

Metropolitan Bicycle and Pedestrian Committee
Wednesday, December 4, 2024 – 3:00 p.m.
Hybrid Meeting – Virtual & In-person
In-person: Metro COG Conference Room
Virtual: link provided below
AGENDA

1. Welcome and introductions
2. Approve minutes from September 11th, 2024 meeting - **Attachment** Action Item
3. Public input opportunity Public Input
4. Recommended Bike/Ped Committee Citizen Rep - **Attachment** Action Item
5. Procedure for Bike-Ped Citizen Rep - **Attachment** Discussion/Action Item
6. Revised Transportation Alternatives (TA) scoring - **Attachment** Action Item
7. Review & scoring of urban TA applications - **Attachment** Action Item
8. Review & scoring of rural TA applications - **Attachment** Action Item
9. Updates (as time permits) Information Item
 - a. Clay County Heartland Trail Study
 - b. Moorhead Safe Routes to School Study
 - c. Bike Map App
 - d. Bicycle Friendly Communities Application
 - e. Installation of new bicycle & pedestrian counters
10. Other business

If citizens wish to comment on an agenda item, please email comments to farnsworth@fmmetrocog.org. To ensure your comments are received prior to the meeting, please submit them by 12:00 p.m. on the day of the meeting and reference which agenda item your comments address. If you would like to appear via video and/or audio for comments or questions, please provide your e-mail address and contact information to the above e-mail at least one business day before the meeting.

For Public Participation, please REGISTER with the following link:

https://us02web.zoom.us/webinar/register/WN_Eqml8pDMQCWwn9SovFpayQ

NOTE: Full Agenda packets can be found on the Metro COG Web Site at <http://www.fmmetrocog.org> – Committees

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126th Metropolitan Bicycle and Pedestrian Committee Meeting
September 11th, 2024 – 3:00pm
Hybrid Meeting – Virtual / In-person (Metro COG Conference Room)

Members Present

Dan Farnsworth, Chair, Metro COG
Cole Hansen, Cass County Planning
Rosemary Bruce-White, MnDOT - District 4
Don Lorsung, City of Dilworth
Jonathan Atkins, City of Moorhead Engineering
Forrest Steinhoff, City of Moorhead Planning
Jeremy Gorden, City of Fargo Engineering
Kurt Kopperud, Citizen Representative
Leslie McGillivray-Rivas, City of West Fargo Planning
Maegin Elshaug, City of Fargo Planning
Tyler Kirchner, Fargo Parks
Matt Jacobson, Cass County
Aaron Murra, NDDOT – Fargo District
Travis Moser – Fargo Policy Department

Others Present:

Ben Griffith, Metro COG
Paul Bervik, Metro COG
Chelsea Levorsen, Metro COG
Aiden Jung, Metro COG
Terry Steen, Citizen/Flatlands Cycling Club
Connor Cox, Bolton & Menk
Sam Trebilock, Houston Engineering

1. Welcome and Introductions

The meeting began at 3:03 pm. Both virtual and in-person attendees introduced themselves.

2. Approve minutes from June 5th, 2024 meeting

A motion to approve the June 5th minutes was made by D. Lorsung and seconded by J. Gorden. The minutes passed unanimously.

3. Public input opportunity

At least one member of the public was present, however there were no public comments during the public comment opportunity.

4. Project updates

Clay County Heartland Trail Study

D. Farnsworth provided an update on the Heartland Trail Study in Clay County. Farnsworth noted that the study, which began in January is roughly 40% - 50% complete with and wrap-up timeframe of March of 2025.

Two phases of public involvement have occurred so far. Phase 1, which was entirely online was opened from mid-May to mid-July and received 57 map comments. Phase 2, which was opened from late-July through late-August involved a public open house, three pop-up events, and online engagement. Three trail alignments were developed for public engagement phase 2 for the public to 'vote' on and provide feedback. Farnsworth showed the three alignment alternatives to the Committee.

Farnsworth noted that anyone interested in receiving emails pertaining to the study can sign up by visiting Metro COG's website, clicking on Projects + RFPS, clicking on Heartland Trail Study, clicking on Public Engagement, and signing up for emails on that page.

Moorhead Safe Routes to School Study

C. Levorsen provided an update on the Moorhead Safe Routes to School Study which Metro COG is doing in-house. This study began last winter and is scheduled for approval in November of 2024. Work completed thus far includes existing conditions, site observations, and public engagement. Metro COG is currently working on a draft list of recommendations.

Levorsen noted that a lot of good comments have come from parents/caregivers as part of the public engagement. 138 responses were received from the parents/caregiver surveys. Levorsen passed out a graph showing the results of the survey which consisted of both online and in-person engagement. The top reasons parents aren't comfortable having their kids walk to school are: traffic speeds, weather, distance, and intersection safety.

The next steps are for Metro COG to look put together recommendations on infrastructure, policies, and activities.

5. Other updates

Bike Map App update

D. Farnsworth gave an overview of the Fargo-Moorhead Bike Map App to those not familiar with the app. The group looked at the map on the Metro COG website. While looking at the map, K. Kopperud commented on the limited east-west bicycle routes in the Fargo-Moorhead area. D. Farnsworth responded that this lack of east-west bikeways is a concern that Metro COG has been looking into over the past several years. During the 17th Ave Corridor Study, providing a key bikeway on this corridor was a key focus. 17th Ave will be reconstructed in the next year or two between University Dr and 25th St and will include a

shared use path. It was also noted that there are ongoing plans to continue separated bike lanes along the NP Ave/Center Ave corridor connecting downtown Fargo and Moorhead. There has also been discussion and planning efforts about a continuous east-west corridor following segments of path just north of 47 Ave S in Fargo & West Fargo.

Regarding the bike map app, Farnsworth noted that the GIS files have been updated to show the most recent bikeways in the FM area and Metro COG has sent those files to the app developer to update the app. Metro COG estimates it will take the app developer two months to update the app.

Bicycle Friendly Community Application update

In 2014 Metro COG completed and submitted the Bicycle Friendly Community Application for the Fargo-Moorhead area and the area was awarded Bronze status. The application was submitted again in 2018 and Bronze status was received again. In June of 2024 Metro COG submitted that application once again. Metro COG will hear the outcome of the application submittal in December of 2024.

New Bicycle & Pedestrian citizen representative update

D. Farnsworth noted the new process for citizen representation for the Bicycle & Pedestrian Committee. Two citizen representatives will now be on the Committee, as opposed to one as before. Their two-year terms will be staggered, so a 'seasoned' representative will always be on the Committee. Applications were announced in early September with a due date for all applications on September 30th. So far Metro COG has received four applications.

After the due date, Metro COG will work with a subcommittee consisting of a representative from West Fargo, Fargo, Moorhead, Dilworth, and Horace to review the applications and choose the top ranked candidate. Farnsworth asked who would be the best representative from the jurisdictions to serve on this subcommittee. The representatives will be the following: West Fargo – Leslie, Fargo – Maegin, Moorhead – Forrest, Dilworth – reach out to Peyton, Horace – reach out to Jace.

6. Upcoming TA and CRP project solicitation

P. Bervik provided an update on the TA and CRP project solicitations. TA solicitations will open in October with a due date of November 15th. In December the scoring will be approved by the Bicycle & Pedestrian Committee, and in January the Policy Board will approve the project rankings and awards. Bervik noted that available funding will be roughly \$2,000,000 on the ND side in both 2028 and 2029. On the MN side, there will be roughly \$600,000 across the two years.

The schedule will be the same for the CRP solicitation. Funding for the CRP on the MN side will be \$108,000 in 2027 and 2028 with \$50,000 available in 2025.

Since it was the desire by the Committee to make some revisions to the TA scoring, Bervik will set up a meeting with the subcommittee used in the past to assist with revisions of the scoring. Bervik noted he'd set up a meeting with them in the next few weeks.

7. Downtown Fargo River Corridor Recommendations

D. Farnsworth noted the public attention recently with the river corridor in downtown Fargo. In February a Fargo City Commissioner asked Metro COG to look into ways of making the downtown river corridor more comfortable for users. As such Metro COG met with several agencies/organizations to discuss improvements to the downtown river corridor. From those meetings Metro COG developed a document which provided recommendations to improve this area of concern. Farnsworth shared those recommendations with the Bicycle & Pedestrian Committee as follows:

- Realign & reconstruct river trail from the north side of NP Ave to Main Ave bridge.
- Clear overgrown brush/trees along trail corridor and under bridges.
- Replace existing non-functioning lights (under bridges and on NP Ave) with new tamper-proof lights.
- Remove existing graffiti (graffiti removal occurred in June. However, ongoing removal needed)
- Consider murals on walls and bridge piers which experience frequent graffiti.

T. Moser mentioned that, in response to the recent Fargo City Commission decision, encampment rule notifications will begin on Friday followed by cleanup efforts the following Wednesday.

8. Other business

There was no other additional business. The meeting was adjourned at 3:59 pm.

To: Bicycle & Pedestrian Committee
From: Dan Farnsworth
Date: November 27, 2024
Re: **Recommended Bike/Ped Committee Citizen Rep**

In early-September Metro COG solicited for a second citizen representative to serve on the Bicycle & Pedestrian Committee. Per the request of the Committee, a second citizen representative will be appointed to the Committee.

Metro COG received a total of nine applications, all received by the September 30th deadline. A selection committee comprised of representation from the jurisdictions of Horace, West Fargo, Fargo, Moorhead, and Dilworth was used to review the applications. Due to the competitive nature of the applications, the selection committee narrowed the applications down to the top three with the top three asked to participate in brief in-person interviews.

Upon interviews, Terry Steen, was the top ranked applicant. Pending approval by the Committee, Mr. Steen will serve the two-year term beginning January 1, 2025 and ending December 31, 2026.

All applications received were well-qualified and Metro COG will recommend in the following agenda item how to retain applicants' interested in future solicitations.

Requested action: Approval of Terry Steen as the citizen representative on the Bicycle & Pedestrian Committee with a term effective January 1, 2025 through December 31, 2026.

To: Bicycle & Pedestrian Committee
From: Dan Farnsworth
Date: November 27, 2024
Re: **Bicycle & Pedestrian Committee Citizen Rep. Appointment Procedure**

Below are two procedures for the Bicycle & Pedestrian Committee Citizen Representative appointment process that Metro COG would like to establish for future appointments. These were discussed by the applicant interview panel on November 7th.

Metro COG would recommend the modifications described below. The Committee should also keep in mind that ongoing changes to these procedures, as has been the case in the past, should be avoided. Ongoing changes from year to year can undermine the Committee's credibility and cause confusion and unpredictability for interested applicants.

Two-year term extension

At the August 16th, 2023 Bicycle & Pedestrian Committee meeting, the Committee recommended and approved the following process for the Committee's citizen representative term:

There will be two citizen representatives on the Bicycle & Pedestrian Committee, each serving a two-year term. The years of their appointments will stagger; therefore, one representative will always have at least one year experience on the Committee. Every year there will be the solicitation for a new citizen representative.

However, at the end of each representative's two-year term, the opportunity will be given to them to serve an additional two years if they choose. If they choose to serve another term, another representative will not be solicited. If they wish not to serve another term, Metro COG will solicit for a new citizen representative.

During discussions as part of the citizen representative interview process on November 7th, 2024, members of the interview panel (which included a representative from Metro COG, City of Fargo, and City of Dilworth), found it confusing to the candidates and staff to provide citizen representatives with the additional optional two-year extended term as described above. Furthermore, with the many qualified citizen representative applications received, the panel

felt it would behoove the committee to omit the two-year term extension and rather allow candidates sooner opportunities to apply.

Therefore, Metro COG recommends that the optional two-year term extension be removed from the process. However, the current two-year term extension granted to the existing citizen rep, Kurt Kopperud should be honored.

Keeping past applications on file

Another recommended modification by the interview panel was regarding keeping applications on-file for two years. It was recommended that applications from past applicants be kept on-file for two years. Reasons for this recommendation are:

- Interested applicants wouldn't need to apply every solicitation (every year)
- In the past there have been many excellent candidates who don't reapply. This process would retain these applications, and the applicants could be offered the citizen representative seat if they are the top ranked candidate.

Metro COG would invite discussion about this at the Bicycle & Pedestrian Committee and would recommend consideration of keeping applications on-file for the reasons stated above.

Requested action: Approve omitting the two-year extension option for applications, with the current two-year extension of representative Kurt Kopperud honored.

Requested action: Approve changes to the Bicycle/Pedestrian Citizen Representative selection process to include retaining applications for two years to then be considered for future Bicycle/Pedestrian Citizen Rep openings.



To: Bicycle & Pedestrian Committee
From: Paul Bervik
Date: November 27, 2024
Re: **Approval of Updated TA Scoring Criteria**

During the Solicitation of 2023, there were some questions around maintenance projects and the current environmental justice map. Metro COG staff met with a subset of the Bike Ped Committee to review potential updates. Attached are the proposed updated Scoring Criteria and the proposed updated EJ map.

Attachments: (1) Proposed TA Scoring Criteria Urban
(2) Proposed Updated Environmental Justice Map
(3) Proposed TA Scoring Criteria Rural

Requested Action:

Approve the updated scoring criteria and the updated environmental justice map.

Agenda Item 6 - Attachment 1

2045 MTP Goal	TA Evaluation Criteria			
	Question	Evaluation instructions	Source of criteria	Points
System Safety	Is the project located where a crash involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 5 years?	<i>Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.</i>	2045 MTP	10
	Is the project located within 1/2 mile radius of a K-8 public school?	<i>Measure from outermost perimeter of school building.</i>	2045 MTP	10
Travel Efficiency and Reliability	Is the project within a 1/4 mile of existing commercial AND multi-dwelling residential (3-plexes or greater) land uses?	<i>Per jurisdiction's zoning maps</i>	(2045 MTP)	10
	Is the project part of a multi-jurisdictional planning effort/initiative?	<i>This criteria is designed to be a project partnership between two separate jurisdictions such as City of Fargo and City of Moorhead. This criteria is not intended to be for partnerships between a city or school district, city and park</i>	-	5
Walking and Bicycling	Is the project located in a zone which currently has low or moderate levels of walkability on the 2045 MTP's walkability index?	<i>Refer to Figure 4.24 in the 2045 MTP Plan. Low and moderate shown in blue and yellow. If project is in two zones, chose the zone in which the majority of the project is located.</i>	2045 MTP	10
	Is the project consistent with recommendations of a completed corridor, comprehensive, or other planning study?	<i>These would be studies or plans that would be approved by a governing body, and would ideally have obtained public input as part of the study or plan.</i>	2045 MTP	In a Plan: 10 points Maintenance Project NOT in a Plan: 5 points New Project NOT in a Plan: 0 points
	Is the project located in an area with high or medium levels of vehicle trip density?	<i>High trip density = 50+ trips/acre Medium trip density 25 to 50 trips/acre Refer to maps developed for F-M area. Saved in TA folder. If project is in two zones, choose the zone in which the majority of the project is located.</i>	2045 MTP	High trip density: 10 points Med trip density: 5 points
	Does the project make a systematic effort to conserve natural resources	<i>Per FHWA TA eligibility, this criteria would include: vegetation management, environmental mitigation related to stormwater, and habitat connectivity. Any of these items would need to be identified in the application/letter of intent in order to receive points.</i>	(2045 MTP)	3
Economic Development and Transportation Decisions	Is the project within 1/4 mile of a MATBUS route corridor?	<i>This is measured from any portion of the project.</i>	(2045 MTP)	5
	Is the project located within one of Metro COG's environmental justice (EJ) areas?	<i>Use latest Metro COG environmental justice map. Project is within or directly adjacent to EJ area</i>	2045 MTP	5

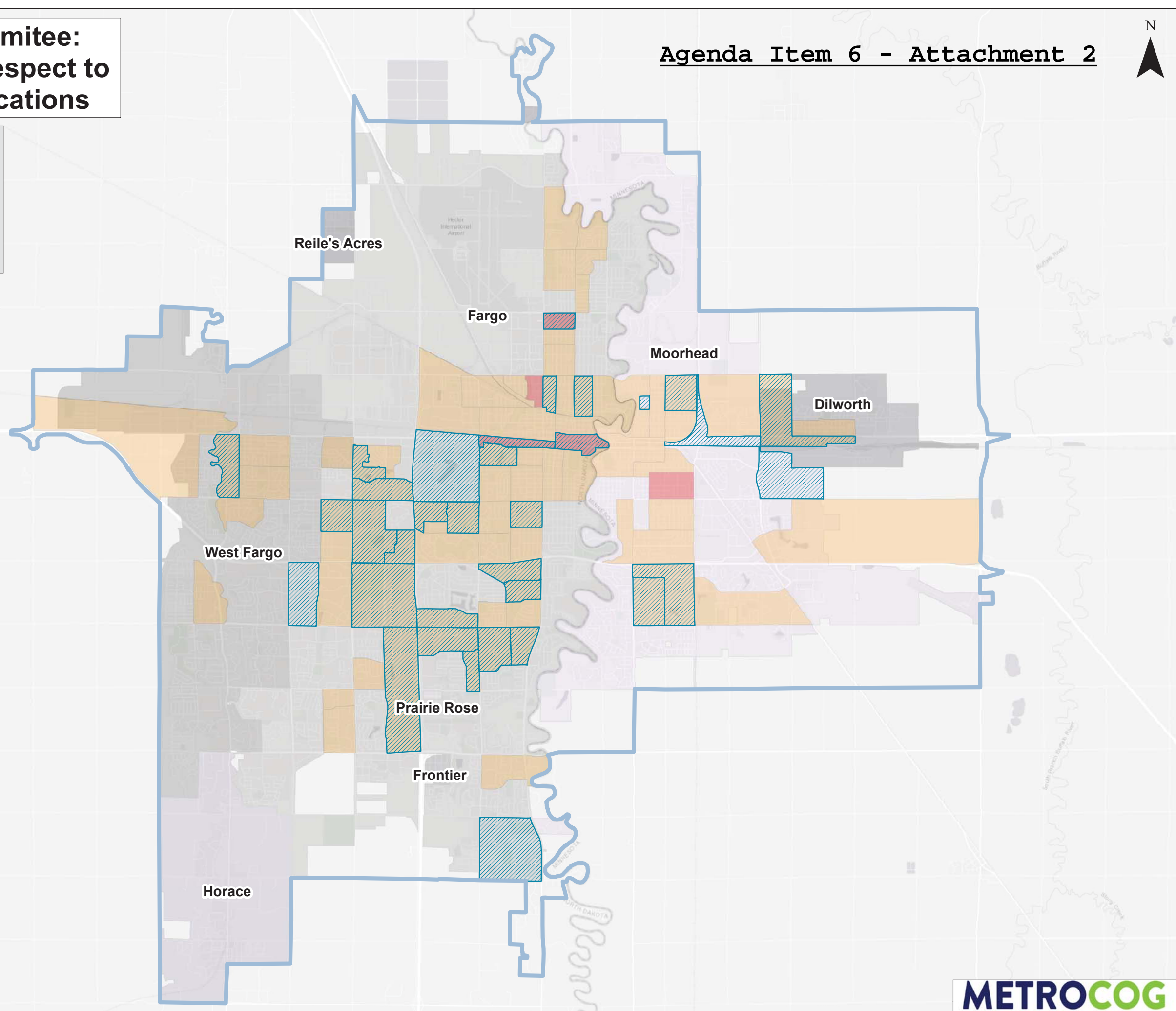
Bicycle & Pedestrian Committee: Project Evaluation with Respect to Environmental Justice Locations



Legend

- Urbanized Boundary, 2013
- Minority Populations by Block Group, 2022
- Below Environmental Justice Parameters, 2022
- Below Median Household Income, 2022

Disclaimer: The use of smaller geographies will result in wider margins of error when determining Environmental Justice parameters.



Agenda Item 6 - Attachment 3

2045 MTP Goal	TA Evaluation Criteria			
	Question	Evaluation instructions	Source of criteria	Points
System Safety	Is the project located where crashes involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 9 years?	<i>Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.</i>	2045 MTP	One crash: 5 pts Multiple crashes: 10 pts
	Is the project located within 1/2 mile radius of a K-8 public school?	<i>Measure from outermost perimeter of school building.</i>	2045 MTP	10
Travel Efficiency and Reliability	Does the project directly connect two existing bicycle and/or pedestrian facilities with a similar facility? OR	<i>Examples of similar facilities: shared use path connecting directly to shared use path(s), sidewalk connecting directly to sidewalk(s), bike lane connecting directly to bike lane(s)</i>	2045 MTP	10
	Does the project directly connect to an existing bicycle and/or pedestrian facility with a similar facility?			5
	Is the project within a 1/4 mile of existing commercial AND multi-dwelling residential (3-plexes or greater) zoning districts?	<i>Per jurisdiction's zoning maps</i>	(2045 MTP)	10
Walking and Bicycling	Is the project consistent with recommendations of a corridor, comprehensive, or other planning study?	<i>These would be studies or plans that would be approved by a governing body, and would ideally have obtained public input as part of the study or plan.</i>	2045 MTP	10
Maintain Transportation Infrastructure	Does the project maintain/rehabilitate an existing facility?	<i>Full points are intended for projects with the majority of the work entailing rehab/maintenance. For projects with rehab/maintenance as a smaller component of the overall project, partial points can be considered.</i>	2045 MTP	10
Economic Development and Transportation Decisions	Does the project connect residential area(s) to commercial or industrial area(s)?	<i>Defer to Bicycle & Pedestrian Committee's judgement at time of scoring.</i>	2045 MTP	10
	Does the project provide a direct connection to a park or other recreation facility (i.e. swimming pool, skating rink, etc.)	<i>Direct connection refers to project adjoining property of park or recreation facility</i>	-	5

To: Bicycle & Pedestrian Committee
From: Paul Bervik
Date: November 27, 2024
Re: **Urban Transportation Alternatives Applications**

The Transportation Alternatives (TA) program is a federally funded grant opportunity for projects that provide enhancements to alternative means of transportation such as bicycle/walking trails, safe routes to school projects, crosswalk improvements, and more.

Metro COG received a total of eight urban TA applications. Below is a description of each application. **Attached** is the scoring matrix which will be finalized at the meeting. Also **attached** are all the applications.

City of Fargo – Drain 27/Deer Creek Shared Use Path Phase 1

The City of Fargo is seeking funding to construct a shared use path along the west side of Drain 27 from approximately 52nd Ave S to 59th Ave S, connecting to the Deer Creek neighborhood. This path would connect to the existing path network along both Drain 27 and 52nd Ave S. The length of the path would be approximately 0.85 miles

2028 Cost: \$1,297,005 construction total; \$1,037,604 requested from TA

City of Fargo – Drain 27/Deer Creek Shared Use Path Phase 2

The City of Fargo in cooperation with the Fargo Park District is seeking funding to construct a shared use path along the north side of the Deer Creek development in south Fargo. This 0.4-mile path would connect the proposed Drain 27 Phase 1 path to 63rd St, connecting to the Deer Creek Elementary School. Neighborhood connections would also be made.

2029 Cost: \$576,035 construction total; \$460,828 requested from TA

City of Fargo – Low Level Drain 53 Crossing

The City of Fargo is seeking funding to construct a shared use path and drain crossing across Drain 53 in south Fargo. This crossing in the vicinity of 58th Ave S would fill a missing gap between two paths that run along opposite sides of the drain and terminate at this location. This 0.15-mile project would cross the drain using culverts thereby not impeding functions of the drain.

2029 Cost: \$831,222 construction total; \$664,978 requested from TA

City of Fargo – Drain 53 Shared Use Path (64th Ave S to 73rd Ave S)

The City of Fargo is seeking funding to construct a shared use path along the east side of Drain 53 from 64th Ave S to 73rd Ave S. This 0.8-mile path will connect to a path along 64th Ave S to the Golden Valley development. That path will be constructed on a previous-constructed bench used for slope stability.

2029 Cost: \$1,004,608 construction total; \$803,686 requested from TA

City of West Fargo – Westside Elementary Area Pedestrian Ramps

This project will reconstruct pedestrian ramps adjacent to an existing asphalt multi-use path in the western Core Area of West Fargo. This project will upgrade pedestrian ramps to the City of West Fargo's current standards, which also meet all ADA and Accessibility requirements. The section includes 6" of reinforced concrete over a 2" aggregate base course with detectable warning panels.

2025 Cost: \$230,000 construction total; \$144,134 requested from TA

2028 Cost: \$267,000 construction total; \$213,600 requested from TA

2029 Cost: \$280,000 construction total; \$224,000 requested from TA

City of West Fargo – 8th Street Shared Use Path Reconstruct

This project will reconstruct an existing asphalt multi-use path in the western Core Area of West Fargo. The existing multi-use path is 8' wide asphalt, and this project will upgrade it to the City of West Fargo's current standard of 10' wide concrete. The section includes 5" of reinforced concrete over a 2" aggregate base course.

2028 Cost: \$788,000 construction total; \$630,400 requested from TA

2029 Cost: \$827,000 construction total; \$661,600 requested from TA

City of West Fargo – Beaton Drive Shared Use Path

This project will construct a 10' wide concrete multi-use path along Beaton Drive on the north side of Interstate 94 in West Fargo. The section includes 5" of reinforced concrete over a 2" aggregate base course. Other work includes a box culvert extension and associated storm sewer at the Sheyenne River, pedestrian railing along the Sheyenne River, pedestrian railing along the Sheyenne River, and pedestrian pushbutton signage at the roadway crossing.

2028 Cost: \$1,580,158 construction total; \$870,000 requested from TA

2029 Cost: \$1,659,166 construction total; \$880,000 requested from TA

City of Moorhead – Bluestem Bridge Pedestrian Bridge crossing the Red River

The project would consist of a bridge that is approximately 750 feet long with a 12-foot wide traveled way. The project would also include 10-foot wide concrete shared-use path connections to the existing river corridor trails in both Fargo and Moorhead.

2028 Cost: \$4,800,000 construction total; \$450,000 requested from TA

Requested Action:

Recommend Policy Board approval of the attached Transportation Alternatives (TA) applications as well as the associated scoring.

Agenda Item 7 - Attachment 1

TA Evaluation Criteria				North Dakota														Minnesota	
				30 Fargo - Drain 27 Phase 1		30 Fargo - Drain 27 Phase 2		20 Fargo - Drain 53 Low Level Crossing		20 Fargo - Drain 53 Shared Use Path		50 West Fargo - 8th Street Shared Use Path		50 West Fargo - Westside Elementary Ramps		25 West Fargo - Beaton Drive Shared Use Path		35 Moorhead - Bluestem Bridge	
Question	Evaluation instructions	Source of criteria	Points	Points	Notes	Points	Notes	Points	Notes	Points	Notes	Points	Notes	Points	Notes	Points	Notes	Points	Notes
Is the project located where a crash involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 5 years?	Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.	2045 MTP	10	0	No crash history in past 5 years	0	No crash history in past 5 years	0	No crash history in past 5 years	0	No crash history in past 5 years	0	1 Block from Crash	0	1 Block from Crash	0	No crash history in past 5 years	0	No crash history in past 5 years
Is the project located within 1/2 mile radius of a K-8 public school?	Measure from outermost perimeter of school building.	2045 MTP	10	10	Deer Creek Elementary = 2260 feet	10	Deer Creek Elementary = 100 feet	0	No public school located within 1/2 from project	0	No public school located within 1/2 from project	10	Adjacent to Westside Elementary	10	Adjacent to Westside Elementary	0	No public school located within 1/2 from project	10	Discovery Middle School is 2150ft Eagles Elementary is 2600 ft
Is the project within a 1/4 mile of existing commercial AND multi-dwelling residential (3-plexes or greater) land uses?	Per jurisdiction's zoning maps	(2045 MTP)	10	0	Within 1/4 mile of existing commercial but no multi-dwelling (3-plex or greater) nearby	0	Within 1/4 mile of existing commercial but no multi-dwelling (3-plex or greater) nearby	0	No commercial within 1/4 mile. Multi-dwelling residential within 500 feet.	0	No commercial within 1/4 mile. No multi-dwelling residential within 1/4 mile.	10	Adjacent to multi-dwelling residential. 500ft to Heavy Commercial	10	Adjacent to multi-dwelling residential. 500ft to Heavy Commercial	10	Adjacent to multi-dwelling residential. Within 1/4 mile of Commercial Office Park	0	No commercial within 1/4 mile. No multi-dwelling residential within 1/4 mile.
Is the project part of a multi-jurisdictional planning effort/initiative?	This criteria is designed to be a project partnership between two separate jurisdictions such as City of Fargo and City of Moorhead. This criteria is not intended to be for partnerships between a city or school district, city and park	-	5	0	Fargo project only	0	Fargo project only	0	Fargo project only	0	Fargo project only	0	West Fargo project only	0	West Fargo project only	0	West Fargo project only	5	Moorhead and Fargo project
Is the project located in a zone which currently has low or moderate levels of walkability on the 2045 MTP's walkability index?	Refer to Figure 4.24 in the 2045 MTP Plan. Low and moderate shown in blue and yellow. If project is in two zones, chose the zone in which the majority of the project is located.	2045 MTP	10	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.
Is the project consistent with recommendations of a completed corridor, comprehensive, or other planning study?	These would be studies or plans that would be approved by a governing body, and would ideally have obtained public input as part of the study or plan.	2045 MTP	In a Plan: 10 points Maintenance Project NOT in a Plan: 5 points New Project NOT in a Plan: 0 points	10	2050 MTP and others	10	2050 MTP and others	10	2050 MTP and others	10	2050 MTP and others	5	Maintenance Project NOT in a Plan	5	Maintenance Project NOT in a Plan	5	Maintenance Project NOT in a Plan	10	2050 MTP and others
Is the project located in an area with high or medium levels of vehicle trip density?	High trip density = 50+ trips/acre Medium trip density 25 to 50 trips/acre Refer to maps developed for F-M area. Saved in TA folder. If project is in two zones, choose the zone in which the majority of the project is located.	2045 MTP	High trip density: 10 points Med trip density: 5 points	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	5	Trip density between 25-50 trips/acre	5	Trip density between 25-50 trips/acre	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre
Does the project make a systematic effort to conserve natural resources	Per FHWA TA eligibility, this criteria would include: vegetation management, environmental mitigation related to stormwater, and habitat connectivity. Any of these items would need to be identified in the application/letter of intent in order to receive points.	(2045 MTP)	3	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application
Is the project within 1/4 mile of a MATBUS route corridor?	This is measured from any portion of the project.	(2045 MTP)	5	0	No MATBUS route nearby	0	No MATBUS route nearby	0	No MATBUS route nearby	0	No MATBUS route nearby	5	Adjacent to MATBUS route	5	Adjacent to MATBUS route	0	No MATBUS route nearby	0	No MATBUS route nearby
Is the project located within one of Metro COG's environmental justice (EJ) areas?	Use latest Metro COG environmental justice map. Project is within or directly adjacent to EJ area	2045 MTP	5	0	Outside of any EJ area.	0	Outside of any EJ area.	0	Outside of any EJ area.	0	Outside of any EJ area.	5	Within EJ area.	5	Within EJ area.	0	Outside of any EJ area.	0	Outside of any EJ area.
Total Points				30		30		20		20		50		50		25		35	



Fargo-Moorhead Metropolitan Council of Governments

Case Plaza Suite 232 | 1 - 2nd Street North
 Fargo, North Dakota 58102-4807
 p: 701.532.5100 | f: 701.232.5043
 e: metrocog@fmmetrocog.org
 www.fmmetrocog.org

2025, 2028, and 2029 Transportation Alternatives Application

Step 1: Project Information

Project Summary:

Name of Project:	
Project Location:	
Project Length (Feet):	
Lead Jurisdiction:	Local Match Provided by:
Post-Construction Owner of the Project:	
Right of Way Provided by:	Maintenance Provided by:
Project Contact:	Contact Phone:
Contact Email Address:	
Anticipated Bid Letting Date:	Anticipated Project Completion Date:
State: <input type="checkbox"/> North Dakota	<input type="checkbox"/> Minnesota
Would you like to use these funds for Advanced Construction (AC)?	Yes, this project is requesting to use AC in the year specified on the follow page

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2028 Local Non-Matching Funds	
2028 Subtotal:	
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2029 Local Matching Funds	
2029 Local Non-Matching Funds	
2029 Subtotal:	
Total Project Cost:	

Other Grants and Federal Funds:

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Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

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Relationship to Regional Priorities:

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Walking, Biking, and Rolling	
Transit Access and Reliability	
Maintaining Transportation Infrastructure	
Community Context and Impact Reduction	
Freight Network – Moving Goods	
Emerging Transportation Trends	
Transportation Decisions	
Connecting People and Places	

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

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- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including:
 - o historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose.
 - o vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
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In Witness Thereof:

Dr. Timothy J. Mahoney **11-14-24**

(Responsible Government Official) Date



(Signature of Responsible Government Official)

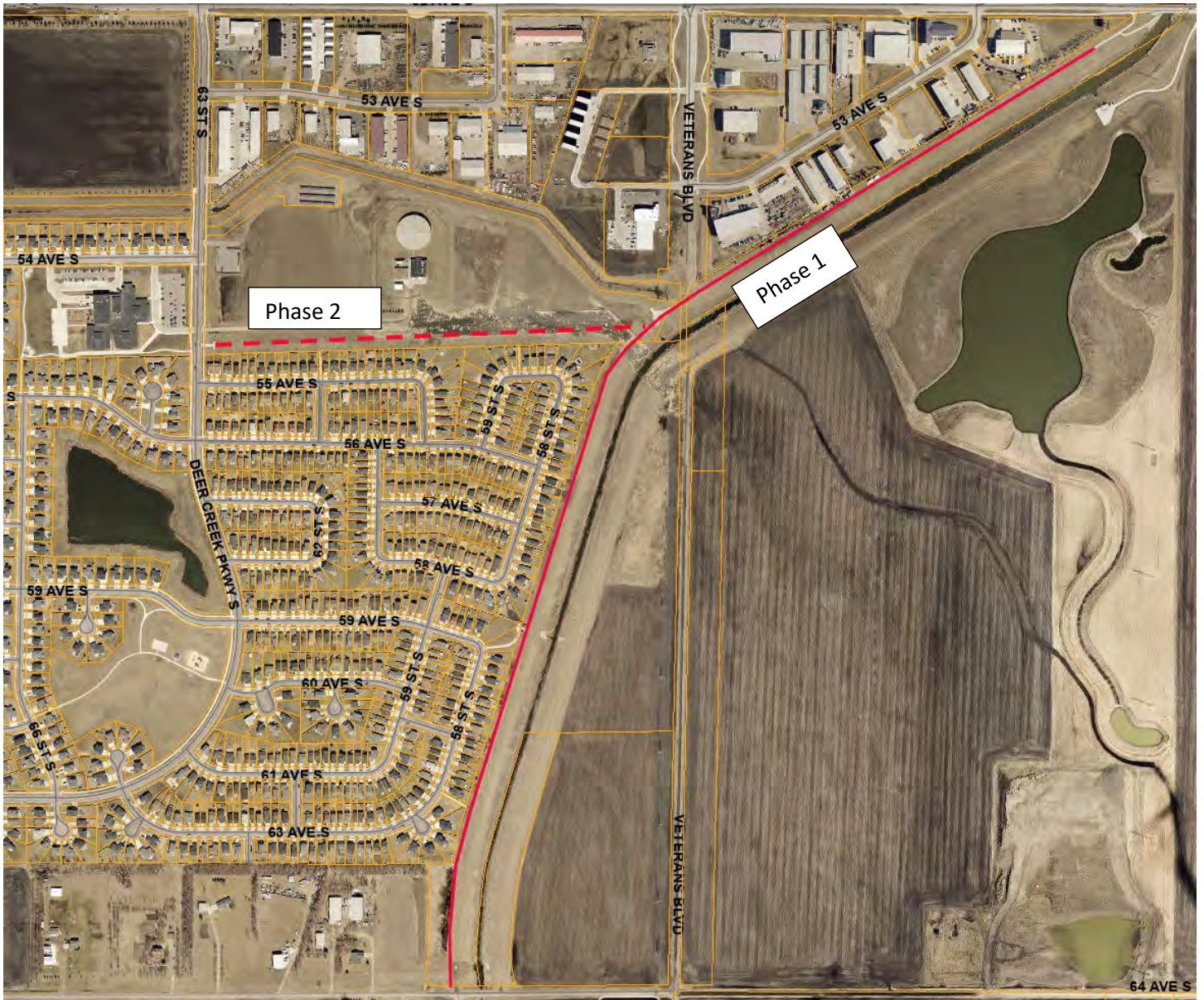
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(Signature of City / County / District Engineer)

Project Location Map – Drain 27/Deer Creek Shared Use Path – Phase 1 & Phase 2



Updated 11-14-24 for COG TAP submittal

Deer Creek/Drain 27 - Phase 1

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
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203	109	TOPSOIL	CY	\$30.00	300	\$9,000
203	140	BORROW-EXCAVATION	CY	\$30.00	300	\$9,000
251	100	SEEDING CLASS 1	ACRE	\$6,000.00	5	\$30,000
253	201	HYDRAULIC MULCH	ACRE	\$6,000.00	5	\$30,000
302	121	AGGREGATE BASE COURSE CL 5	CY	\$60.00	300	\$18,000
702	100	MOBILIZATION	L SUM	\$40,000.00	1	\$40,000
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000
750	125	SIDEWALK CONCRETE 5IN - 10' wide	LF	\$90.00	6,440	\$579,600
754	200	HAWK Beacon (Deer Creek Elementary)	L SUM	\$250,000.00	0	\$0
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000

Total \$735,600 2024 dollars
 \$ 1,000,776 2028 dollars
 w Contingency (20%) **\$ 1,200,931**
 \$ 960,745 Fed TAP funds
 \$ 240,186 Local funds

Updated 11-15-24 for COG TAP submittal

Deer Creek/Drain 27 - Phase 2 (not in Drain 27 at all)

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
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2025, 2028, and 2029 Transportation Alternatives Application

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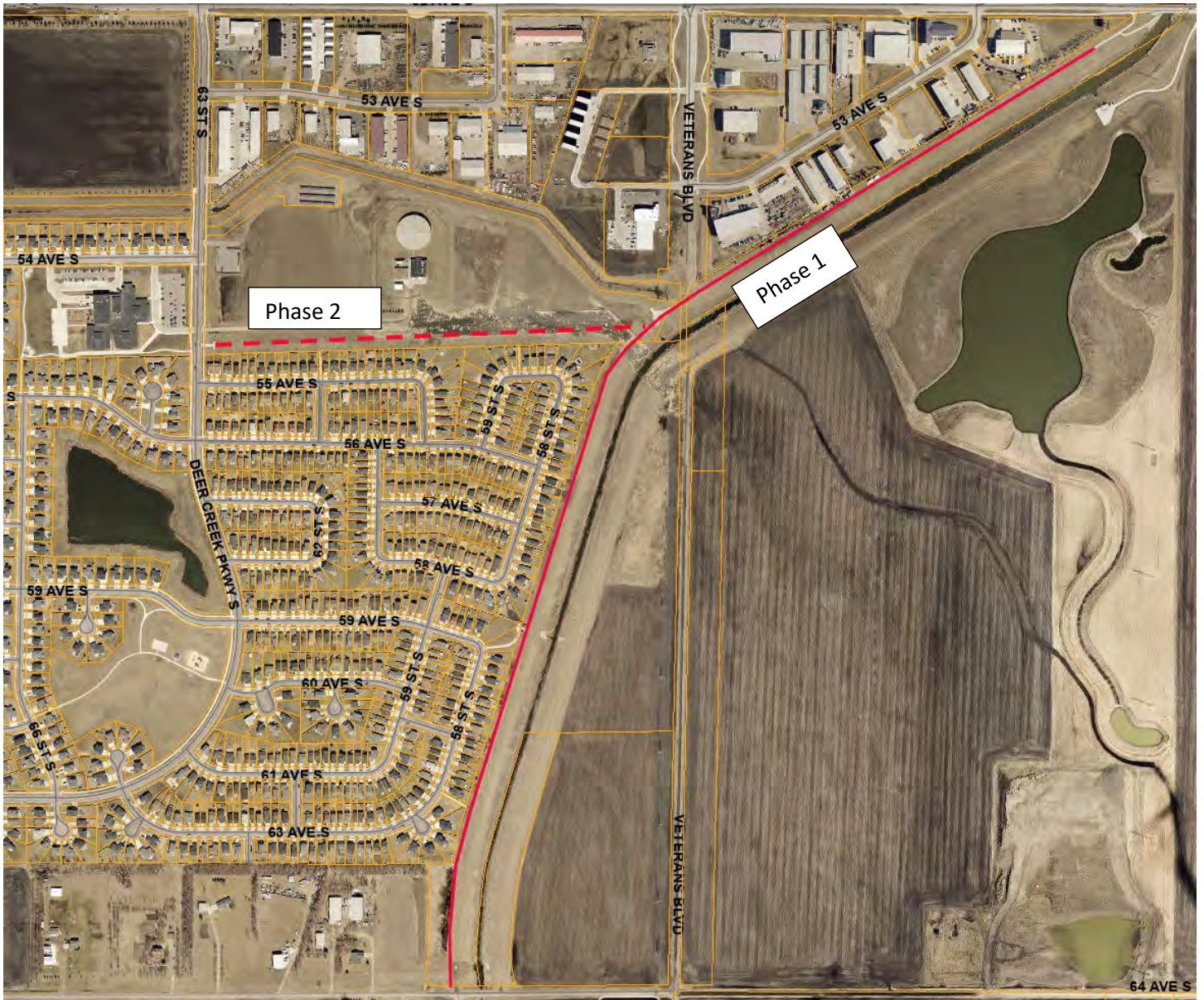
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Project Location Map – Drain 27/Deer Creek Shared Use Path – Phase 1 & Phase 2



Updated 11-14-24 for COG TAP submittal

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2025, 2028, and 2029 Transportation Alternatives Application

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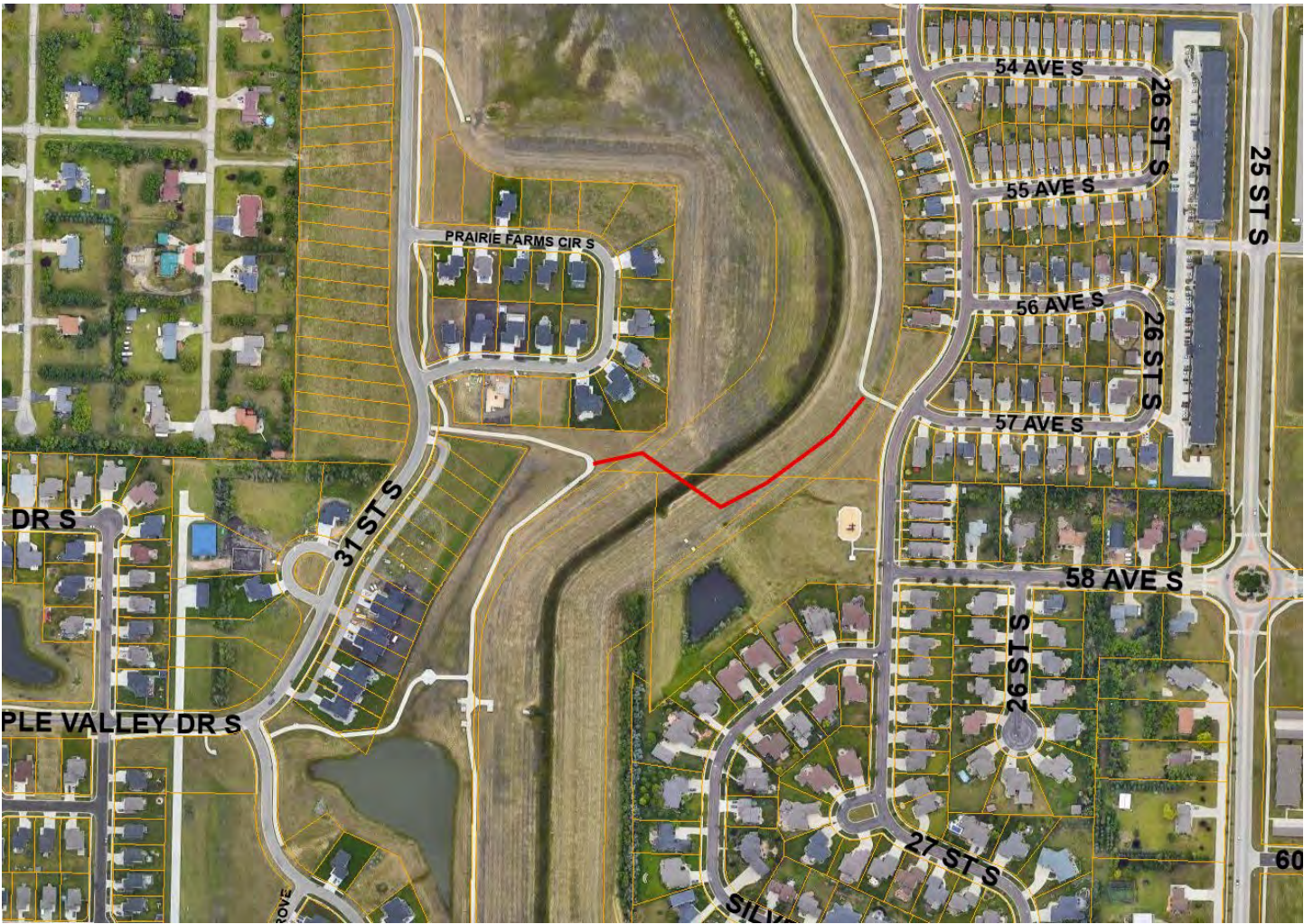
Tom Knakmuhs, PE **11-14-24**

(City / County / District Engineer) Date



(Signature of City / County / District Engineer)

Project Location Map – Low level Drain 53 Crossing - Shared Use Path



Engineer's Opinion of Cost
 Reconstruction
 Silverleaf Drain 53 Shared Use Path
 City of Fargo Improvement District No. XX-XX-XX
November 2, 2024

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$8,500.00	1	\$8,500.00
202	114	REMOVAL OF CONCRETE PAVEMENT	SY	\$40.00	10	\$400.00
203	101	COMMON EXCAVATION-TYPE A	CY	\$30.00	408	\$12,240.00
203	109	TOPSOIL	CY	\$40.00	408	\$16,320.00
203	140	BORROW-EXCAVATION	CY	\$30.00	889	\$26,670.00
251	300	SEEDING CLASS III	ACRE	\$10,000.00	0.28	\$2,800.00
253	201	HYDRAULIC MULCH	ACRE	\$6,200.00	0.28	\$1,736.00
261	112	FIBER ROLLS	LF	\$4.00	1,000	\$4,000.00
261	113	REMOVE FIBER ROLLS 12IN	LF	\$1.00	1,000	\$1,000.00
702	100	MOBILIZATION	L SUM	\$51,100.00	1	\$51,100.00
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000.00
750	125	SIDEWALK CONCRETE 5IN	SY	\$100.00	950	\$95,000.00
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000.00
-	-	Box Culvert w Rip Rap - twin 8'x8' boxes, 30' long	L SUM	\$340,000.00	1	\$340,000

Total	569,766	
Contingency (20%)	113,953	
	683,719	2023 Funds
Total Estimated Cost	1,004,608	2029 Funds
	\$ 803,686	TA
	\$ 200,922	Local



2025, 2028, and 2029 Transportation Alternatives Application

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 - o vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - o archaeological activities relating to impacts from implementation of a transportation project; and
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - o address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in 23 U.S.C. 133(b)(11), 328(a), and 329; or
 - o reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

Step 4: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 14 of November (month), 2024 (year).

In Witness Thereof:

Dr. Timothy J. Mahoney **11-14-24**

(Responsible Government Official) Date



(Signature of Responsible Government Official)

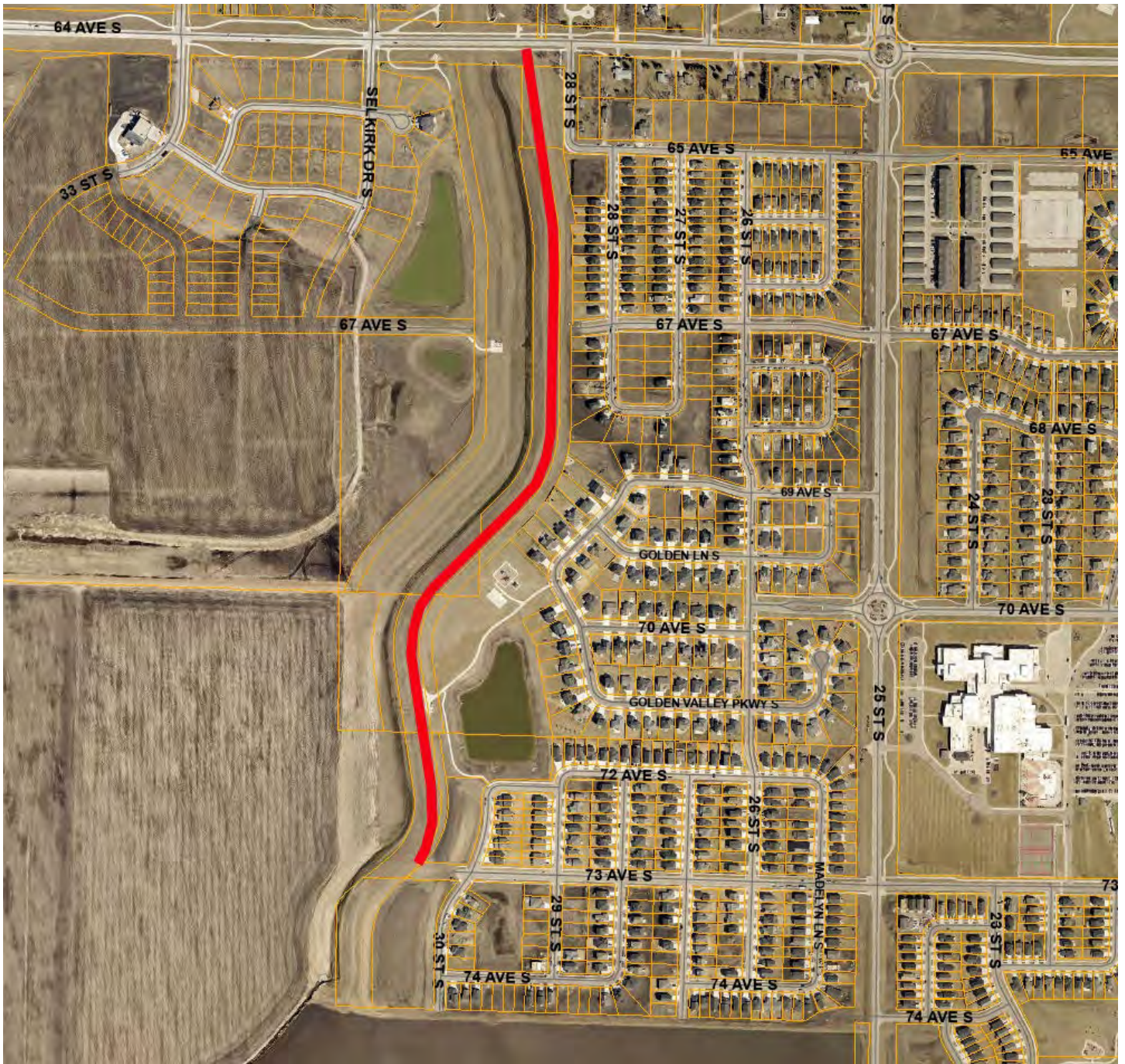
Tom Knakmuhs, PE **11-14-24**

(City / County / District Engineer) Date



(Signature of City / County / District Engineer)

Project Location Map - Drain 53 Shared Use Path – 64th Avenue S to 73rd Avenue S



Construction Cost Estimate
 Drain 53 - 64th Ave S to 73rd Ave S

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$10,000.00	1	\$10,000
203	109	TOPSOIL	CY	\$30.00	100	\$3,000
203	140	BORROW-EXCAVATION	CY	\$30.00	100	\$3,000
251	100	SEEDING CLASS 1	ACRE	\$6,000.00	2	\$12,000
253	201	HYDRAULIC MULCH	ACRE	\$6,000.00	2	\$12,000
302	121	AGGREGATE BASE COURSE CL 5	CY	\$60.00	100	\$6,000
702	100	MOBILIZATION	L SUM	\$35,000.00	1	\$35,000
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000
750	125	SIDEWALK CONCRETE 5IN - 10' wide	LF	\$90.00	4,227	\$380,430
754	200	HAWK Beacon (Deer Creek Elementary)	L SUM	\$100,000.00	0	\$0
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000

Total \$471,430 2024 dollars

\$692,685.34 2029 dollars

w Contingency (20%)

\$831,222

\$664,978 Fed TAP

\$166,244 Local funds



2025, 2028, and 2029 Transportation Alternatives Application

Step 1: Project Information

Project Summary:

Name of Project: Bluestem Bicycle and Pedestrian Bridge	
Project Location: 50th Ave S over the Red River of the North	
Project Length (Feet): 1,600 feet	
Lead Jurisdiction: City of Moorhead	Local Match Provided by: City of Moorhead
Post-Construction Owner of the Project: Cities of Moorhead, MN and Fargo, ND	
Right of Way Provided by: Fargo & Moorhead	Maintenance Provided by: Fargo & Moorhead
Project Contact: Tom Trowbridge	Contact Phone: 218-299-5395
Contact Email Address: tom.trowbridge@moorheadmn.org	
Anticipated Bid Letting Date: November 2027	Anticipated Project Completion Date: October 2028
State: <input type="checkbox"/> North Dakota	<input checked="" type="checkbox"/> Minnesota
Would you like to use these funds for Advanced Construction (AC)?	<input type="checkbox"/> Yes, this project is requesting to use AC in the year specified on the follow page

FM Metro COG TA Application FY2025, FY 2028, and FY 2029

Project Summary:

Fill out the below table with all funding sources and amounts including the TA funding requested with this application.

Funding Source	Funding Amount
2025 TA Funds	\$ 0.00
2025 Local Matching Funds	\$ 0.00
2025 Local Non-Matching Funds	\$ 0.00
2025 Subtotal:	\$ 0.00
2028 TA Funds	\$ 450,000.00
2028 Local Matching Funds	\$ 2,350,000.00
2028 Local Non-Matching Funds	\$ 2,000,000.00
2028 Subtotal:	\$ 4,800,000.00
2029 TA Funds	\$ 0.00
2029 Local Matching Funds	\$ 0.00
2029 Local Non-Matching Funds	\$ 0.00
2029 Subtotal:	\$ 0.00
Total Project Cost:	\$ 4,800,000.00

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? Yes No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

The project would consist of a bridge that is approximately 750 feet long with a 12-foot wide traveled way. The project would also include 10-foot wide concrete shared-use path connections to the existing river corridor trails in both Fargo and Moorhead.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?
What are the key factors that make this project important to fund?

Fargo and Moorhead have been working together on the preliminary design and environmental planning for this bridge. Both cities have applied for various funding sources and are ready to proceed with this project. The project would be the only pedestrian crossing of the Red River within Moorhead city limits that is located south of the Lindenwood/Gooseberry Park lift bridge at 22nd Ave S. The nearest crossing that pedestrians could use is at 60th Ave S, but that bridge is located on a rural high speed roadway and lacks separated facilities for bikes and peds (they would have to use the shoulder). Both cities have extensive river corridor trail networks, and this would be a crucial link between those systems. Also, Bluestem Amphitheatre is a significant traffic generator and this bridge would provide a much better way for peds and bikes to get to Bluestem.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

This project was identified as a significant gap in the Fargo-Moorhead Metro Bikeways Gap Analysis (completed in 2019), and is listed as a short-term project in the 2050 Metropolitan Transportation Plan. The nearest pedestrian crossing of the Red River is approximately 4.5 miles away. Constructing this bridge will provide a vital link between the existing trail systems in Fargo and Moorhead which will provide enhanced opportunities for bicyclists to commute to work and will also enhance recreational use of the existing trail system. Bluestem is a significant traffic generator that is located at the end of a 1.3 mile dead end roadway that is primarily accessed from TH 75 (a high speed minor arterial roadway) that currently has side street stop control. Providing a pedestrian crossing at this location will reduce traffic congestion on 50th Ave S and at the TH 75 intersection.

Identification of Potential Challenges:

Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

The most likely concerns will be issues related to the river crossing. Specifically, ensuring no measurable impact to the floodway, and the potential for archaeological discoveries. However, based on the status of the preliminary environmental review that has been completed to date, we believe that these risks are minimal.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [Metro 2050](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
Safety and System Security	It will provide a much safer route for pedestrians and bikes to cross the Red River.
Travel Efficiency and Reliability	It provides a much shorter route for peds and bikes to commute between Fargo and Moorhead
Walking, Biking, and Rolling	It provides a critical junction between two parallel trail systems in Fargo and Moorhead
Transit Access and Reliability	It improves opportunities for multi-modal linkage between Fargo and Moorhead, and results in transit stops being within a walkable distance of the Bluestem Center for the Arts
Maintaining Transportation Infrastructure	
Community Context and Impact Reduction	
Freight Network – Moving Goods	
Emerging Transportation Trends	
Transportation Decisions	This project is consistent with prior transportation plans (Bike Gap analysis, Metropolitan Transportation Plans, Bike/Ped Plan, etc.)
Connecting People and Places	Bluestem Center for the Arts is a significant traffic generator. This project puts it within a walkable distance for many people.

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2050 MTP. What is the MTP Project ID number: 301
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Step 3: TA Specific Questions**What TA category best fits your project:**

Identify the category and type of project you believe best fits your project (check all that apply). To be eligible for Transportation Alternatives funding, your project must fit into one of these categories and must relate to surface transportation.

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.
- Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including:
 - historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose.
 - vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - archaeological activities relating to impacts from implementation of a transportation project; and
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in 23 U.S.C. 133(b)(11), 328(a), and 329; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

Step 4: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 15th of November (month), 2024 (year).

In Witness Thereof:

Thomas E Trowbridge, City Engineer 11-15-2024

(Responsible Government Official) Date

Thomas E. Trowbridge Digitally signed by Thomas E. Trowbridge
Date: 2024.11.15 09:30:59 -06'00'

(Signature of Responsible Government Official)

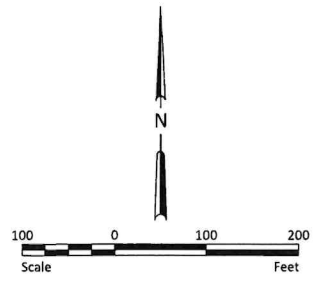
Thomas E Trowbridge, City Engineer 11-15-2024

(City / County / District Engineer) Date

Thomas E. Trowbridge Digitally signed by Thomas E.
Trowbridge
Date: 2024.11.15 09:32:02 -06'00'

(Signature of City / County / District Engineer)

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FARGO, NORTH DAKOTA

MOORHEAD, MINNESOTA

PRELIMINARY
NOT FOR CONSTRUCTION

No.	Revision	Date	By



Drawn by BKW	Date 3-27-24
Checked by MPL	Scale AS SHOWN

RED RIVER PEDESTRIAN BRIDGE
CONCEPTUAL DESIGN AND ENVIRONMENTAL REVIEW
CITY OF MOORHEAD, MINNESOTA

OVERALL LAYOUT
PROJECT NO. 6019-0141

SHEET
1



2025, 2028, and 2029 Transportation Alternatives Application

Step 1: Project Information

Project Summary:

Name of Project:	
Project Location:	
Project Length (Feet):	
Lead Jurisdiction:	Local Match Provided by:
Post-Construction Owner of the Project:	
Right of Way Provided by:	Maintenance Provided by:
Project Contact:	Contact Phone:
Contact Email Address:	
Anticipated Bid Letting Date:	Anticipated Project Completion Date:
State:	<input type="checkbox"/> North Dakota <input type="checkbox"/> Minnesota
Would you like to use these funds for Advanced Construction (AC)?	Yes, this project is requesting to use AC in the year specified on the follow page

Project Summary:

Fill out the below table with all funding sources and amounts including the TA funding requested with this application.

Funding Source	Funding Amount
2025 TA Funds	
2025 Local Matching Funds	
2025 Local Non-Matching Funds	
2025 Subtotal:	
2028 TA Funds	
2028 Local Matching Funds	
2028 Local Non-Matching Funds	
2028 Subtotal:	
2029 TA Funds	
2029 Local Matching Funds	
2029 Local Non-Matching Funds	
2029 Subtotal:	
Total Project Cost:	

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? Yes No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?

What are the key factors that make this project important to fund?

System Benefit of the Project

Please explain how this project will benefit the transportation system?

Identification of Potential Challenges:

Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [Metro 2050](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
Safety and System Security	
Travel Efficiency and Reliability	
Walking, Biking, and Rolling	
Transit Access and Reliability	
Maintaining Transportation Infrastructure	
Community Context and Impact Reduction	
Freight Network – Moving Goods	
Emerging Transportation Trends	
Transportation Decisions	
Connecting People and Places	

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2050 MTP. What is the MTP Project ID number:
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Step 3: TA Specific Questions

What TA category best fits your project:

Identify the category and type of project you believe best fits your project (check all that apply). To be eligible for Transportation Alternatives funding, your project must fit into one of these categories and must relate to surface transportation.

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.
- Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including:
 - o historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose.
 - o vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - o archaeological activities relating to impacts from implementation of a transportation project; and
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - o address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in 23 U.S.C. 133(b)(11), 328(a), and 329; or
 - o reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

Step 4: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day ____ of _____(month), _____(year).

In Witness Thereof:

(Responsible Government Official) Date



(Signature of Responsible Government Official)

(City / County / District Engineer) Date



(Signature of City / County / District Engineer)

**TRANSPORTATION ALTERNATIVES (T.A.)
8TH ST. W. MULTI-USE PATH - 5TH AVE. W. TO 12 1/2 AVE. W.
WEST FARGO ND**

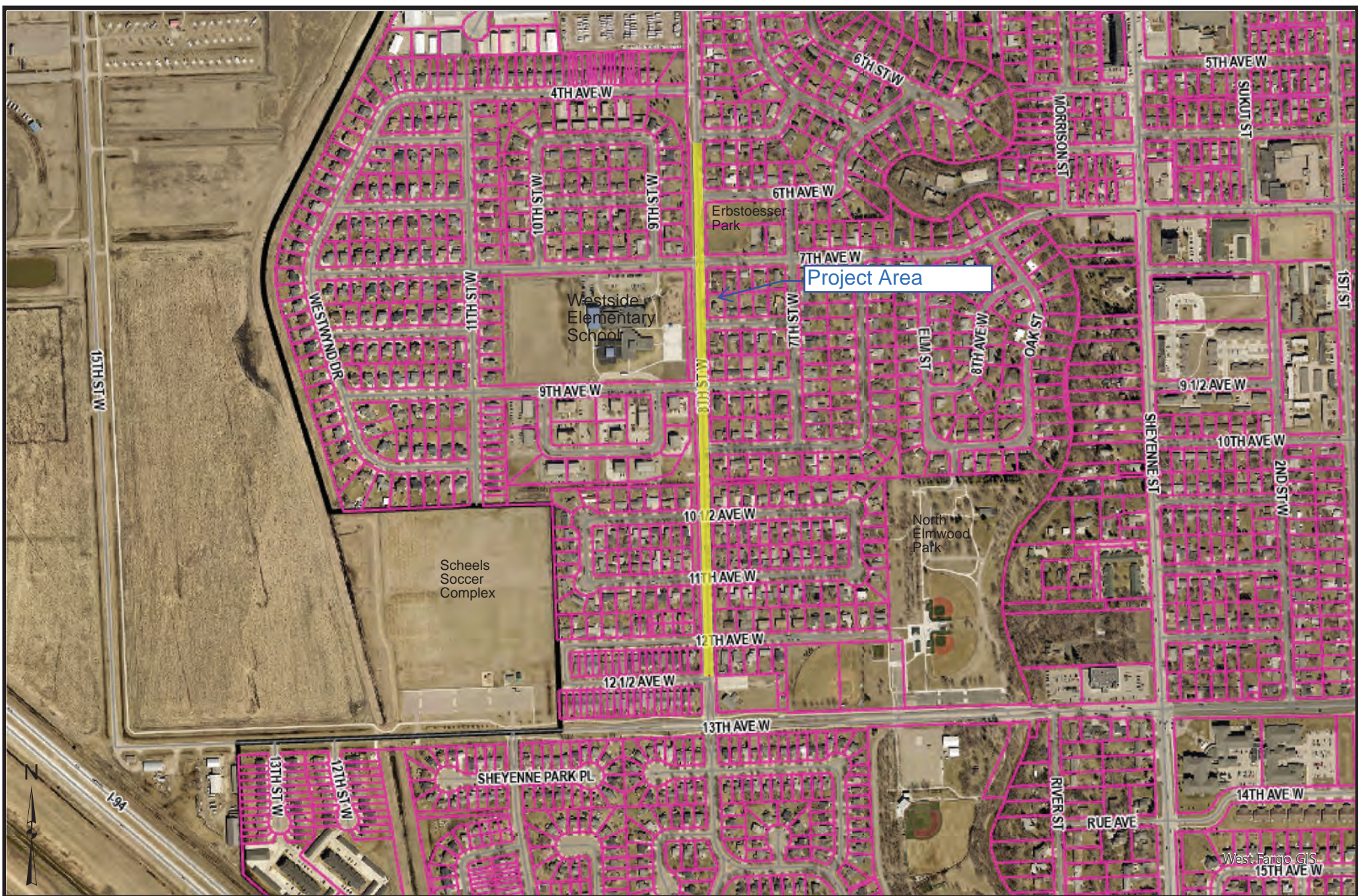
Engineer's Opinion of Probable Cost - 11/15/2024

<i>ITEM</i>	<i>UNIT</i>	<i>QUANTITY</i>	<i>UNIT PRICE</i>	<i>TOTAL</i>
1. Curb & Gutter - Saw Full Depth	LF	5	\$ 25.00	\$ 125.00
2. Curb & Gutter - Remove	LF	24	\$ 20.00	\$ 480.00
3. Curb & Gutter - Connect To Existing	Each	2	\$ 50.00	\$ 100.00
4. Curb & Gutter - Knockdown Inflow	LF	24	\$ 50.00	\$ 1,200.00
5. Driveway - Concrete - Saw Full Depth	LF	14	\$ 50.00	\$ 700.00
6. Driveway - Concrete - Remove	SF	240	\$ 5.00	\$ 1,200.00
7. Driveway - Concrete - Connect To Existing	Each	1	\$ 300.00	\$ 300.00
8. Driveway - 8" Concrete	SF	253	\$ 15.00	\$ 3,795.00
9. Sidewalk - Saw Full Depth	LF	104	\$ 20.00	\$ 2,080.00
10. Sidewalk - Remove	SF	1,980	\$ 15.00	\$ 29,700.00
11. Sidewalk - Connect To Existing	Each	26	\$ 75.00	\$ 1,950.00
12. Multi-Use Path - Saw Full Depth	LF	110	\$ 25.00	\$ 2,750.00
13. Multi-Use Path - Asphalt - Remove	SF	20,056	\$ 3.00	\$ 60,168.00
14. Multi-Use Path - Connect To Existing	Each	11	\$ 200.00	\$ 2,200.00
15. Multi-Use Path - 5" Concrete	SF	25,070	\$ 14.00	\$ 350,980.00
16. Topsoil Stripping - 6"	CF	7,529	\$ 7.00	\$ 52,703.00
17. Inlet Protection Device	Each	18	\$ 250.00	\$ 4,500.00
18. Topsoil - 4"	CF	4,007	\$ 10.00	\$ 40,073.33
19. Seeding - Type II	SF	12,022	\$ 2.00	\$ 24,044.00
20. Mulch - Type B - Hydromulch	SF	12,022	\$ 2.00	\$ 24,044.00
21. Storm Water Management	LSum	1	\$ 5,000.00	\$ 5,000.00
22. Traffic Control	LSum	1	\$ 5,000.00	\$ 5,000.00
23. Cleaning	LSum	1	\$ 5,000.00	\$ 5,000.00

2025 Subtotal Construction	\$618,092.33
2028 Subtotal Construction	\$715,519.14
2028 Subtotal Contingencies	\$72,480.86
2028 Total Construction	\$788,000.00

<u>Funding</u>		
2028 TA Funds - Available	\$	870,000.00
2028 TA Funds - Requested	\$	630,400.00
2028 Local Matching Funds	\$	157,600.00
2028 Local Non-Matching Funds	\$	-
Total	\$	788,000.00

80%
20%



These data are provided on an "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.

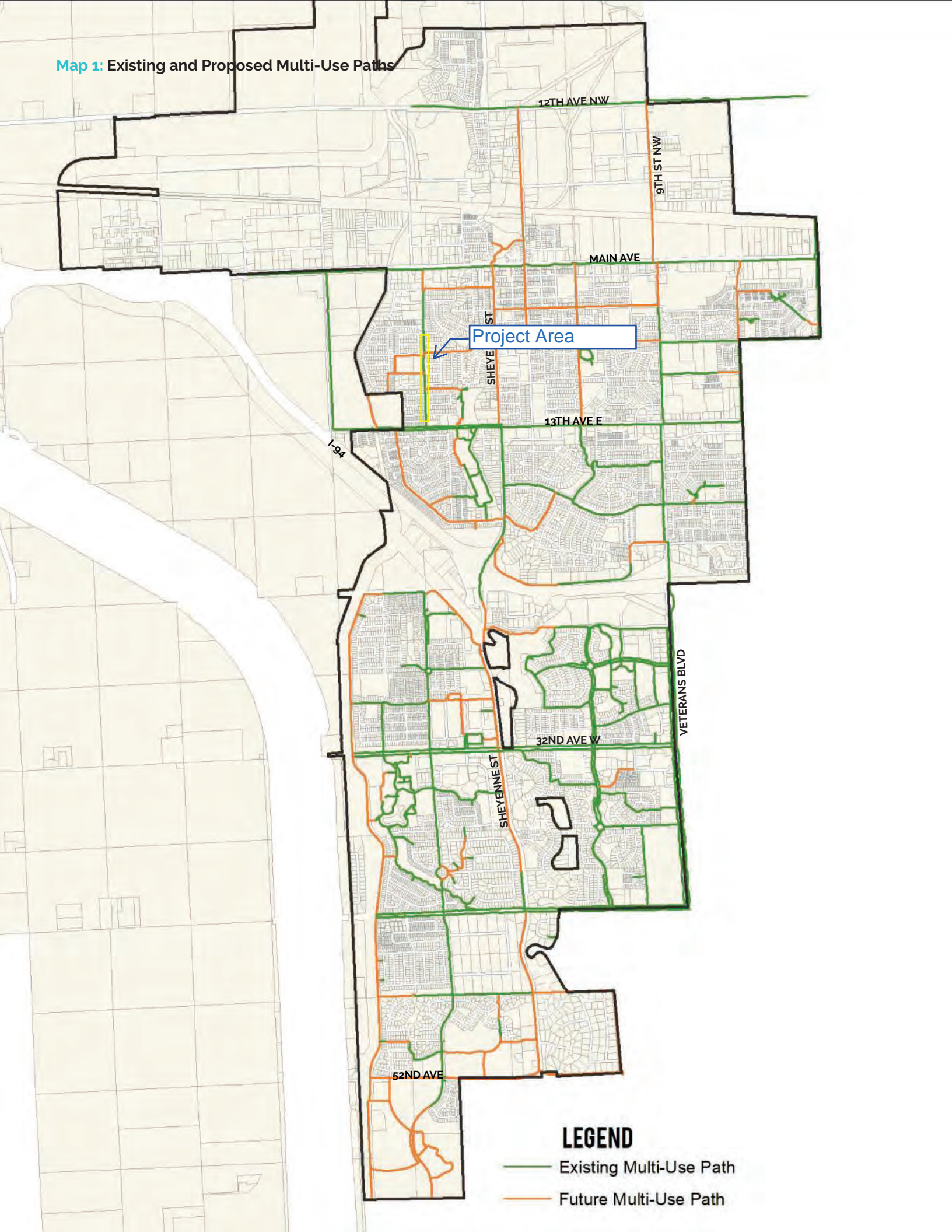
Transportation Alternatives (TA) - 8th St. W. Multi-Use Path

Date: 11/15/2024



This map is not a substitute for accurate field surveys or for locating actual property lines and any adjacent features.

Map 1: Existing and Proposed Multi-Use Paths



Project Area

LEGEND

- Existing Multi-Use Path
- Future Multi-Use Path



2025, 2028, and 2029 Transportation Alternatives Application

Step 1: Project Information

Project Summary:

Name of Project: Beaton Drive Multi-Use Path	
Project Location: East of Sheyenne Street to East of Sheyenne River	
Project Length (Feet): 2,650	
Lead Jurisdiction: City of West Fargo	Local Match Provided by: City of West Fargo
Post-Construction Owner of the Project: City of West Fargo	
Right of Way Provided by: City of West Fargo	Maintenance Provided by: City of West Fargo
Project Contact: Kyle McCamy, PE	Contact Phone: 701-515-5105
Contact Email Address: kyle.mccamy@westfargond.gov	
Anticipated Bid Letting Date: Fall 2027	Anticipated Project Completion Date: Fall 2028
State: <input checked="" type="checkbox"/> North Dakota	<input type="checkbox"/> Minnesota
Would you like to use these funds for Advanced Construction (AC)?	<input type="checkbox"/> Yes, this project is requesting to use AC in the year specified on the follow page

Project Summary:

Fill out the below table with all funding sources and amounts including the TA funding requested with this application.

Funding Source	Funding Amount
2025 TA Funds	\$ 0.00
2025 Local Matching Funds	\$ 0.00
2025 Local Non-Matching Funds	\$ 0.00
2025 Subtotal:	\$ 0.00
2028 TA Funds	\$ 870,000.00
2028 Local Matching Funds	\$ 217,500.00
2028 Local Non-Matching Funds	\$ 492,658.00
2028 Subtotal:	\$ 1,580,158.00
2029 TA Funds	\$ 0.00
2029 Local Matching Funds	\$ 0.00
2029 Local Non-Matching Funds	\$ 0.00
2029 Subtotal:	\$ 0.00
Total Project Cost:	\$ 1,580,158.00

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? Yes No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

This project will construct a 10' wide concrete multi-use path along Beaton Drive on the north side of Interstate 94 in West Fargo. The section includes 5" of reinforced concrete over a 2" aggregate base course. Other work includes a box culvert extension and associated storm sewer at the Sheyenne River, pedestrian railing along the Sheyenne River, and pedestrian pushbutton signage at a roadway crossing,

Timeliness and Need for the Project

Describe below why this project is requesting funds now?

What are the key factors that make this project important to fund?

The project is listed at Project #66 on the 2016 FM Metropolitan Bicycle and Pedestrian Plan, there is currently no dedicated pedestrian and bicycle area within the streetscape, there have been recent inquiries and requests from the public to provide a pedestrian facility in the project area, and this project could trigger the development of a vacant lot in the western extents of the project area.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

The project would provide a separate location off the roadway for pedestrians and bicyclists, would connect existing pedestrian and bicycle facilities at Sheyenne Street and east of the Sheyenne River, and would provide a pedestrian and bicycle route to Cheney Middle School from the south.

Identification of Potential Challenges:

Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

The project will require a box culvert extension within the Sheyenne River and coordination with Southeast Cass Water Resource District and the NDDOT.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [Metro 2050](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
Safety and System Security	Provides pedestrian and bicycle area within the streetscape that is separate from the roadway.
Travel Efficiency and Reliability	
Walking, Biking, and Rolling	Provides a facility for walkers, bikers, and rollers.
Transit Access and Reliability	
Maintaining Transportation Infrastructure	
Community Context and Impact Reduction	
Freight Network – Moving Goods	
Emerging Transportation Trends	
Transportation Decisions	
Connecting People and Places	Provides pedestrian and bicycle connection between 2 major arterial corridors.

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2050 MTP. What is the MTP Project ID number:
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Step 3: TA Specific Questions

What TA category best fits your project:

Identify the category and type of project you believe best fits your project (check all that apply). To be eligible for Transportation Alternatives funding, your project must fit into one of these categories and must relate to surface transportation.

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.
- Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
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- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including:
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 - vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - archaeological activities relating to impacts from implementation of a transportation project; and
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in 23 U.S.C. 133(b)(11), 328(a), and 329; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

Step 4: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 15 of November (month), 2024 (year).

In Witness Thereof:

Kyle McCamy, PE

11-15-2024

(Responsible Government Official)

Date



(Signature of Responsible Government Official)

Dan Hanson, PE

11-15-2024

(City / County / District Engineer)

Date



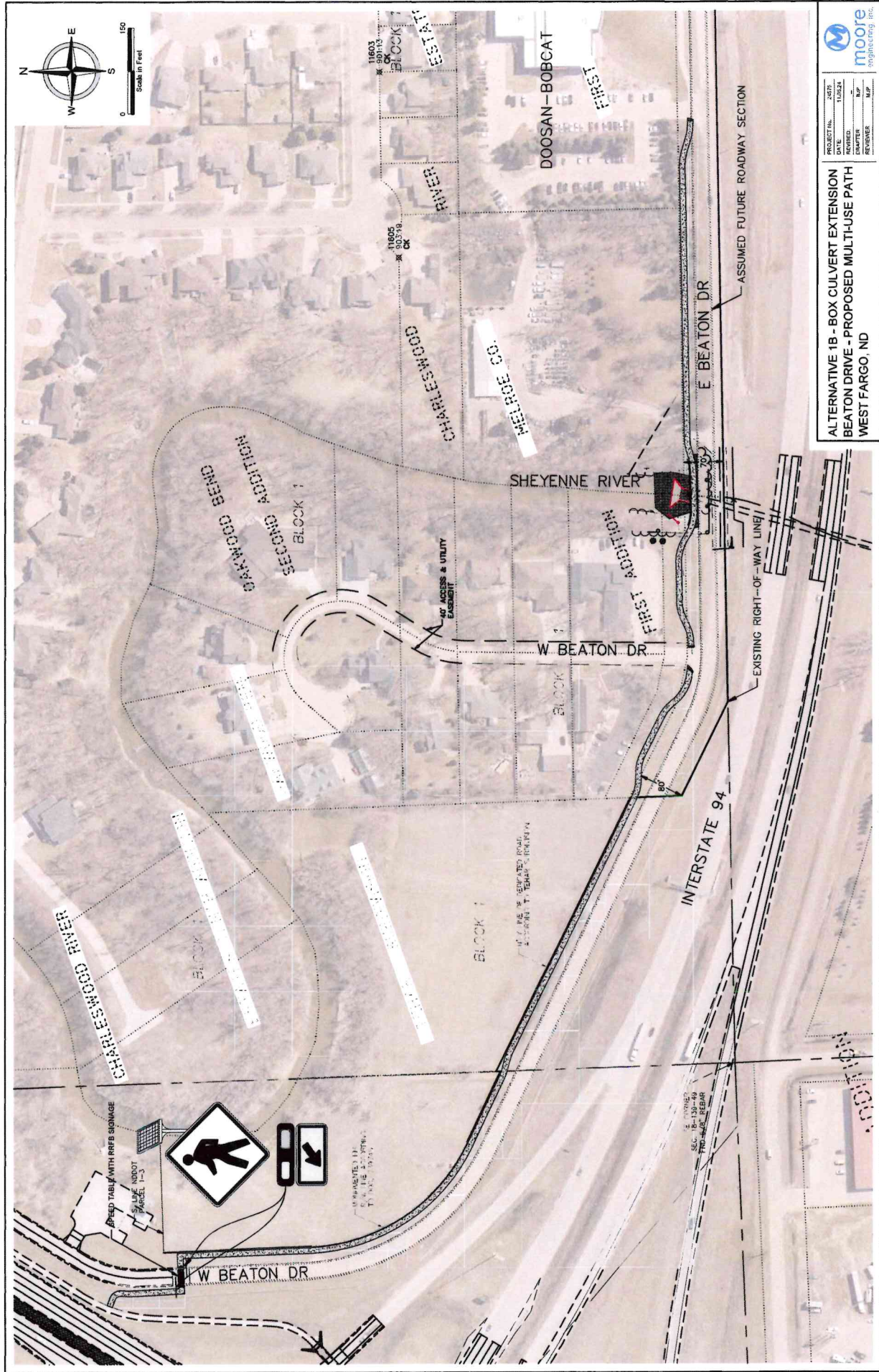
(Signature of City / County / District Engineer)

**Beaton Dr Multi-Use Path Improvements
West Fargo ND
Project No. 9056
Engineer's Opinion of Probable Cost
Date: 11/06/2024**

BID ITEM NO. & DESCRIPTION	UNIT	ESTIMATED QUANTITY	BID UNIT PRICE	BID PRICE
<u>Base Bid</u>				
<u>Roadway Items</u>				
1. Common Excavation	CY	5,000	\$5.00	\$25,000.00
2. Borrow Excavation - Import	CY	10,000	\$15.00	\$150,000.00
3. Asphalt Pavement - Remove	SY	250	\$30.00	\$7,500.00
4. Curb & Gutter - Remove	LF	40	\$15.00	\$600.00
5. Concrete Pavement - Remove	SY	350	\$30.00	\$10,500.00
6. Concrete Pavement - 8" Reinforced	SY	150	\$120.00	\$18,000.00
7. Detectable Warning Panel - Cast Iron	SF	120	\$60.00	\$7,200.00
8. Pedestrian Pushbutton & Sign	EA	2	\$8,500.00	\$17,000.00
9. Signing And Striping	LSUM	1	\$2,000.00	\$2,000.00
<u>General Items</u>				
1. Topsoil	CY	2,000	\$5.00	\$10,000.00
2. Turf Establishment	ACRE	1.5	\$4,250.00	\$6,375.00
3. Stabilized Construction Access	EA	1	\$2,500.00	\$2,500.00
4. Traffic Control	LSUM	1	\$2,500.00	\$2,500.00
5. Cleaning	LSUM	1	\$1,000.00	\$1,000.00
6. Storm Water Management	LSUM	1	\$25,000.00	\$25,000.00
7. Clearing and Grubbing	LSUM	1	\$50,000.00	\$50,000.00
8. Remove & Reset Existing Fence	LF	100	\$100.00	\$10,000.00
<u>Alternative 1A</u>				
1. Guardrail	LF	140	\$150.00	\$21,000.00
2. Sidewalk - 5"	SY	2,950	\$80.00	\$236,000.00
3. Retaining Wall	LF	125	\$90.00	\$11,250.00
4. Decorative Colored Concrete	SY	45	\$150.00	\$6,750.00
<u>Alternative 1B</u>				
1. Storm Sewer Box Culvert Wing Wall - Remove	LSUM	1	\$5,000.00	\$5,000.00
2. Storm Sewer - 24" RCP	LF	20	\$200.00	\$4,000.00
3. Storm Sewer - 8'x10' RCB (2)	LF	32	\$4,500.00	\$144,000.00
4. Manhole 60In	EA	1	\$10,000.00	\$10,000.00
5. End Section - 24" RCP Flared	EA	1	\$5,000.00	\$5,000.00
6. Storm Sewer Box Culvert - Wing Wall End Section	LSUM	1	\$50,000.00	\$50,000.00
7. Pedestrian Rail	LF	120	\$500.00	\$60,000.00
8. Sidewalk - 5"	SY	2,925	\$80.00	\$234,000.00
9. Decorative Colored Concrete	SY	40	\$200.00	\$8,000.00
10. Borrow Excavation - Import	CY	5,000	\$15.00	\$75,000.00
11. Riprap & Fabric - 18" Class III	CY	225	\$150.00	\$33,750.00
<u>Alternative 2</u>				
1. Pre-fabricated Steel Pedestrian Bridge	LSUM	1	\$400,000.00	\$400,000.00
2. Sidewalk - 5"	SY	2,925	\$80.00	\$234,000.00
Construction Subtotal (Base Bid)				\$345,175.00
Construction Subtotal (Alternative 1A)				\$620,175.00
Contingencies (~40%)				\$249,825.00
Total Construction (Base+Alternate 1A)				\$870,000.00
Construction Subtotal (Alternative 1B)				\$973,925.00
Contingencies (~40%)				\$391,075.00
Total Construction (Base+Alternate 1B)				\$1,365,000.00
Construction Subtotal (Alternative 2)				\$979,175.00
Contingencies (~40%)				\$391,075.00
Total Construction (Base+Alternate 2)				\$1,365,000.00

2025: \$1,365,000
2028: \$1,580,158

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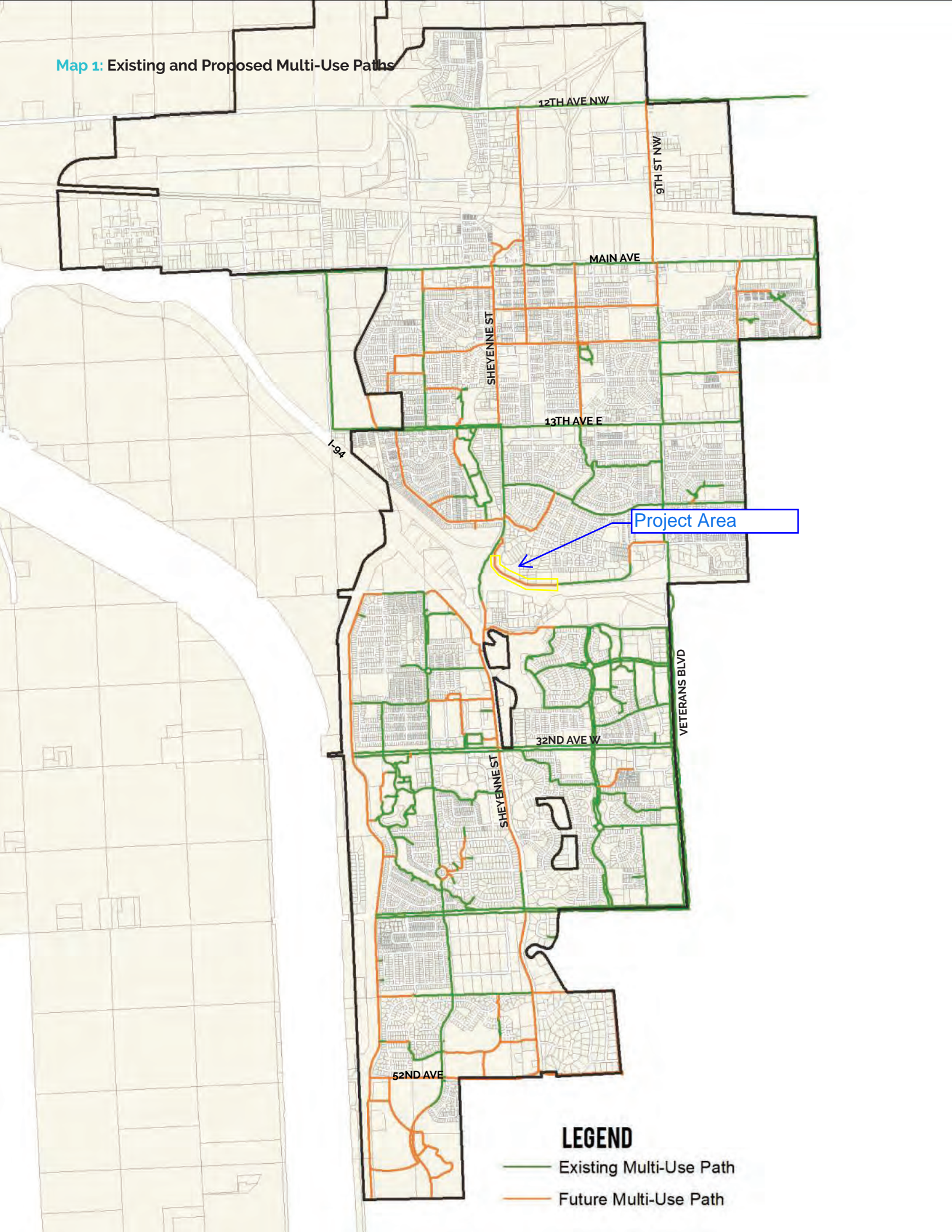


PROJECT No. 1507
 DATE 11/20/14
 REVIEWED
 CHAPTER
 REVISIONS
 M.P.

ALTERNATIVE 1B - BOX CULVERT EXTENSION
 BEATON DRIVE - PROPOSED MULTI-USE PATH
 WEST FARGO, ND

moote
 engineering, inc.

Map 1: Existing and Proposed Multi-Use Paths



12TH AVE NW

9TH ST NW

MAIN AVE

SHEYENNE ST

13TH AVE E

I-94

Project Area

32ND AVE W

VETERANS BLVD

SHEYENNE ST

52ND AVE

LEGEND

- Existing Multi-Use Path
- Future Multi-Use Path

6.3 Priority 3 - Bicycle and Pedestrian Network Improvements

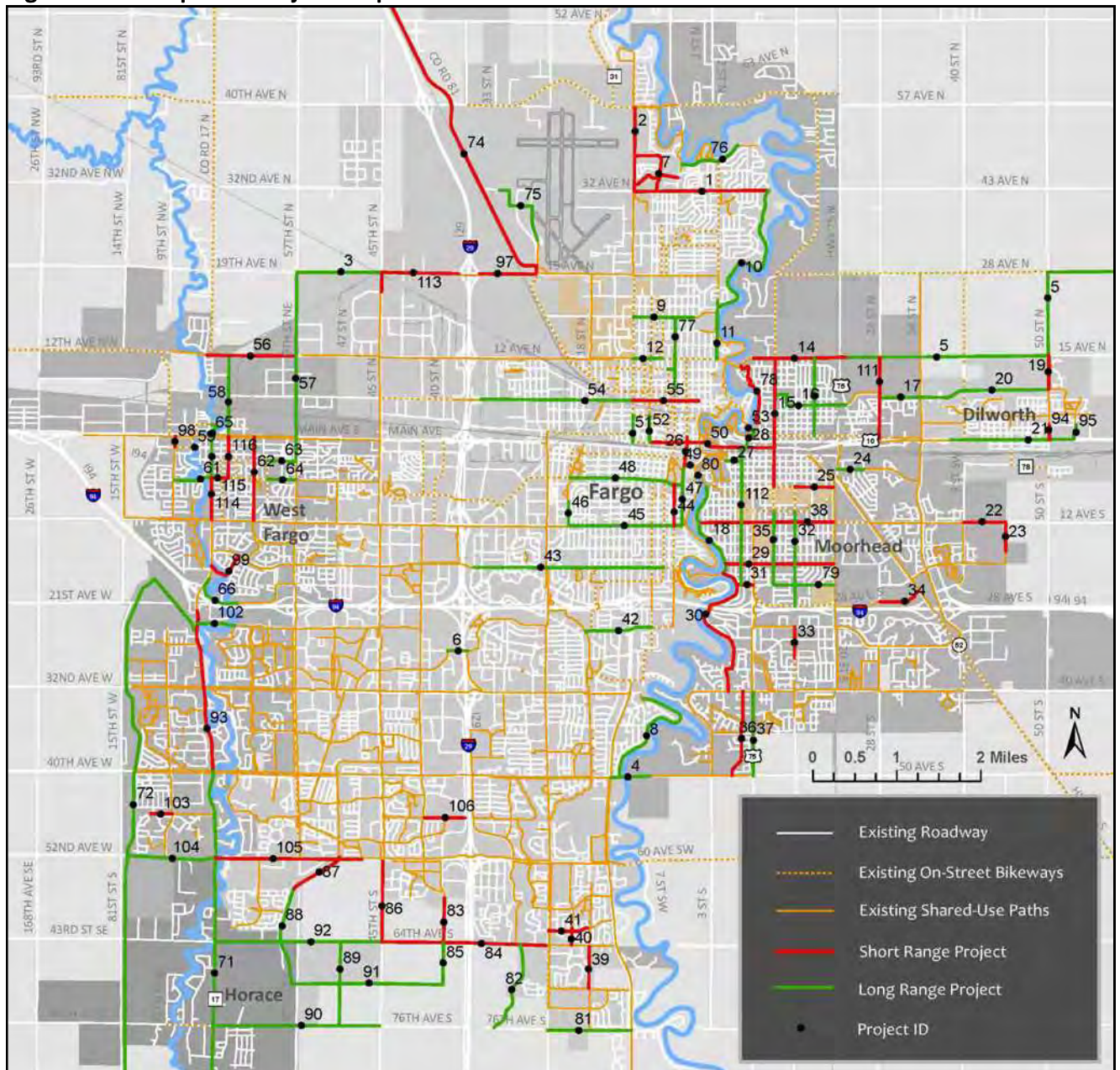
The need for various improvements to the bicycle and pedestrian network were identified in many aspects as part of the public involvement process. These improvements ranged from better connectivity to more river trails, to more bike lanes.

Below is a list and corresponding maps of short-range and long-range network improvement projects. These project were prioritized based on public comments from the public input meetings. Please note that not all project were prioritized by the public so projects prioritized as 'N/A' do not indicate any lesser importance than any other project. It is also important to note that these projects are not fiscally-constrained.

Table 6.1 – Proposed Projects – West Fargo

ID	Jurisdiction	Project Location	Project Range	Public Votes	Project Description
56	West Fargo	12th Ave NE - CR 17 to 9th St	Short Range	0	Construct shared use path
62	West Fargo	Path over Drain 45 - Main Ave to 13th Ave	Short Range	0	Construct shared use path
93	West Fargo	Sheyenne St - Christianson Dr to 52nd Ave	Short Range	N/A	Construct shared use path (per Sheyenne St Corridor Study)
98	West Fargo	8th St W - 2nd Ave W to Main Ave	Short Range	N/A	Construct shared use path
99	West Fargo	17th Ave E to Sheyenne St (Charleswood Area)	Short Range	N/A	Construct shared use path & river bridge
103	West Fargo	9th St W to 11th St W (Wilds Area)	Short Range	N/A	Construct shared use path & river bridge
105	Fargo/West Fargo	52nd Ave S - Sheyenne St to 47th St	Short Range	N/A	Construct shared use path
114	West Fargo	Sheyenne St – 13 th Ave to 7 th Ave	Short Range	N/A	Construct separated bike lanes (per Sheyenne St Corridor Study)
115	West Fargo	7 th Ave E – Sheyenne St to 1 st St	Short Range	N/A	Install sharrows (per Sheyenne St Corridor Study)
116	West Fargo	Sheyenne St – 7 th Ave to Main Ave	Short Range	N/A	Install bike lane (7 th Ave to 6 th Ave) Install sharrows (6 th Ave to 1 st Ave) Construct shared use path (1 st Ave to Main Ave) (per Sheyenne St Corridor Study)
61	West Fargo	7th Ave - 8th St W to Sukuts St	Long Range	2	Shared use path, bike lanes, sharrows or signed roadway
66	West Fargo	Beaton Dr - Sheyenne St to 0.6 mi East	Long Range	2	Construct shared use path
57	West Fargo/Fargo	9th St NE - 19th Ave N to 4th Ave E	Long Range	0	Construct shared use path
58	West Fargo	Center St - 12th Ave NE to Main Ave	Long Range	0	Construct shared use path
63	West Fargo	4th Ave E - 6th St to 9th St	Long Range	0	Bike lanes, sharrows, or signed roadway
64	West Fargo	7th Ave E - 6th St to 9th St	Long Range	0	Bike lanes, sharrows, or signed roadway
59	West Fargo	2nd Ave W at Sheyenne River	Long Range	N/A	Construct bridge over Sheyenne River
65	West Fargo	Sheyenne St to Armour Park	Long Range	N/A	Construct bridge over Sheyenne River
71	West Fargo/Horace/Cass County	CR 17 - 40th Ave S to 100th Ave S	Long Range	N/A	Construct shared use path
72	West Fargo/Horace/Cass County	Horace Diversion - 21st Ave W/Sheyenne St to 100th Ave S	Long Range	N/A	Construct shared use path

Figure 6.1 – Proposed Project Map – Urban





2025, 2028, and 2029 Transportation Alternatives Application

Step 1: Project Information

Project Summary:

Name of Project: Westside Elementary Area Pedestrian Ramps	
Project Location: East and west sides of 8th St. W. between 5th Ave. W. and 12 1/2 Ave. W.	
Project Length (Feet): 2,507	
Lead Jurisdiction: City of West Fargo	Local Match Provided by: City of West Fargo
Post-Construction Owner of the Project: City of West Fargo	
Right of Way Provided by: City of West Fargo	Maintenance Provided by: City of West Fargo
Project Contact: Kyle McCamy, PE	Contact Phone: 701-515-5105
Contact Email Address: kyle.mccamy@westfargond.gov	
Anticipated Bid Letting Date: Fall 2025	Anticipated Project Completion Date: Fall 2026
State: <input checked="" type="checkbox"/> North Dakota	<input type="checkbox"/> Minnesota
Would you like to use these funds for Advanced Construction (AC)?	<input type="checkbox"/> Yes, this project is requesting to use AC in the year specified on the follow page

Project Summary:

Fill out the below table with all funding sources and amounts including the TA funding requested with this application.

Funding Source	Funding Amount
2025 TA Funds	\$ 144,134.00
2025 Local Matching Funds	\$ 36,033.50
2025 Local Non-Matching Funds	\$ 49,832.50
2025 Subtotal:	\$ 230,000.00
2028 TA Funds	\$ 0.00
2028 Local Matching Funds	\$ 0.00
2028 Local Non-Matching Funds	\$ 0.00
2028 Subtotal:	\$ 0.00
2029 TA Funds	\$ 0.00
2029 Local Matching Funds	\$ 0.00
2029 Local Non-Matching Funds	\$ 0.00
2029 Subtotal:	\$ 0.00
Total Project Cost:	\$ 230,000.00

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? Yes No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

This project will reconstruct pedestrian ramps adjacent to an existing asphalt multi-use path in the western Core Area of West Fargo. This project will upgrade pedestrian ramps to the City of West Fargo's current standards, which also meet all ADA and Accessibility requirements. The section includes 6" of reinforced concrete over a 2" aggregate base course with detectable warning panels.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?

What are the key factors that make this project important to fund?

The City of West Fargo is prioritizing infrastructure improvements in the Core Area and safety around schools, and this project would serve both of those purposes. Also, the existing pedestrian ramps do not meet current ADA and Accessibility requirements for longitudinal slopes, cross slopes, and detectable warnings.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

A portion of the pedestrian ramps in the project area are directly adjacent to Westside Elementary School and connect pedestrians and bicyclists to the school from neighborhoods to the north, east, and south. The multi-use path that the pedestrian ramps connect to provides a link between North Elmwood Park to the southeast, Erbstoesser Park to the northeast, and the Scheels Soccer Complex to the southwest.

Identification of Potential Challenges:

Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

The project will require thorough temporary traffic control measures for both pedestrian and vehicular traffic, and an emphasis on communication with the community regarding project status and updates.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [Metro 2050](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
Safety and System Security	Provides pedestrian and bicycle area within the streetscape that is separate from the roadway.
Travel Efficiency and Reliability	
Walking, Biking, and Rolling	Provides a facility for walkers, bikers, and rollers.
Transit Access and Reliability	
Maintaining Transportation Infrastructure	Provides new service life to an existing infrastructure component.
Community Context and Impact Reduction	
Freight Network – Moving Goods	
Emerging Transportation Trends	
Transportation Decisions	
Connecting People and Places	Provides pedestrian and bicycle connection between 3 parks and an elementary school.

Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2050 MTP. What is the MTP Project ID number:
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Step 3: TA Specific Questions

What TA category best fits your project:

Identify the category and type of project you believe best fits your project (check all that apply). To be eligible for Transportation Alternatives funding, your project must fit into one of these categories and must relate to surface transportation.

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.
- Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including:
 - historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose.
 - vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - archaeological activities relating to impacts from implementation of a transportation project; and
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in 23 U.S.C. 133(b)(11), 328(a), and 329; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

Step 4: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 15 of November (month), 2024 (year).

In Witness Thereof:

Kyle McCamy, PE

11-15-2024

(Responsible Government Official)

Date



(Signature of Responsible Government Official)

Dan Hanson, PE

11-15-2024

(City / County / District Engineer)

Date



(Signature of City / County / District Engineer)

**TRANSPORTATION ALTERNATIVES (T.A.)
WESTSIDE ELEMENTARY AREA PEDESTRIAN RAMPS
WEST FARGO ND**

Engineer's Opinion of Probable Cost - 11/15/2024

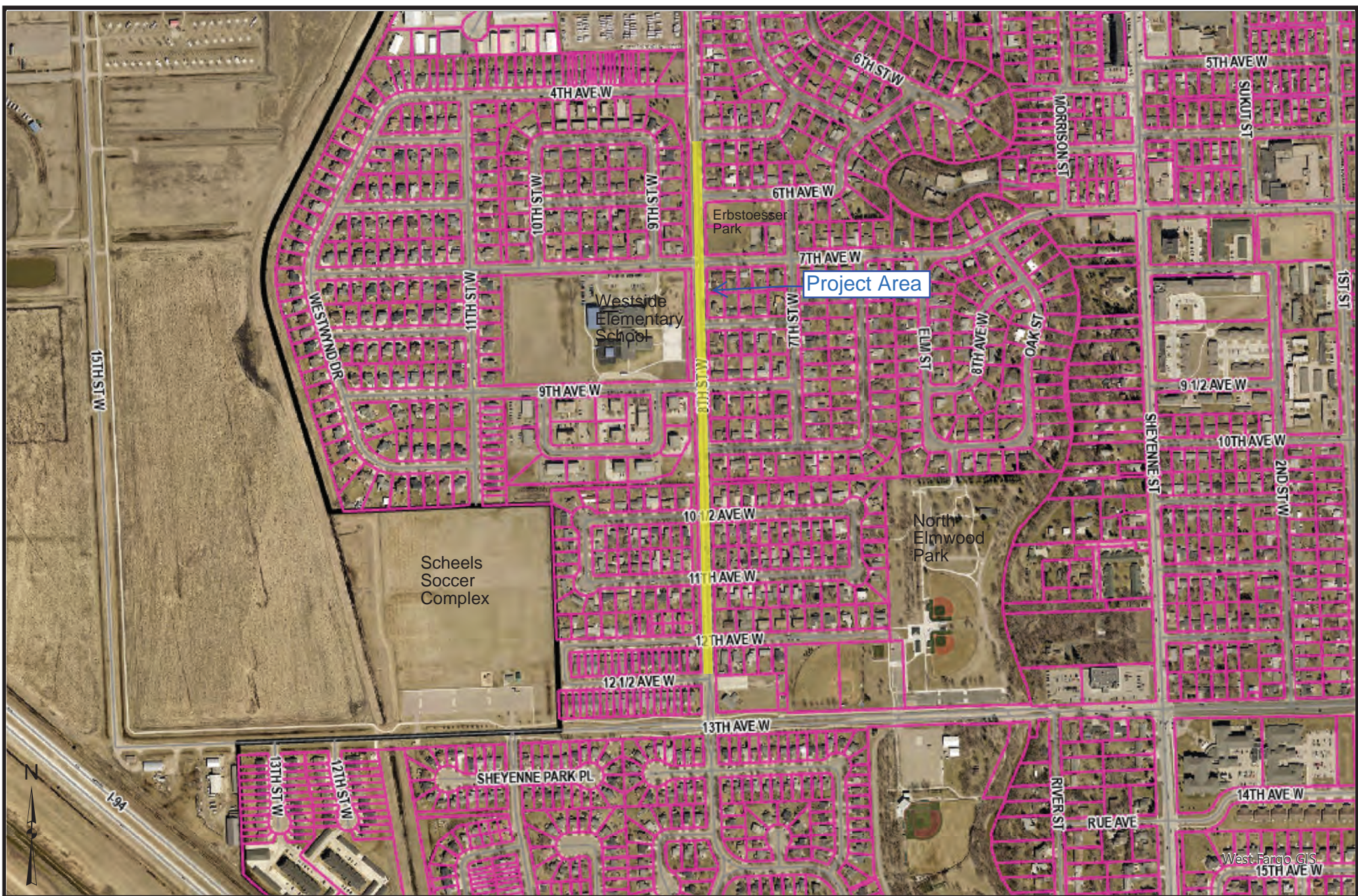
<i>ITEM</i>	<i>UNIT</i>	<i>QUANTITY</i>	<i>UNIT PRICE</i>		<i>TOTAL</i>
1. Curb & Gutter - Saw Full Depth	LF	225	\$	25.00	\$ 5,625.00
2. Curb & Gutter - Remove	LF	432	\$	20.00	\$ 8,640.00
3. Curb & Gutter - Connect To Existing	Each	90	\$	50.00	\$ 4,500.00
4. Curb & Gutter - Highback Inflow	LF	0	\$	50.00	\$ -
5. Curb & Gutter - Knockdown Inflow	LF	432	\$	50.00	\$ 21,600.00
6. Sidewalk - Saw Full Depth	LF	240	\$	20.00	\$ 4,800.00
7. Sidewalk - Remove	SF	3,780	\$	15.00	\$ 56,700.00
8. Sidewalk - Connect To Existing	Each	45	\$	75.00	\$ 3,375.00
9. Sidewalk - 4" Concrete	SF	780	\$	12.00	\$ 9,360.00
10. Curb Ramp - 6" Concrete	SF	1,710	\$	15.00	\$ 25,650.00
11. Multi-Use Path - 5" Concrete	SF	1,052	\$	14.00	\$ 14,728.00
12. Detectable Warning Panel	SF	504	\$	50.00	\$ 25,200.00
13. Decorative Colored Concrete	SF	60	\$	15.00	\$ 900.00
14. Topsoil Stripping - 6"	CF	504	\$	7.00	\$ 3,528.00
15. Inlet Protection Device	Each	45	\$	250.00	\$ 11,250.00
16. Topsoil - 4"	CF	280	\$	10.00	\$ 2,800.00
17. Seeding - Type II	SF	93	\$	2.00	\$ 186.67
18. Mulch - Type B - Hydromulch	SF	93	\$	2.00	\$ 186.67
19. Storm Water Management	LSum	1	\$	2,500.00	\$ 2,500.00
20. Traffic Control	LSum	1	\$	5,000.00	\$ 5,000.00
21. Cleaning	LSum	1	\$	2,500.00	\$ 2,500.00

2025 Subtotal Construction	\$209,029.33
2025 Subtotal Contingencies	\$20,970.67

2025 Total Construction	\$230,000.00
--------------------------------	---------------------

<u>Funding</u>		
2025 TA Funds - Available	\$	144,134.00
2025 TA Funds - Requested	\$	144,134.00
2025 Local Matching Funds	\$	36,033.50
2025 Local Non-Matching Funds	\$	49,832.50
Total	\$	230,000.00

80%
20%



These data are provided on an "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.

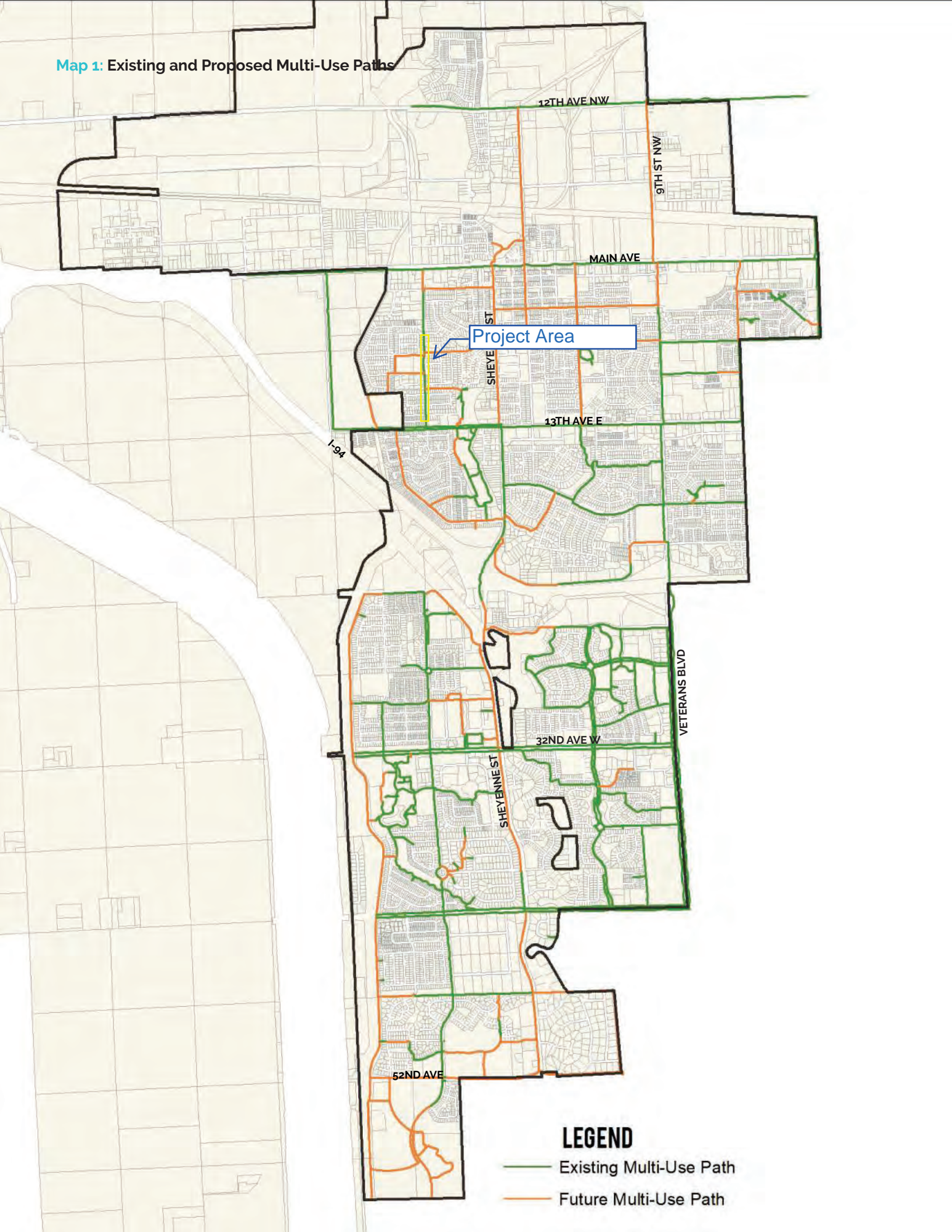
Transportation Alternatives (TA) - Westside Elementary Area Pedestrian Ramps

Date: 11/15/2024

This map is not a substitute for accurate field surveys or for locating actual property lines and any adjacent features.



Map 1: Existing and Proposed Multi-Use Paths



Project Area

LEGEND

- Existing Multi-Use Path
- Future Multi-Use Path



To: Bicycle & Pedestrian Committee
From: Paul Bervik
Date: November 27, 2024
Re: **Rural Transportation Alternatives Applications**

The Transportation Alternatives (TA) program is a federally funded grant opportunity for projects that provide enhancements to alternative means of transportation such as bicycle/walking trails, safe routes to school projects, crosswalk improvements, and more.

Metro COG received a total of one rural TA applications, located on the ND side of Metro COG planning area. Below is a description of the application. Also, **attached** is the full application.

Cass County (within City of Kindred) - County Rd 15 Shared Use Path

Cass County is seeking funding to reconstruct a shared use path along the east side of County Rd 15 from Kindred Elementary School (Linden St) to ND Hwy 46. The total length of this path is approximately 1 mile. The existing path was originally constructed in 1998 and overlaid in 2006. Since 2006 there have been no improvement to this path. The existing facility is an 8 ft wide asphalt path. This project would replace it with a 10 ft wide concrete path. An RRFB will be installed at 53rd Street Southeast. There is also and option for an installation of an RRFB at the Highway 46 crossing.

Cost: \$1,056,162 construction total; \$844,929.60 requested from TA

Requested Action:

Recommend Policy Board approval of the attached Transportation Alternatives (TA) application as well as the associated scoring.



Highway Department

Telephone: 701-298-2370
Fax: 701-298-2395
SMB-HWY@casscountynd.gov

10/31/24

Pam Wenger
Transportation Alternatives & Special Programs
NDDOT

Subject:

TA Application

Project Name:

Cass County Road 15 Shared Use Path

Project Location:

The East Side of County Road 15, from Kindred to State Hwy 46

Project Contact:

Cass County Highway Department

Contact Person:

Kyle Litchy
1201 Main Ave West
West Fargo, ND 58078
701-298-2380
litchyk@casscountynd.gov

Project Sponsor:

Cass County Commission

Sponsoring Official:

Thomas Soucy, PE, County Engineer
1201 Main Ave West
West Fargo, ND 58078
701-298-2370

Project Description:

Cass County Road 15 Shared Use Path is the planned reconstruction of an existing asphalt shared use path that is at the end of its life. The existing path connects State Highway 46 to Kindred Elementary School on the East side of Cass County Road 15. The existing path was originally constructed in 1998 and overlaid in 2006. Since 2006 there have been no improvements to this



Highway Department

Telephone: 701-298-2370

Fax: 701-298-2395

SMB-HWY@casscountynd.gov

path, and it is showing major deterioration which is starting to cause safety concerns from residents. There were also no ADA compliant ramps installed with the original construction.

The reconstruction will include removing existing 8' wide asphalt path and replacing along the same alignment with a 10' wide, 5" thick Concrete shared use path with ADA compliant ramps at intersections adjacent to Cass County Road 15, in Kindred ND. Along with the reconstruction we also plan to construct an RRFB pedestrian crossing on the south side of 53rd St SE. This crossing will provide needed accessibility and connectivity across Cass County Road 15 on the south end of town between other pedestrian facilities.

The Project runs North and South for approximately 5,500' along the east side of Cass County Road 15 from State Highway 46 (South) to the Kindred Elementary School (North). The North end of the project will connect into the existing sidewalk facilities throughout the City of Kindred. The South end of the project dead ends at the new Korner Plaza gas station and convenience store. The South end also accommodates the subdivision south of State Highway 46 with access to Kindred by way of a path. We have provided an option on this application that would entail constructing another RRFB pedestrian crossing across State Highway 46 to better connect the south end of the existing path to the mentioned subdivision on the south side of the highway. This option would hinge on the NDDOT's appetite for an RRFB pedestrian crossing in this area.

In the project area, Cass County Road 15 is a two lane rural section with 2 – 12' driving lanes and 2 – 6' shoulders. Currently there is a concrete sidewalk on west side of Cass County Road 15 from Dakota St to 53rd St SE, and an asphalt shared use path on the east side of Cass County Road 15 from the Kindred Elementary School to State Highway 46. There are two flashing crossings across Cass County Road 15, one at Spruce St and one at Elm St. However, there are no crossings from Elm St to State Highway 46.

This project most directly benefits subdivision south and east of Kindred, including Newport ridge, Woodlawn estates, and Evergreen lanes.

This project is a joint application between Cass County and the City of Kindred, and when the project is completed, it will greatly improve pedestrian connectivity from the south end to the north end of Kindred.



Highway Department

Telephone: 701-298-2370

Fax: 701-298-2395

SMB-HWY@casscountynd.gov

Project Cost:

The Project is estimated to have a total construction cost of \$1,056,162.00 (\$1,091,162.00 including Option 1). See attachment 3 for the Engineers estimate.

- A. 80% Federal = \$844,929.60
- B. 20% Local = \$211,232.40
 - a. Cass County 10% = \$105,616.20
 - b. City of Kindred 10% = \$105,616.20
- C. The Preliminary Engineering and Construction Engineering will be done with Cass County forces, we will not be asking for any reimbursement for this portion of the project.

What TA category best fits your project?:

- A. Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with Americans with Disabilities Act of 1990.**
- B. Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.
- C. Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- D. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- E. Construction of turnouts, overlooks, and viewing areas.
- F. Community improvement activities, including:
 - Historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose;
 - Vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - Archaeological activities relating to impacts from implementation of a transportation project; and



Highway Department

Telephone: 701-298-2370

Fax: 701-298-2395

SMB-HWY@casscountynd.gov

- Streetscape improvements and corridor landscaping.
- G. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
- Address storm water management, control and water pollution User prevention or abatement related to highway construction or due to highway runoff, including activities described in 23 U.S.C. 133(b)(11), 328(a), and 329; or
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitat.

Supporting Data:

1. Is your project part of an identified recreation of transportation plan? If so, explain.

Yes. Two planning documents identify the need for this project.

- 1) The Cass County Comprehensive & Transportation Plan adopted in 2018 identifies the need for continued safety improvements and preservation to existing county facilities.
- 2) The Cass County Comprehensive Highway & Bridge 5 Year Plan from 2025-2029 identifies the mission as stated “To provide and maintain an efficient, safe, environmentally responsible, and cost-effective county road system that effectively meets the citizen’s needs for personal mobility and the movement of freight consistent with the importance of the economy.”

2. Is your project tied to another project? If so, please explain.

No, this is a standalone project.

3. How does your project fit with similar projects in your community and/or region?

This project will connect with other sidewalks through the City of Kindred, as well as connect existing and future subdivision south of town in this growing community. 10ft wide shared use pathways along county arterials are common practice for Cass County through urban and rural cities.

4. Provide documentation of governmental agencies that are in support of this project. Also, please provide documentation of support, if any, from general public, other groups, and organizations.

This project was endorsed by partner agencies and organizations with an interest in promoting safe transportation alternatives in Cass County, such as the City of Kindred, Kindred School District, and the Kindred Parks and Rec.

Public Accessibility:

Cass County will be the owner of the project once completed and the public will have access to



Highway Department

Telephone: 701-298-2370

Fax: 701-298-2395

SMB-HWY@casscountynd.gov

path at all times. Cass County also works with the City of Kindred during winter months to clear snow to keep path accessible.

Matching Funds Provided By:

Cass County & City of Kindred

Will Right of Way for this Project be Needed?

No.

Maintenance of this Project Will Be Provided By:

Cass County will take care of any path maintenance, and City of Kindred will take care of clearing snow during winter months.

Environmental Impacts:

- **Land Use - Describe changes or potential changes this project will have upon land use in the vicinity.**
This project enhances existing land uses in the vicinity by providing for increased transportation choices between the City's newest housing development, the schools, commercial zones, and the old town area. Increased multi-modal infrastructure and transportation choices are proven to foster higher land values and promote the highest and best uses of undeveloped and underdeveloped land.
- **Farmland - If any farmlands are to be used for this project, identify what their present usage is.**
N/A
- **Social - Describe the project's impact upon the neighborhood and community.**
Increasing choices for walking and biking to schools and amenities has broad social benefits. In particular, this project has 1) public health benefits as it expands the network in which one can walk or bike, and 2) promotes equity by enhancing transportation options to access services for those who cannot drive a car.
- **Section 4(f) & 6(f) - Are there any impacts to Section 4(f) or Section 6(f) properties?**
No.
- **Economic - Describe the project's economic impact.**
This project creates opportunities for residents to safely access commercial amenities without having to drive, as the pathway directly connects the Kindred School District and



Highway Department

Telephone: 701-298-2370

Fax: 701-298-2395

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Kindred Parks facilities to residential developments south of town. The economic impact of this is threefold:

1. The project will make city amenities more accessible, promoting equity and choice.
2. Public investment in facilities that foster more walkable communities increases land value, thus promoting higher quality development.
3. Enhanced the City's sustainability through a balanced transportation system, which will lessen the maintenance costs on other facilities.

- **Relocation - Will this project require the displacement of any people or businesses?**
No.
- **Wetlands - Will this project result in fill material being placed in any wetlands?**
No.
- **Floodplain - Is this project within a floodplain?**
No.
- **Threatened or Endangered Species - Are there any threatened or endangered species in the project vicinity?**
No.
- **Cultural Resources - Are there any properties on or eligible to be on the National Register of Historic Places in the project vicinity?**
No.
- **Hazardous Waste - Are there any hazardous waste sites in the area?**
No.



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Required Signatures and Dates:

Contact Person: _____

Date: _____

Responsible Official: _____

Date: _____

MPO Official: _____

Date: _____



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Attachments:

1. Attachment No. 1 – Project Location Map
2. Attachment No. 2 – Proposed Typical Section
3. Attachment No. 3 – Engineer’s Opinion of Probable Cost
4. Attachment No. 4 – Letters of Support



Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, Esri Community Maps Contributors, County of Cass, ND, State of North Dakota, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

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TA GRANT APPLICATION

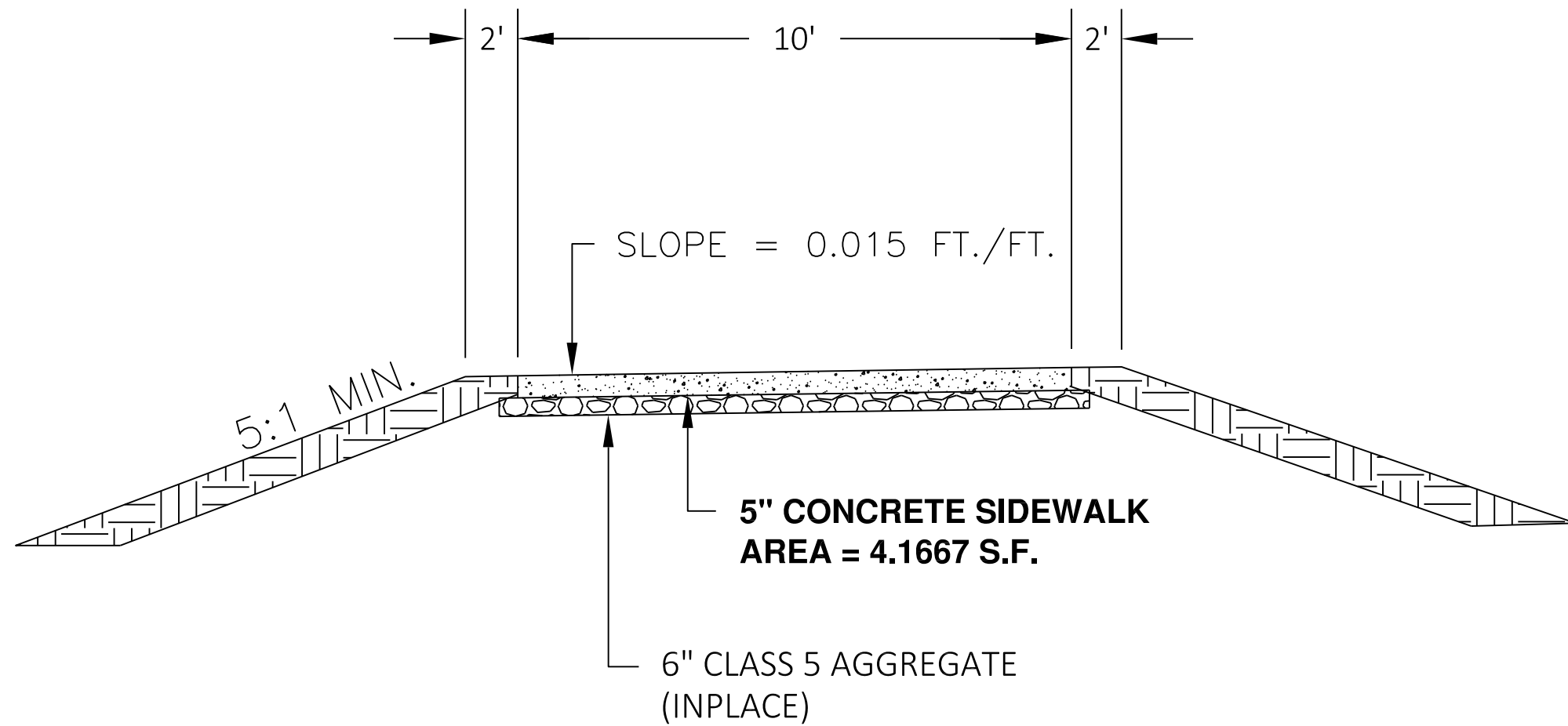
Date: 11/14/2024

Cass County Government

This map is not a substitute for accurate field surveys or for locating actual property lines and any adjacent features.



STATE	PROJECT NUMBER	SECTION NO.	SHEET NO.
N.D.	CASS COUNTY ROAD 15 SHARED USE PATH	30	1



CASS COUNTY HIGHWAY DEPARTMENT
CASS COUNTY ROAD 15 SHARED USE PATH
TYPICAL SECTION

CASS COUNTY HIGHWAY DEPARTMENT								
TA GRANT APPLICATION SIDEWALK CONCRETE KINDRED, ND SHARED USE PATH						ENGINEER'S ESTIMATE		
ITEM	SPEC NO.	CODE NO.	DESCRIPTION	UNITS	ESTIMATED QUANTITIES	UNIT COST	TOTAL	
1	103	100	CONTRACT BOND	L SUM	1	\$15,000.00	\$15,000.00	
2	202	114	REMOVAL OF CONCRETE PAVEMENT	SY	75	\$30.00	\$2,250.00	
3	202	132	REMOVAL OF BITUMINOUS SURFACING	SY	5,000	\$20.00	\$100,000.00	
4	202	170	REMOVAL OF PIPES ALL TYPES & SIZES	LF	84	\$40.00	\$3,360.00	
5	203	109	TOPSOIL	CY	750	\$10.00	\$7,500.00	
6	251	300	SEEDING CLASS III	ACRE	1.25	\$3,500.00	\$4,375.00	
7	253	201	HYDRAULIC MULCH	ACRE	1.25	\$4,000.00	\$5,000.00	
8	261	112	FIBER ROLL 12IN	LF	200	\$5.00	\$1,000.00	
9	302	407	RESHAPE AGGREGATE BASE COURSE	STA	55	\$500.00	\$27,500.00	
10	430	500	COMMERCIAL GRADE HOT MIX ASPHALT	TON	150	\$250.00	\$37,500.00	
11	702	100	MOBILIZATION	L SUM	1	\$50,000.00	\$50,000.00	
12	704	1000	TRAFFIC CONTROL SIGNS	UNIT	500	\$3.00	\$1,500.00	
13	704	1054	SIDEWALK BARRICADE	EA	10	\$75.00	\$750.00	
14	704	1060	DELINIATER DRUMS	EA	40	\$30.00	\$1,200.00	
15	714	5200	PIPE CORR STEEL .079IN 24IN	LF	90	\$125.00	\$11,250.00	
16	714	5820	END SECT CORR STEEL .064IN 24IN	EA	6	\$600.00	\$3,600.00	
17	750	120	SIDEWALK CONCRETE 5IN REINF	SY	6,150	\$85.00	\$522,750.00	
18	750	1016	DRIVEWAY CONCRETE 6IN REINFORCED	SY	250	\$150.00	\$37,500.00	
19	750	2115	DETECTABLE WARNING PANELS	SF	120	\$60.00	\$7,200.00	
20	754	110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	100	\$35.00	\$3,500.00	
21	754	206	STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	200	\$25.00	\$5,000.00	
22	762	1325	PREFORMED PATTERNED PVMT MK 24IN LINE-GROOVED	LF	48	\$50.00	\$2,400.00	
23	772	2110	FLASHING BEACON-POST MOUNTED	L SUM	1	\$30,000.00	\$30,000.00	
						TOTAL =	\$880,135.00	
						CONTINGENCY 20% =	\$176,027.00	
						GRAND TOTAL =	\$1,056,162.00	
						20% LOCAL SHARE =	\$211,232.40	
						80% FEDERAL SHARE =	\$844,929.60	
OPTION 1								
23	772	2110	FLASHING BEACON-POST MOUNTED	L SUM	1	\$30,000.00	\$30,000.00	
23	772	2110	PREFORMED PATTERNED PVMT MK 24IN LINE-GROOVED	LF	100	\$50.00	\$5,000.00	
						TOTAL =	\$35,000.00	
						GRAND TOTAL WITH OPTION 1 =	\$1,091,162.00	
						20% LOCAL SHARE WITH OPTION 1 =	\$218,232.40	
						80% FEDERAL SHARE WITH OPTION 1 =	\$872,929.60	