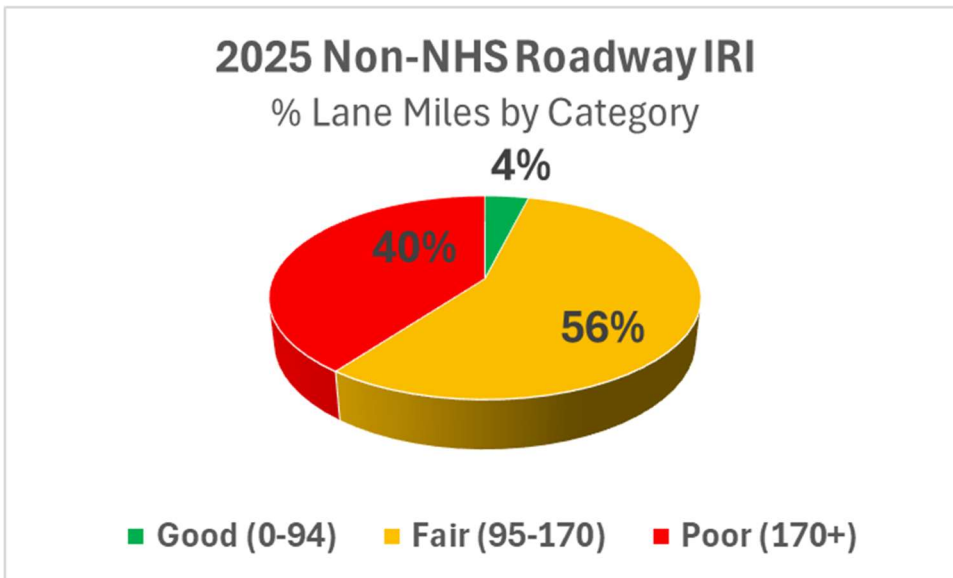


Figure 7-3. Roadway IRI Distribution by Category

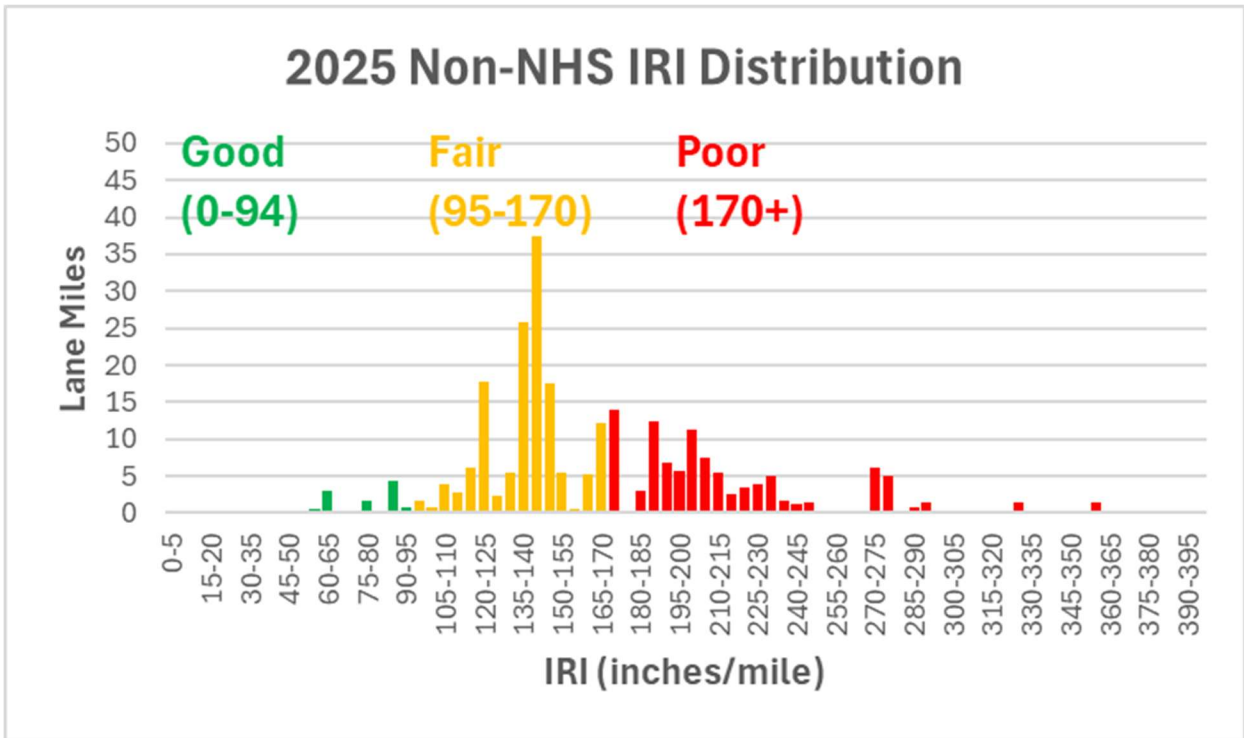
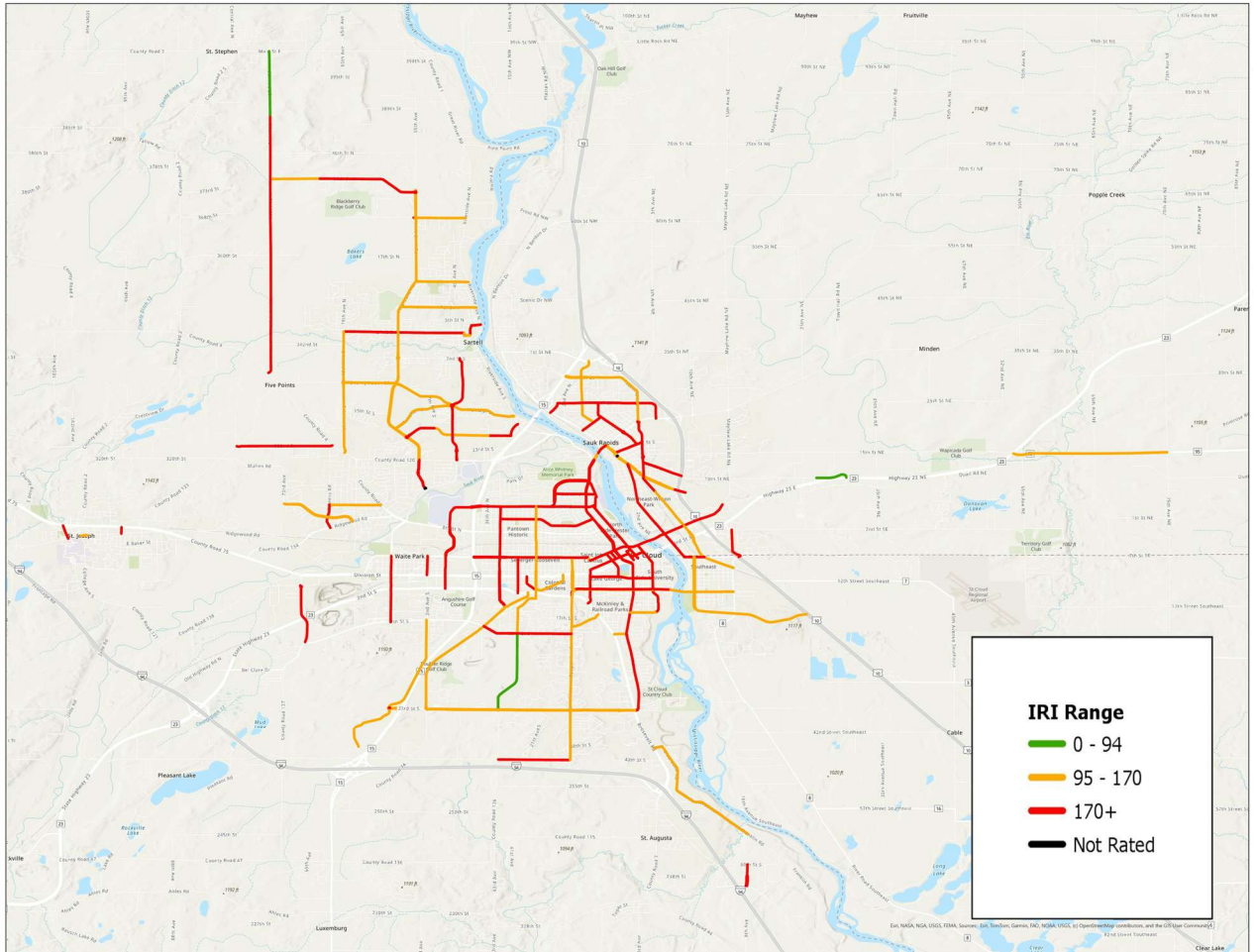


Figure 7-4. Roadway Pavement Condition Map



8. Comparative Performance Analysis: 2020–2025

These performance results highlight success by the APO and agencies within the APO jurisdictions. The 2025 network conditions reflect a maintained network, reasonable system aging, and generally smooth pathways for bicycles and roadways for the posted speeds throughout the APO network.

8.1 Shared-Use Paths – Performance Trends

The comparison between the 2020 and 2025 trail condition assessments reveals key changes in shared-use path performance and roadway pavement conditions across the Saint Cloud APO region. Using the TRI to IRI condition category scaling the share-use paths demonstrated meaningful improvements in condition categories with a significant increase in segments in the very good and good categories and a decrease in the poor and very poor categories. The condition improvement appears to be due to resurfacing, patching, and targeted spot repairs completed by several APO member jurisdictions between 2020 and 2025 indicating smoother ride quality and improved user experience.

8.2 Roadway - Performance Trends

For this task GoodPointe reviewed the Regional Infrastructure Investment Plans prepared by the St. Cloud APO, which summarizes the planned roadway improvement projects that were to be completed in years 2020 through 2025. In these plans, each project was categorized by Maintenance Level, from 1 to 3, as described below:

Level 1 Maintenance: Projects with this designation are considered to be the least involved (both in cost and level of roadway) in preserving the existing network. Level 1 Maintenance projects include seal coating and general street preservation work.

Level 2 Maintenance: Projects with this designation are considered to involve moderate effort (both in cost and level of roadway) in preserving the existing network. Level 2 Maintenance projects include mill and overlay and resurfacing.

An exception to this is the “street preservation” designation for the City of Waite Park. Per Waite Park’s engineering staff, street preservation tends to mean edge mill and overlay with some curb and pedestrian ramp repairs and upgrades. However, street preservation can also mean a full-depth mill and overlay or a full-depth reclamation depending on the severity of the road condition. For consistency, APO staff have classified all of Waite Park’s “street preservation” projects as Level 2 Maintenance projects.

Level 3 Maintenance: Projects with this designation are considered the most involved (both in cost and level of roadwork) in preserving the existing network. Often times, these projects include utility works such as water and sewer. Level 3

Maintenance projects include bridge rehabilitation, bridge replacement, reclamation, and reconstruction.

Source: ('Regional Infrastructure Investment Plan FY 2024-2028' Prepared by the St. Cloud APO, March 14, 2024).

Using the project limits defined in the above-referenced Plans, GoodPointe manually reviewed and matched it against the 2025 IRI test data collected in this project for the Non-NHS roadway network, resulting in a total performance data sample of 51 projects, totaling 26.9 miles of test data, as summarized below:

Type	# Project / Routes	Project Miles
Level 1	7	2.9
Level 2	6	2.5
Level 3	38	21.4
Overall	51	26.9

Since the investment plan source data from this project covered years 2020 through 2025, the surface age of these roadway projects as of 2025 ranged from 0 years to 5 years of age (e.g. a pavement reconstructed in year 2020 was 5 years old at the time of our 2025 project, etc.). Plotting the average calculated IR for these project routes by year, yielded the following charts:

Figure 8-1. Performance by Maintenance Level 2020 - 2025

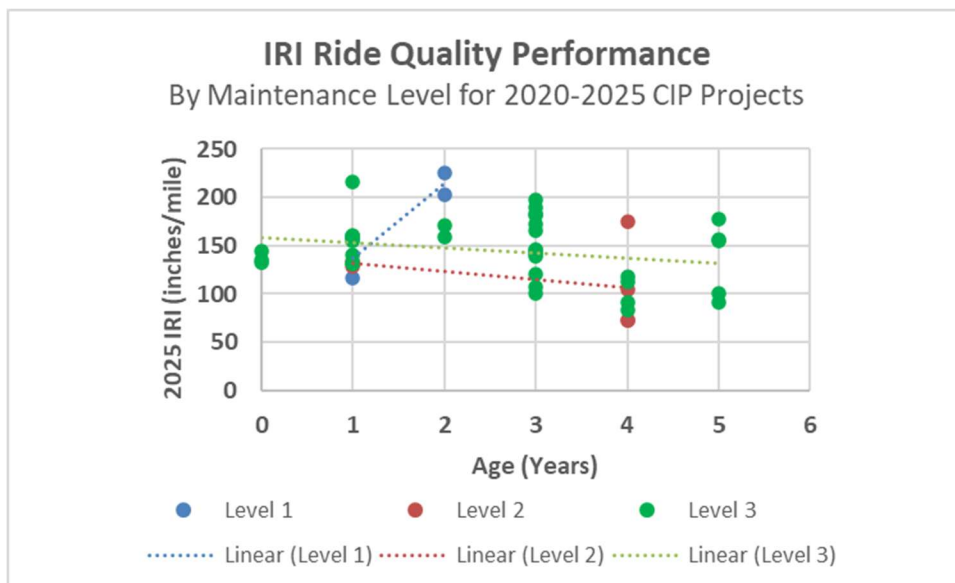


Figure 8-2. Performance for Level 1 Maintenance from 2020 - 2025

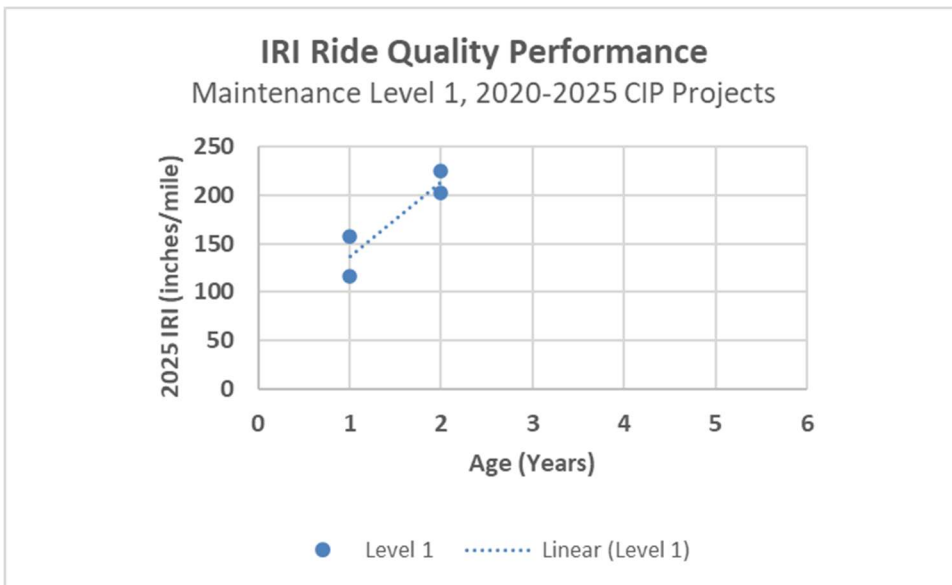


Figure 8-3. Performance for Level 2 Maintenance from 2020 - 2025

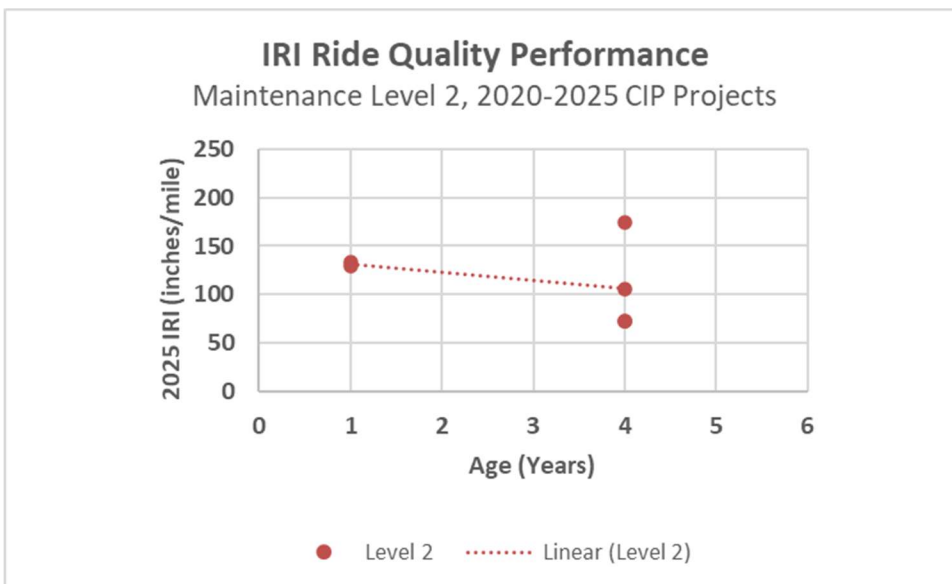
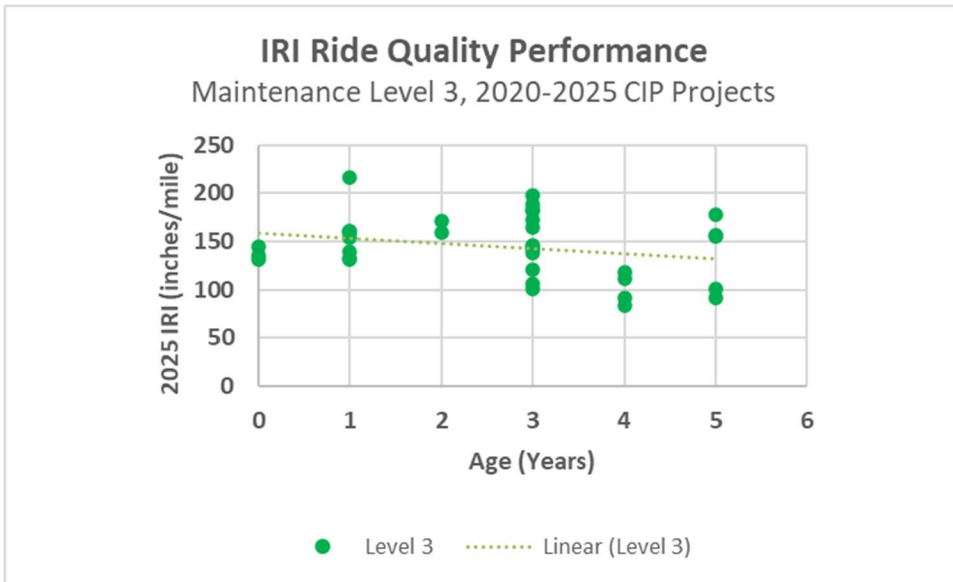
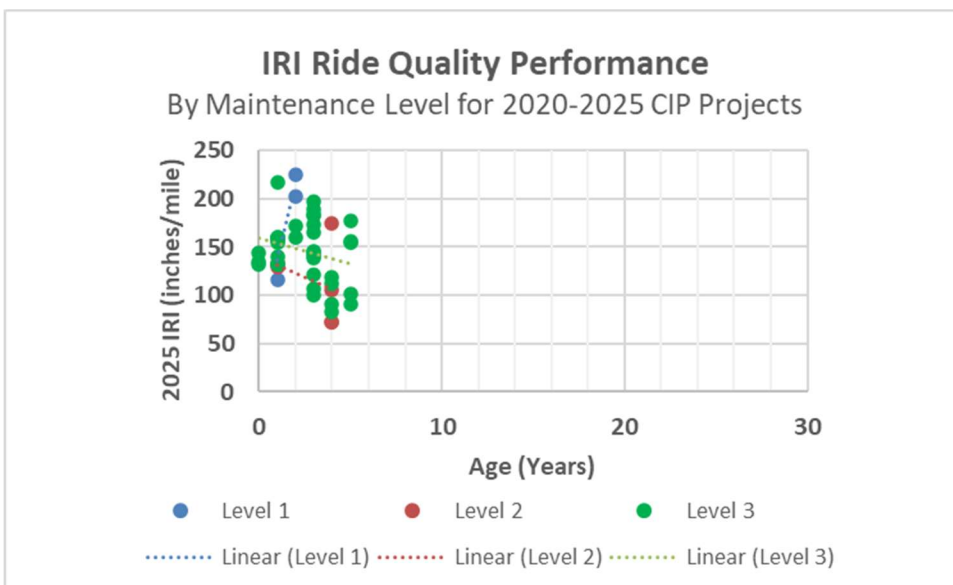


Figure 8-4. Performance for Level 3 Maintenance from 2020 - 2025



This sample of measured IRI ride quality for St. Cloud APO area roadway pavements in their first five years of the pavement lifecycle would seem to yield a relatively flat level performance and does not capture the full lifecycle, which is closer to 30 years.

Figure 8-5. Performance by Maintenance Level Full Pavement Lifecycle



9. Pavement Management Implications & Recommendations

The 2025 pavement condition assessment provides crucial insight into the state of both roadway and shared-use path networks across the APO jurisdiction. These findings help guide investment strategies, prioritize corridor-level maintenance, and support MPO-level programming decisions.

9.1 Preservation-First Strategy

Preservation remains the most cost-effective approach for sustaining pavement performance. Roadways with PQI values in the Good category should receive preventive maintenance such as crack sealing, seal coating, and thin overlays. This approach delays the need for reconstruction and optimizes long-term funding.

9.2 Rehabilitation Priorities

Corridors trending toward PQI Fair or Poor represent candidates for resurfacing or reconstruction. Connector paths and connector roadways appear most in need of rehabilitation based on 2025 results.

10. Next Steps and Future Updates

The 2025 shared-use paths and roadway pavement assessment establishes a benchmark for condition values following the standardized ASTM based IRI data collection methodology for the APO. The condition values can be monitored year to year based on data provided by MDOT and agencies within the APO jurisdiction that will provide apples to apples comparison of pavement performance. The next steps will include recording the changes to the networks and resulting annual IRI values provided by agencies and MNDOT for up to date pavement condition data for more informed maintenance and rehabilitation decision-making.

10.1 Integration into LRTP and TIP

The APO should incorporate 2025 pavement condition data into its Long-Range Transportation Plan and Transportation Improvement Program. Pavement condition performance targets can be refined using the updated dataset.

10.2 Continuation of the 4-Year Pavement Monitoring Cycle

The APO should continue with the 4-year pavement monitoring cycle to confirm the actual current conditions for all segments.

10.3 Enhanced Data Sharing

GIS databases and visual dashboards can improve coordination between APO jurisdictions, MnDOT, and regional planners.

10.4 Continued Methodological Enhancements

Technology advances may allow expansion of Class 3 and Class 1 roughness systems, integration of artificial intelligence for distress detection, and improved multimodal analytics.

10.5 Measuring Ride Quality Performance Over Full Pavement Lifecycle

In this 2025 project we were tasked with matching the network level IRI ride quality data we collected against the project lists available from the most recent Regional Infrastructure Plans. With this approach and the available project source data, we were only able to evaluate the roadway pavement IRI ride quality in the first five (5) years of the pavement life cycle.

For the next project, it would be useful for the APO to request the available/known date of the latest project and the project type (e.g. Reconstruct, Mill/Overlay, Seal Coat, etc.) from each member agency so that an IRI performance plots could be generated for the full range of roadway pavements (aged 0 to 30+ years) in the APO roadway network.

11. About GoodPointe Technology

GoodPointe Technology, LLC (www.goodpointe.com) is a management system software consulting firm based in Lowertown, Saint Paul, Minnesota. Established in 1999, GoodPointe specializes in pavement management, infrastructure asset assessment, and multimodal data collection services. GoodPointe develops and maintains the InfrastructureCONSultant (ICON) asset management system, used by cities, counties, DOTs, and MPOs.

Appendix A. 2025 Bike Trail IRI Condition Summary by Owner

St. Cloud APO

2025 Bike Trail IRI Condition Summary by Owner

Owner	Trail Miles	% of Total	Average Weighted IRI	Category
Anderson Trucking Service INC	0.4	0.3%	117	Fair
Benton County	2.4	1.7%	95	Smooth
BRSJ LLC	0.1	0.1%	72	Smooth
Cherrywood of Saint Cloud LLC	0.1	0.1%	37	Very Smooth
Chris Wohlbrandt	0.1	0.1%	106	Smooth
College of Saint Benedict	0.9	0.6%	48	Very Smooth
District 742	0.3	0.2%	92	Smooth
EVI Sartell AL LLC	0.1	0.1%	62	Smooth
Independent School Distirct #47	0.4	0.3%	65	Smooth
Independent School District #47	0.2	0.1%	160	Fair
Independent School District #742	1.6	1.1%	97	Smooth
Independent School District #748	1.3	0.9%	51	Smooth
Independent School District #742	0.0	0.0%	42	Very Smooth
ISD 748	0.1	0.1%	114	Smooth
KJELLBERG'S INC	0.4	0.3%	138	Fair
Meadows Edge TWNHM HMONR ASSN	0.1	0.0%	20	Very Smooth
Order of Saint Benedict	0.1	0.1%	103	Smooth
Private	0.3	0.2%	173	Fair
Rockville	1.4	1.0%	174	Fair
ROCORI Trail Board	2.2	1.6%	85	Smooth
Saint Augusta	1.1	0.8%	93	Smooth
Saint Cloud	50.3	35.0%	109	Smooth
Saint Cloud Hospital	1.1	0.8%	37	Very Smooth
Saint Joseph	6.5	4.5%	63	Smooth
Saint Stephen	0.2	0.1%	30	Very Smooth
Sartell	29.5	20.5%	56	Smooth
Sauk Rapids	10.3	7.1%	134	Fair
School	0.0	0.0%	15	Very Smooth
SCSU	0.1	0.1%	122	Fair
Southwood Heights Homeowners	0.4	0.3%	234	Rough
State of MN	0.1	0.0%	210	Rough
Stearns County	23.3	16.2%	89	Smooth
Stony Springs Homeowners ASSC	0.0	0.0%	16	Very Smooth
VA	0.1	0.1%	39	Very Smooth
Veterans Administration	1.0	0.7%	30	Very Smooth
Waite Park	6.8	4.7%	122	Fair
Westwind Apartments of St Cloud LP	0.1	0.1%	71	Smooth
Westwood Village Home Association - HRA	0.1	0.0%	26	Very Smooth
Westwood Village Townhomes Association	0.1	0.0%	15	Very Smooth
Grand Total	143.7	100%	93	

Appendix A. 2025 Bike Trail IRI Condition Summary by Owner

St. Cloud APO

2025 Bike Trail IRI Condition Summary by Owner, Descending Miles

Owner	Trail Miles	% of Total	Average Weighted IRI	Category
Saint Cloud	50.3	35.0%	109	Smooth
Sartell	29.5	20.5%	56	Smooth
Stearns County	23.3	16.2%	89	Smooth
Sauk Rapids	10.3	7.1%	134	Fair
Waite Park	6.8	4.7%	122	Fair
Saint Joseph	6.5	4.5%	63	Smooth
Benton County	2.4	1.7%	95	Smooth
ROCORI Trail Board	2.2	1.6%	85	Smooth
Independent School District #742	1.6	1.1%	97	Smooth
Rockville	1.4	1.0%	174	Fair
Independent School District #748	1.3	0.9%	51	Smooth
Saint Augusta	1.1	0.8%	93	Smooth
Saint Cloud Hospital	1.1	0.8%	37	Very Smooth
Veterans Administration	1.0	0.7%	30	Very Smooth
College of Saint Benedict	0.9	0.6%	48	Very Smooth
Anderson Trucking Service INC	0.4	0.3%	117	Fair
KJELLBERG'S INC	0.4	0.3%	138	Fair
Southwood Heights Homeowners	0.4	0.3%	234	Rough
Independent School District #47	0.4	0.3%	65	Smooth
Private	0.3	0.2%	173	Fair
District 742	0.3	0.2%	92	Smooth
Saint Stephen	0.2	0.1%	30	Very Smooth
Independent School District #47	0.2	0.1%	160	Fair
Westwind Apartments of St Cloud LP	0.1	0.1%	71	Smooth
EVI Sartell AL LLC	0.1	0.1%	62	Smooth
Order of Saint Benedict	0.1	0.1%	103	Smooth
Chris Wohlbrandt	0.1	0.1%	106	Smooth
VA	0.1	0.1%	39	Very Smooth
ISD 748	0.1	0.1%	114	Smooth
SCSU	0.1	0.1%	122	Fair
BRSJ LLC	0.1	0.1%	72	Smooth
Cherrywood of Saint Cloud LLC	0.1	0.1%	37	Very Smooth
Westwood Village Home Association - HRA	0.1	0.0%	26	Very Smooth
State of MN	0.1	0.0%	210	Rough
Meadows Edge TWNHM HMONR ASSN	0.1	0.0%	20	Very Smooth
Westwood Village Townhomes Association	0.1	0.0%	15	Very Smooth
Stony Springs Homeowners ASSC	0.0	0.0%	16	Very Smooth
Independent School District #742	0.0	0.0%	42	Very Smooth
School	0.0	0.0%	15	Very Smooth
Grand Total	143.7	100%	93	