

Metropolitan Bicycle and Pedestrian Committee
Wednesday, December 1, 2021 – 3:00 p.m.
Virtual Meeting
AGENDA

1. Welcome and introductions
2. Approve minutes from November 3rd, 2021 meeting - **Attachment** **Action Item**
3. Thank you to outgoing citizen representative **Acknowledgement**
4. Public input opportunity **Public Input**
5. Score/rank Transportation Alternatives applications - **Attachment** **Action Item**
6. Other business

Due to COVID-19, Metro COG is encouraging citizens to provide their comments for agenda items on the December 1st agenda via email 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_4XTkPKM8SKi0O82YxWfUeA

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

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**116th Metropolitan Bicycle and Pedestrian Committee Meeting
November 3th, 2021 – 3:00pm
Virtual Meeting**

Members Present

Dan Farnsworth, Chair, Metro COG
Peyton Mastera, City of Dilworth
Christine Holland, River Keepers
Grace Puppe, Cass County
Kim Citrowske, City of Moorhead Planning
Andrew Wrucke, City of West Fargo Engineering
Matthew Jacobson, Clay County Planning
Jane Butzer, MnDOT District 4
Malachi Petersen, City of West Fargo Planning (proxy for Maegin Elshaug)
Jeremy Gorden, City of Fargo Engineering
Maegin Elshaug, City of Fargo Planning
Patrick Hollister, PartnerSHIP 4 Health
Joe Anderson, Fargo Police Department
Tyler Kirchner, Fargo Park District

Others Present:

Michael Maddox, Metro COG
Luke Champa, Metro COG

1. Welcome and Introductions

The meeting began at 3:04 pm. Introductions were held off until the beginning of the Bicycle & Pedestrian Plan Study Review Committee meeting scheduled to start at 3:15 pm.

2. Approve minutes from May 19th, 2021 meeting

A motion to approve the May 19th minutes was made by M. Jacobson and seconded by K. Citrowske. The minutes were passed unanimously with no edits.

3. New Bicycle/Pedestrian Committee Citizen Representative

D. Farnsworth noted that Metro COG, in cooperation with the Bicycle & Pedestrian Committee began the process of seeking a new citizen representative to the Committee in August as the existing citizen rep's seat will expire at the end of 2021.

A total of three applications were received by the September 30th deadline. Upon review by the four-member selection committee, Kurt Kopperud of Fargo was the top ranked candidate. Upon approval by Metro COG's Policy Board Mr. Kopperud's appointment will be effective January 1, 2022 through December 31, 2023.

A motion to recommend Policy Board approval of Mr. Kopperud as the next Metropolitan Bicycle & Pedestrian Committee citizen representative was made by P. Hollister and seconded by P. Mastera. The motion was passed unanimously.

4. Other business

D. Farnsworth mentioned that the next Bicycle & Pedestrian Committee meeting will occur in early December, likely December 1st or December 8th. The purpose of the December meeting will be to score and rank the Transportation Alternatives grant applications.

The Bicycle & Pedestrian Committee meeting adjourned at 3:10 pm and transition to the Bicycle & Pedestrian Plan Update Study Review Committee Meeting #2.

Agenda Item 5

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: December 1, 2021
Subject: **Score/rank 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.

Applying jurisdictions within Metro COG's planning area are required to submit their applications to Metro COG. Metro COG has received a total of three applications from jurisdictions within ND and one letters of intent from jurisdictions in MN. Below is a description of each application (ND) and letter of intent (MN).

North Dakota Urban TA

City of Fargo – Connecting the Trails – Milwaukee Trail to Drain 53 Shared Use Path Project

The City of Fargo is seeking to construct a shared use path that would connect the southern end of the Milwaukee Trail (Oakcreek neighborhood) to the Drain 53 Shared Use Path (Timberline/Fox Run neighborhood). The proposed path would cross Drain 27 (Rose Creek) via a low level culvert. The proposed project would be approximately 850 feet in length.

Cost: \$478,531 construction total; \$290,000 requested from TA

City of Horace (Cass Co Sponsor) – County Rd 17 Shared Use Path Phase 4

The City of Horace is seeking funding to construct a shared use path along the east side of County Rd 17 from 73th Ave S to 68th Ave S/Christianson Blvd (approximately 0.45 miles in length). The south terminus of the project would connect to the programmed (2023) Phase 3 CR 17 shared use path while the northern terminus would connect to sidewalks along Christianson Blvd and Horace Lions Park.

Cost: \$440,115 construction total; \$290,000 requested from TA

City of West Fargo – Scheels Soccer Complex / Elmwood Park Shared Use Path

The City of West Fargo is seeking funding to construct a shared use path that would connect the Scheels Soccer Complex and the shared use path along 13th Ave S with Elmwood Park. A sizeable portion of the path would be constructed on an existing utility easement, providing a route away from motor vehicle traffic. In addition, a spur path would be constructed connecting this path to a neighborhood at 11th St W. In total, approximately 0.68 miles of path would be constructed as part of this project.

Cost: \$365,385 construction total; \$290,000 requested from TA

Minnesota TA

City of Moorhead – 11th St Underpass Multi-Use Trail and Sidewalk Improvements

The City of Moorhead is seeking funding to construct a shared-use path and improve sidewalks along 11th St between 2nd Ave S and 2nd Ave N. These improvements are part of the larger \$114,700,000 underpass project which will construct a multi-block underpass under both railroad lines in downtown Moorhead. This application is seeking funding to construct a 10-foot wide shared use path along the

west side and a 6-foot sidewalk along the east side of 11th St. Both facilities would include a 3.5-foot buffer between the facility and roadway.

Cost: \$450,000 bicycle/pedestrian facility construction; \$350,000 requested from TA

Attached is the scoring matrix which will be finalized at the meeting as well as all the applications (ND) / letters of intent (MN).

TA Project Evaluation - Urban (North Dakota)

2045 MTP Goal	TA Evaluation Criteria			Fargo - Connecting the Trails		Horace - CR 17 Shared Use Path Phase 4		West Fargo - Soccer Complex to Elmwood	
	Question	Evaluation instructions	Points	Points	Notes	Points	Notes	Points	Notes
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?	Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.	10	0	No crash history. No existing facilities	0	No crash history in past 5 years	0	No crash history. No existing facilities
	Is the project located within 1/2 mile radius of a K-8 public school?	Measure from outermost perimeter of school building.	10	10	0.25 mi from Centennial Elementary	10	Less than 0.46 mi from Heritage Middle School	10	Westside Elementary School located within 1/2 mi of project
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?	Per jurisdiction's zoning maps	10	0	No commercial or multi-dwelling residential located within 1/4 mi.	0	No commercial or multi-dwelling residential located within 1/4 mi.	0	Project adjacent to R-3 (apartments) but no commercial nearby
	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 district, or the required county sponsorship of <5,000 population jurisdiction projects.	5	0	Fargo project only	0	Horace project only	0	West Fargo project only
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?	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.	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.
	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.	10		Figure 12.11 of the MTP shows this connection, however at a different location	10	2016 Bicycle & Pedestrian Plan; Horace Comprehensive Plan	10	2019 FM Metro Bikeway Gap Analysis
	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.	High trip density: 10 points Med trip density: 5 points	5	It appears ~70% of project within the med trip density	0	Trip density lower than 25 trips/acre	5	Majority of project located within med trip density zone.
	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.	3	0		0		0	
Economic Development and Transportation Decisions	Is the project within 1/4 mile of a MATBUS route corridor?	This is measured from any portion of the project.	5	0	No MATBUS route nearby	0	No MATBUS route nearby	5	Within 1/4 mi. of MATBUS route 20
	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	5	0	Outside of any EJ area.	0	Outside of any EJ area.	0	Outside of any EJ area.
Total Points				25	-	30	-	40	-

TA Project Evaluation - Urban (Minnesota)

2045 MTP Goal	TA Evaluation Criteria			Moorhead - 11th St Underpass Bike/Ped	
	Question	Evaluation instructions	Points	Points	Notes
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?	Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.	10	10	Several bicycle and pedestrian involved accidents on 11th St mostly near 1st Ave N
	Is the project located within 1/2 mile radius of a K-8 public school?	Measure from outermost perimeter of school building.	10		Boarderline - ask Moorhead where exact project limits are
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?	Per jurisdiction's zoning maps	10	10	Located in Moorhead's central business district. Abundant commercial and several sizable apartment buildings.
	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 parterships between a city or school district, city and park district, or the required county sponsorship of <5,000 population jurisdiction projects.	5		To discuss at meeting
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?	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.	10	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.	10	10	2016 Bicycle & Pedestrian Plan
	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.	High trip density: 10 points Med trip density: 5 points	5	Discuss at meeting
	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.	3	0	
Economic Development and Transportation Decisions	Is the project within 1/4 mile of a MATBUS route corridor?	This is measured from any portion of the project.	5	5	Within 1/4 mi. of MATBUS route 20
	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	5	5	Portion of project within Low Income Area. Project adjacent to 25% Minority Area
Total Points				55	-

Agenda Item 5 - Attachment 2

**Fargo Application
Connection the Trails -
Milwaukee Trail to Drain 53 Shared Use Path
*(ND Urban Evaluation Category)***

North Dakota Department of Transportation
Transportation Alternatives Program
Application for 2025 Construction

1. PROJECT NAME: **Connecting the Trails - Milwaukee Trail to Drain 53 Shared Use Path Project**

2. PROJECT LOCATION: The project is located between the Oakcreek Addition and Timberline Addition in South Fargo, and would connect the Milwaukee Trail to the Drain 53 Shared Use Path System. Please see Attachment A for Project Location Map.

3. PROJECT CONTACT: City of Fargo

4. CONTACT PERSON:

Jeremy M. Gorden, PE, PTOE
200 N 3rd St., Fargo ND 58102
(701) 241-1529

5. PROJECT SPONSOR: City of Fargo

6. SPONSORING OFFICIAL:

NAME: Dr. Timothy J. Mahoney, Mayor
ADDRESS: 200 3rd St. N., Fargo ND 58102
TELEPHONE: (701) 241-1310

7. PROJECT DESCRIPTION:

The City of Fargo and the Fargo Park District continue to plan and construct an extensive shared use path system in Fargo. This project would provide a 10' wide, off-road shared use path that would connect the Oakcreek neighborhood to the Timberline/Fox Run shared use path. The project would begin at the end of the Milwaukee Trail where it crosses under 25th Street, proceed northwest of that location running parallel to a levee protecting the Oakcreek neighborhood, then cross Drain 27 via a low level culvert crossing, and connect to an existing path located on Park District property located behind the Timberline neighborhood. This project would fill in a missing connection between Timberline and Rose Creek neighborhoods, and would provide a vital connection in the larger metro trail system. It would provide a means to connect the popular Milwaukee Trail that runs through the Rose Creek Golf Course to the Drain 53/Drain 27 path systems. The proposed project is approximately 850' long.

8. PROJECT COST:

Federal Share	\$ 290,000
Local Share	<u>\$ 188,531</u>
Total cost	\$ 478,531 (2025 dollars)

Please refer to Appendix B for Detailed Construction Cost Estimate.

9. WHAT TAP CATEGORY/CATEGORIES BEST DESCRIBES YOUR PROJECT? (Bolded and underlined)

A. Construction of on-road and off-road trail facilities for pedestrians.

bicyclists, and other non-motorized 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.

- 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
 - 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 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.

10. SUPPORTING DATA

Although this project was not included in the 2016 FM Metro Bicycle and Pedestrian Plan, it has long been on our radar for a project that we should complete. The City of Fargo Board of Commissioners support this project. This project has been reviewed by the Metro Council of Governments staff and approved for submittal.

11. PUBLIC ACCESSIBILITY:

This project will be owned by the City of Fargo and the Fargo Park District, and maintained by the Fargo Park District. The public will have continuous access.

12. MATCHING FUNDS PROVIDED BY:

City of Fargo Infrastructure Sales Tax revenue.

13. RIGHT OF WAY FOR THIS PROJECT WILL BE PROVIDED BY:

Construction will take place on City of Fargo, Fargo Park District, and Southeast Cass Water Resource District Property.

14. MAINTENANCE OF THIS PROJECT WILL BE PROVIDED BY:

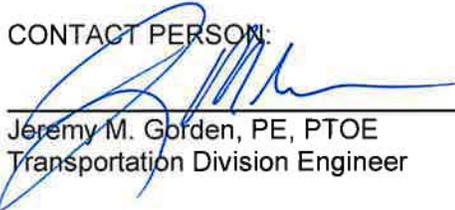
Maintenance of the project will be coordinated between the Fargo Park District and the City of Fargo.

15. ENVIRONMENTAL IMPACTS:

The land use adjacent to the proposed project is residential, public land, and is also adjacent to County Drain 27. This project is compatible to all adjacent land uses. This project will be constructed in an urban area where the existing farm lands have already been converted to urban areas. Positive social impacts should come from this project due to the improved level of safety and convenience the project will provide to the surrounding land uses and shared use path uses. This project will provide a positive economic impact because the project will be bid, thereby creating work for contractors and suppliers. No relocations will be required. There may be wetland impacts but they will be mitigated in the project area. This project will be located within the 100-yr floodplain. No threatened or endangered species will be affected within the project area. There are no properties on or eligible to be on the National Register of Historic Places in the project area.

16. SIGNATURES

CONTACT PERSON:

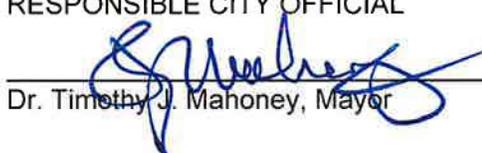


Jeremy M. Gorden, PE, PTOE
Transportation Division Engineer

DATE

11-17-21

RESPONSIBLE CITY OFFICIAL



Dr. Timothy J. Mahoney, Mayor

11-17-21

RESPONSIBLE MPO OFFICIAL

Cindy Gray, Executive Director, Metro COG

Appendix B – Construction Cost Estimate

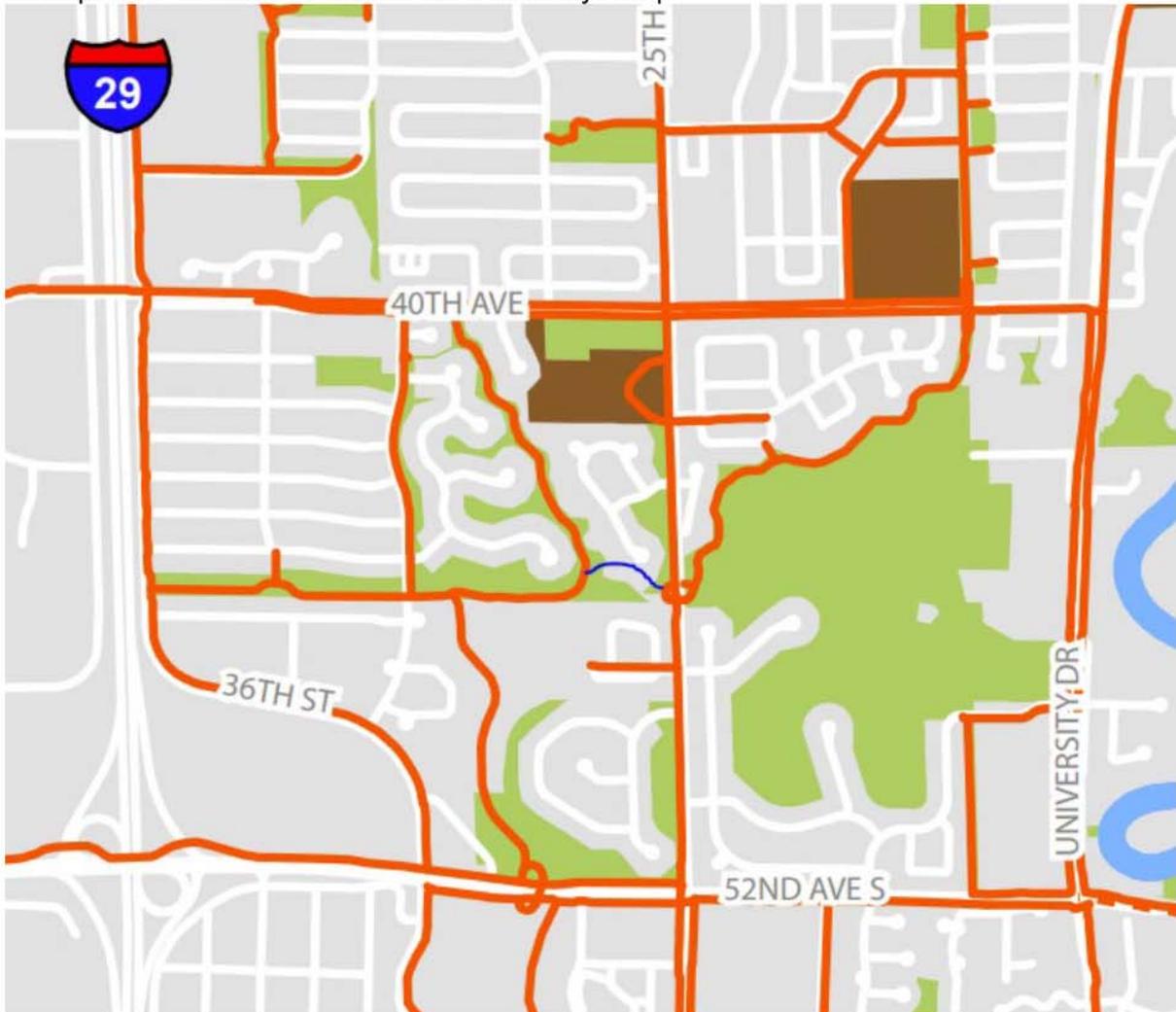
Engineer's Opinion of Cost
Shared Use Path - Connecting the Trails
Transportation Alternatives
November 19, 2021

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$5,100.00	1	\$5,100
203	109	TOPSOIL	CY	\$10.00	330	\$3,300
203	140	BORROW-EXCAVATION	CY	\$10.00	330	\$3,300
251	100	SEEDING CLASS 1	ACRE	\$3,500.00	0.50	\$1,750
253	201	HYDRAULIC MULCH	ACRE	\$1,650.00	0.50	\$825
302	121	AGGREGATE BASE COURSE CL 5	CY	\$75.00	88	\$6,600
702	100	MOBILIZATION	L SUM	\$56,000.00	1	\$56,000
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000
750	125	SIDEWALK CONCRETE 5IN	LF	\$60.00	900	\$54,000
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000
-	-	Box Culvert w Rip Rap - twin 10'x10' boxes, 30' long	L SUM	\$200,000.00	1	\$200,000

Total	\$340,875	
Contingency (20%)	\$68,175	
Total Estimated Cost	\$409,050	2021 dollars
Total Estimated Cost	\$478,531	2025 dollars
Funding Splits	\$290,000	TAP
	\$188,531	Local

Supporting Data

Excerpt from the 2017 FM Metro Area Bikeways Map



Horace Application
County Rd 17 Shared Use Path Phase 4
(ND Urban Evaluation Category)

TA Application: City of Horace

1. Project Name

County Road 17 Shared Use Path Phase 4

2. Project Location

The East Side of County Road 17, from 73th Ave S to the Christianson Blvd/68th Ave S

3. Project Contact

City of Horace

4. Contact Person

Chelsey Johnson
600 Nelson Drive
Horace ND 58047
(701) 219-4596
cjohnson@cityofhorace.com

5. Project Sponsor

Cass County Commission

6. Sponsoring Official

Jason Benson, PE, County Engineer
1201 Main Avenue West
West Fargo, ND 58078
(701) 298-2370
BensonJ@casscountynynd.gov

7. Project Description

County Road 17 Shared Use Path Phase4 is the planned construction of a 10' wide, 5" thick concrete shared-use path with ADA compliant ramps at intersections adjacent to County Road 17, in Horace, ND. The Project runs North/South for approximately 2250 ft on the east side of County Road 17; its southern terminus is at 73th Ave S and its northern terminus is at 68^d Ave S. The project will connect at its south terminus with the to-be-constructed Phase 3 of the Country Road 17 Shared Use Path, a Transportation Alternatives project scheduled for completion in 2023. The project will connect at its northern terminus to sidewalks along Christianson Blvd. and Horace Lions Park.

In the project area, County Road 17 is a 3-lane rural section road with 2 – 12' driving lanes, 1 – 14' center turn lane, and 2 – 8' paved shoulders. Currently, there are no pedestrian facilities on

this section of County Road 17 and both motorized and non-motorized traffic share the road, a scenario that usually crowds pedestrians into the 8' shoulder. The project continues an effort that gives the residents of Horace a much-needed pedestrian facility where this is currently none.

In the short term, this project most directly benefits the residents of the Southdale Farms neighborhood (which is scheduled to feature the City's only large-scale multi-family housing development) and the residents of the Sunnyside Neighborhood by enhancing their non-motorized connections to the rest of the City. In the long term, this is an important project towards the City's goal of maximizing pedestrian connectivity along the County Road 17 Corridor.

Upon completion of the project, the County Road 17 (CR17) Shared Use Path Phase 4 will achieve four connectivity goals:

1. Connects Southdale Farms and Sunnyside Neighborhoods with the greater network of shared-use paths in Horace.
2. Provides a complete and consistent connection for non-motorized traffic from Southdale Farms and Sunnyside to Horace Elementary, Heritage Middle, and Horace High Schools
3. Provides a complete and consistent connection for non-motorized traffic from Southdale Farms to the Lakeview Heights commercial district
4. Connects the rest of the City of Horace with important community nodes in Sunnyside Neighborhood- chiefly the Horace Lion's Park.

For most residents, County Road-17 is the primary automobile, bicycle, and pedestrian route in and out of the City. It also serves as the "main street" in Horace as nearly every commercial property in the City fronts the road. Continued pedestrian improvements along this vital corridor will increase transportation choice in Horace, improving the City's Walkability Score, improve property values, and promote better planned, more equitable developments.

8. Project Cost

The Project is estimated to have a total construction cost of \$440,114.68 See attachment 4 for the Engineer's estimate prepared by Interstate Engineering

- A. 80% Federal = \$290,000
- B. 20%+ Local = \$150,114.68
- C. The Preliminary Engineering and Construction Engineering will be paid for by the City of Horace. Preliminary Engineering Costs are estimated to be \$66,021.70 and Construction Engineering costs are estimated to be \$88,028.94.

9. 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 the 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
 - 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.

10. Supporting Data

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

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

- 1) The Horace 2045 Comprehensive and Land Use Plan identifies the need for a shared-use path that travels the length of County Road 17 as project "71".
- 2) The City of Horace has further refined the recommendations of Horace 2045 for enhanced pedestrian improvements and connectivity in a Bicycle/Pedestrian Master Plan. This plan consists of proposed non-motorized pedestrian projects and is maintained by the City Engineer. That document (Attachment 3) and shows the desire for improvements on Couth Road 17.

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

Yes. This project is the fourth phase of a shared-use path along County Road 17.

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

This project connects shared-use paths along County Road-17 and 76th Ave and serves as an extension of the existing network north. 10ft wide shared-use pathways along arterials are a common and successful solution in the Fargo region towards improving pedestrian connectivity.

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

The City's foundational policy document, the *Horace 2045 Comprehensive and Transportation Plan*, enables the City to work with stakeholders to pursue this project. The project is directly underwritten by Policy T-13, which states the City of Horace will "Promote bicycling and pedestrian facilities in future roadway development and encourage non-motorized transportation connections in Horace." Additionally, this project was endorsed by partner agencies and organizations with an interest in promoting safe transportation alternatives in the City of Horace, such as the Cass County Highway Engineer, the Cass County Sheriff, the Horace Fire District, the West Fargo School District, the Horace Park Board, The Horace Senior Center, and the Horace Lion's Club.

11. Public Accessibility

The City of Horace will be the owner of the Project once completed and the public will have access to the path at all times.

12. Matching Funds provided By

The City of Horace.

13. Will Right of Way for this Project be Needed?

No.

14. Maintenance of This Project Will Be Provided By:

The City of Horace.

15. 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 Southdale Farms neighborhood to the Lakeview Height's commercial center. 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.

16. Required Signatures and Dates

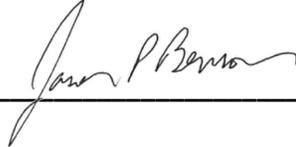
Contact Person:



Date:

11/19/21

Responsible Official:



Date:

11/19/2021

MPO Official:

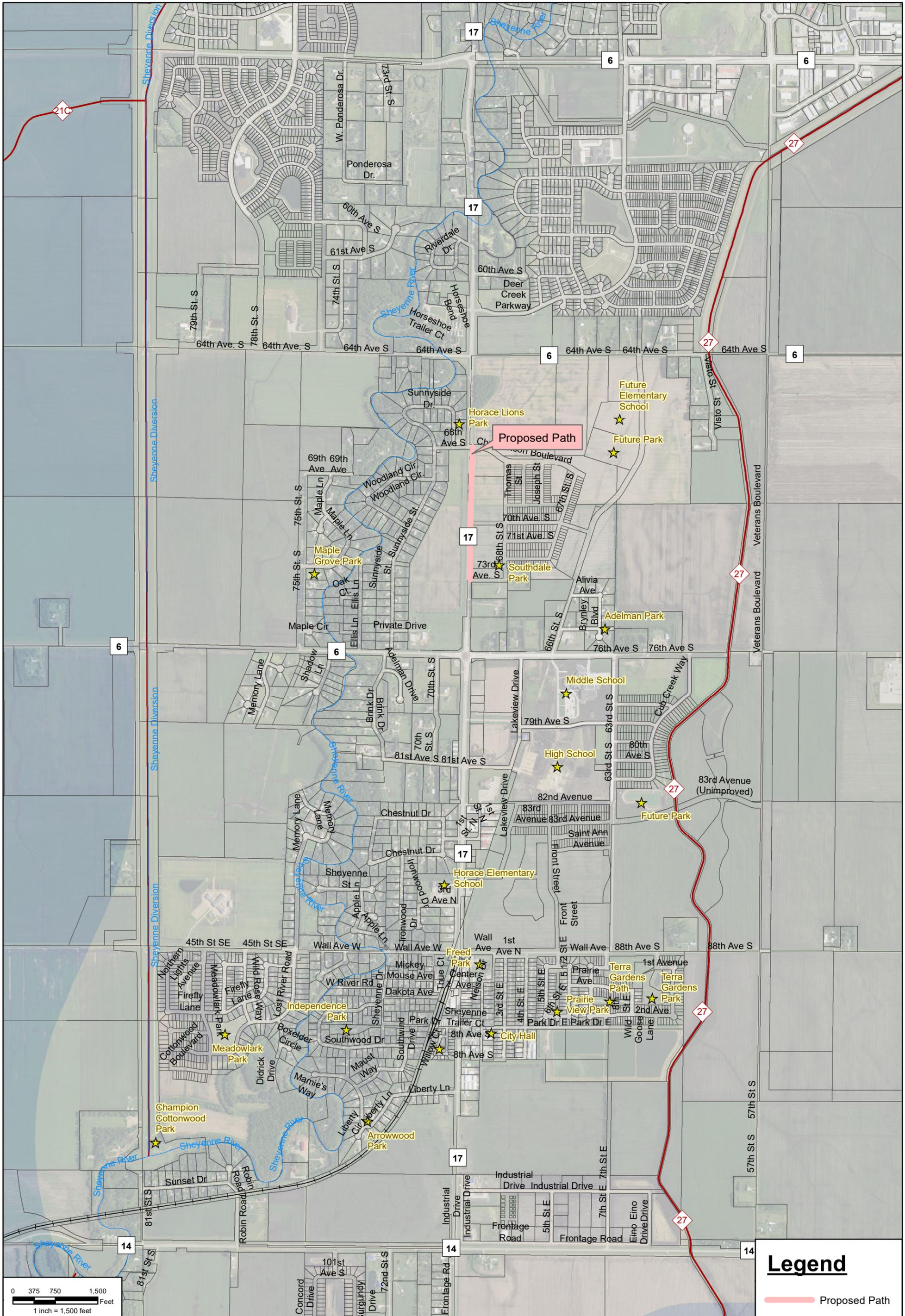
Date:

17. Attachments

1. Attachment No. 1 – Project Location Map
2. Attachment No. 2 – Proposed Typical Section
3. Attachment No. 3 – City Engineer’s Bicycle/Pedestrian Master Plan
4. Attachment No. 4 – Engineer’s Opinion of Probable Cost
5. Attachment No. 5 – Letters of Support

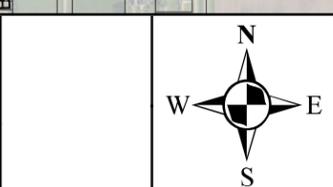
Attachment 1-

Project Location Map

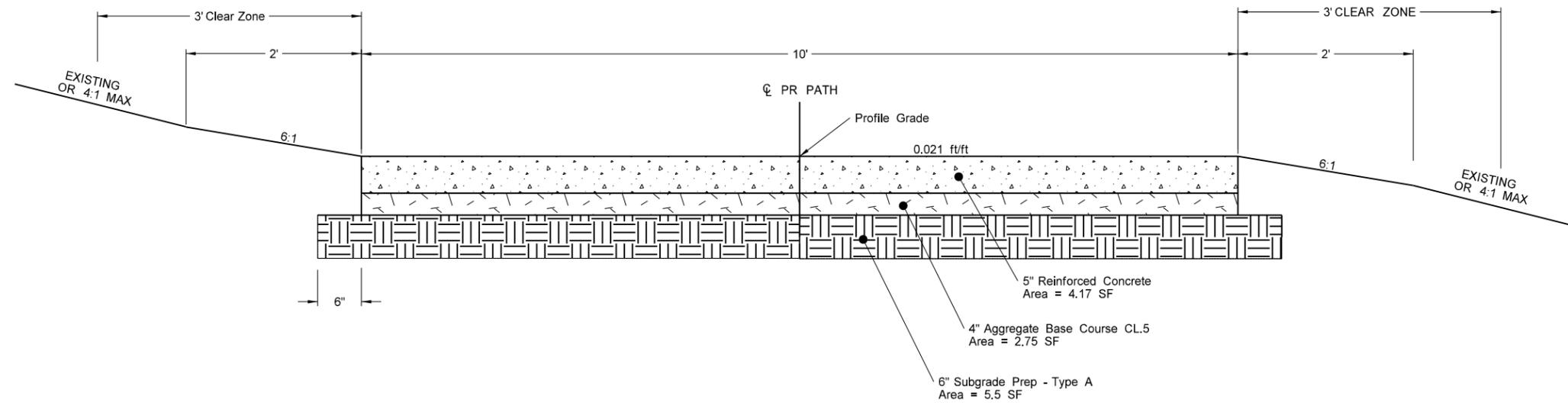


Project Location Map
 2103103.27
 Horace, ND

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Attachment 2- Proposed Typical Section



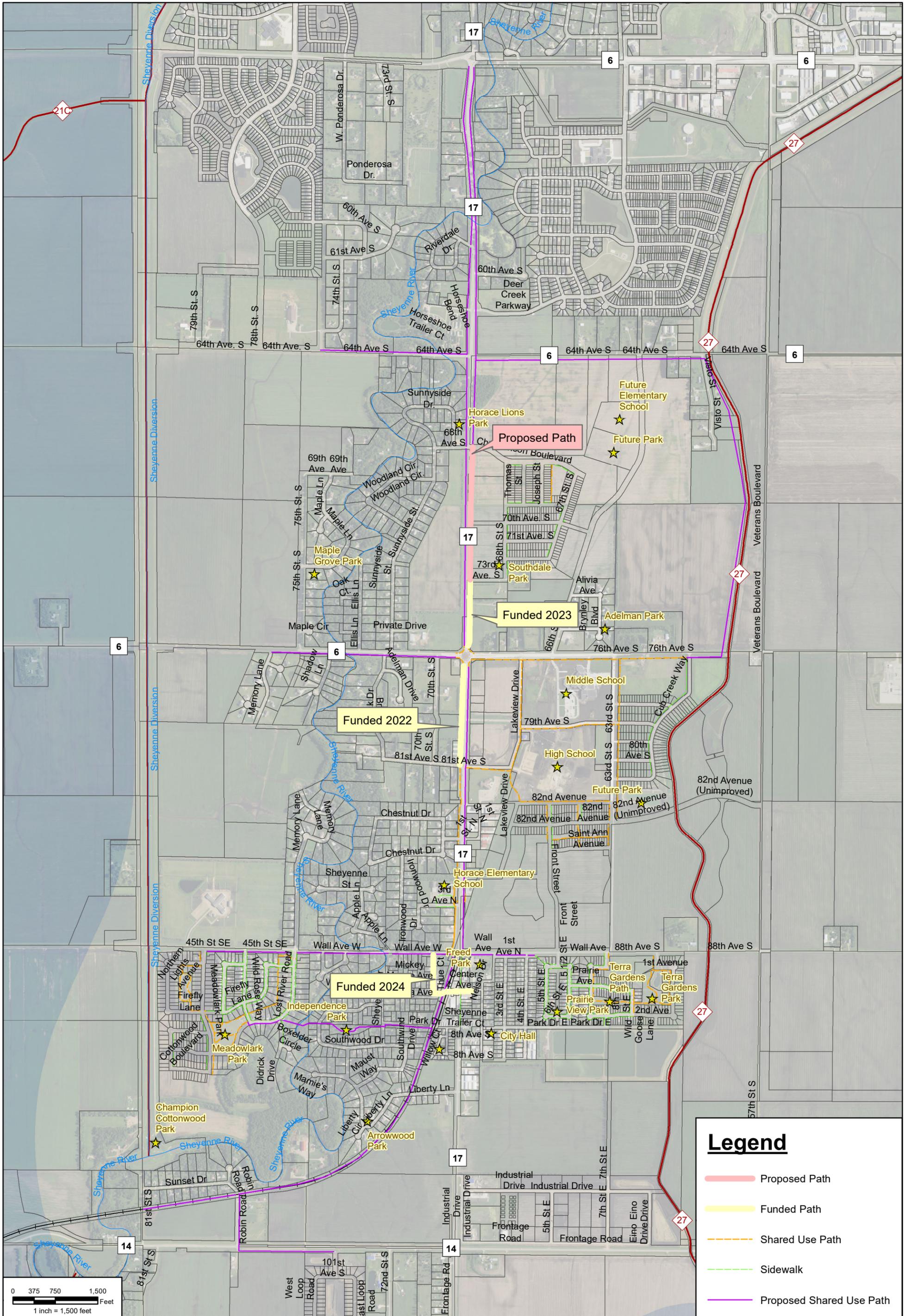
Proposed Typical Section
CR 17 Shared Use Path

This document is preliminary and not for construction or implementation purposes.

Typicals

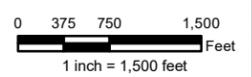
W20-03-103.34
City of Horace
North Dakota

Attachment 3-
City Engineer's
Bicycle/Pedestrian
Master Plan



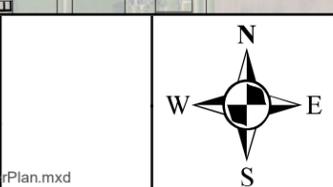
Legend

- Proposed Path
- Funded Path
- Shared Use Path
- Sidewalk
- Proposed Shared Use Path



Bicycle and Pedestrian Master Plan
 2103103.27
 Horace, ND

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Attachment 4-
Engineer's Opinion of
Probable Cost

COUNTY ROAD 17 SHARED USE PATH - PHASE IV
From 73rd Ave. S. to 68th Ave. S.
HORACE, NORTH DAKOTA- W21-03-103.27
11/18/2021

BASE QUOTE

ITEM No.	SPEC	CODE	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	EXTENDED PRICE
1	103	100	CONTRACT BOND	L SUM	1	\$ 3,000.00	\$ 3,000.00
2	201	330	CLEARING & GRUBBING	L SUM	1	\$ 8,000.00	\$ 8,000.00
3	202	132	REMOVAL OF BITUMINOUS SURFACING	SY	20	\$ 30.00	\$ 600.00
4	203	103	COMMON EXCAVATION-TYPE C	CY	440	\$ 7.00	\$ 3,080.00
5	203	125	REMOVE & SALVAGE TOPSOIL	CY	1760	\$ 20.00	\$ 35,200.00
6	230	165	SUBGRADE PREPARATION-TYPE A-6IN	STA	23.8	\$ 500.00	\$ 11,900.00
7	251	100	SEEDING CLASS I	ACRE	1.63	\$ 7,000.00	\$ 11,410.00
8	253	201	HYDRAULIC MULCH	ACRE	1.63	\$ 14,000.00	\$ 22,820.00
9	256	200	RIPRAP GRADE II	CY	133	\$ 65.00	\$ 8,645.00
10	261	106	FIBER ROLLS 6IN	LF	2376	\$ 2.50	\$ 5,940.00
11	302	120	AGGREGATE BASE COURSE CL 5	TON	825	\$ 45.00	\$ 37,125.00
12	702	100	MOBILIZATION	L SUM	1	\$ 35,000.00	\$ 35,000.00
13	704	1000	TRAFFIC CONTROL SIGNS	UNIT	256	\$ 2.50	\$ 640.00
14	704	1052	TYPE III BARRICADE	EA	4	\$ 150.00	\$ 600.00
15	704	1055	PEDESTRIAN LONGITUDINAL BARRICADE	EA	6	\$ 500.00	\$ 3,000.00
16	704	1060	DELINEATOR DRUMS	EA	50	\$ 25.00	\$ 1,250.00
17	704	1080	STACKABLE VERTICAL PANELS	EA	50	\$ 30.00	\$ 1,500.00
18	708	1540	INLET PROTECTION-SPECIAL	EA	8	\$ 500.00	\$ 4,000.00
19	709	155	GEOSYNTHETIC MATERIAL TYPE RR	SY	155	\$ 2.50	\$ 387.50
20	714	905	PIPE CONC REINF 36IN CL III	LF	28	\$ 225.00	\$ 6,300.00
21	714	3035	END SECT-CONC REINF 36IN	EA	2	\$ 1,200.00	\$ 2,400.00
22	714	5035	PIPE CORR STEEL .064IN 24IN	LF	150	\$ 125.00	\$ 18,750.00
23	714	5820	END SECT CORR STEEL .064IN 24IN	EA	10	\$ 325.00	\$ 3,250.00
24	750	125	SIDEWALK CONCRETE 5IN	SY	2640	\$ 50.00	\$ 132,000.00
25	750	2115	DETECTABLE WARNING PANELS	SF	120	\$ 50.00	\$ 6,000.00
26	754	110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	11.4	\$ 25.00	\$ 285.00
27	754	206	STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	76.8	\$ 15.00	\$ 1,152.00
28	970	3600	BLACK HILLS SPRUCE	EA	3	\$ 1,500.00	\$ 4,500.00
29	970	3605	COLORADO BLUE SPRUCE	EA	3	\$ 1,500.00	\$ 4,500.00
30	970	2420	AMERICAN LINDEN	EA	3	\$ 1,500.00	\$ 4,500.00
31			TESTING LABORATORY SERVICES	EA	1	\$ 5,000.00	\$ 5,000.00

Opinion of Probable Bid Cost	\$ 382,734.50
15% Contingency	\$ 57,410.18
Opinion of Probable Construction Cost	\$ 440,144.68
Design Engineering	\$ 66,021.70
Construction Engineering	\$ 88,028.94
Opinion of Probable Project Cost	\$ 594,195.31

West Fargo Application
Scheels Soccer Complex / Elmwood Park Shared Use Path
(ND Urban Evaluation Category)

CITY OF WEST FARGO Scheels Soccer Complex – Elmwood Park Bike Path

Connecting North Elmwood Park to the
Scheels Soccer Complex

TRANSPORTATION ALTERNATIVE PROGRAM APPLICATION

CITY OF WEST FARGO | 800 4th Ave E, West Fargo ND 58078

CITY OF WEST FARGO SCHEELS SOCCER COMPLEX –
ELMWOOD PARK BIKE PATH

CITY OF WEST FARGO

1. Project Name

Scheels Soccer Complex – Elmwood Park Bike Path

2. Project Location

Along 9th Street W and between 10th Ave W and 10 ½ Ave W to North Elmwood Park.

3. Project Contact

City of West Fargo Engineering

4. Contact Person

Dustin Scott, PE, City Engineer
City of West Fargo
800 4th Ave E
West Fargo ND 58078
701.433.5425
dustin.scott@westfargond.gov

5. Project Sponsor

City of West Fargo

6. Sponsoring Official

Dustin Scott, PE, City Engineer
City of West Fargo
800 4th Ave E
West Fargo ND 58078
701.433.5425
dustin.scott@westfargond.gov

7. Project Description

The project would connect an existing sidewalk and shared use paths at the Scheels Soccer Complex to North Elmwood Park using an 11' shared used path. Currently, an existing bike path runs along the north side of 13th Ave W to the west end of town. This bike path would connect an existing sidewalk on 11th Street west to the 13th Ave W bike path, along with running along an existing city utility easement east to a city park (North Elmwood Park).

8. Project Cost

The total opinion of probable cost for construction of this project is \$365,000. Cost breakdown as proposed under an 80% Federal and 20% local funding ratio would meet the maximum project funding of **\$290,000 Federal share** leaving a \$75,000 local share of eligible costs. The detailed estimate completed by Dustin Scott is attached. All planning, preliminary engineering, and construction engineering will be paid with local funds.

9. What TA category best fits your project?

A. Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized 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.

10. Supporting Data

1. *Is your project part of an identified recreation or transportation plan? If so, explain.*
This project is included in the 2019 MetroCOG Bikeways Gap Analysis. It was also awarded as an alternate for the 2024 TA Grant program.
2. *Is your project tied to another project? If so, please explain.*
No.
3. *How does your project fit with similar projects in your community and/or region?*
This project connects two public park spaces using existing easements. The soccer complex has several playing fields, and North Elmwood Park has several ball diamonds.
4. *Provide documentation of governmental agencies that are in support of this project.*
Letters of support from City of West Fargo and West Fargo Park District are attached.

11. Public Accessibility

This project is proposed to be constructed within City of West Fargo owned and maintained property.

12. Matching Funds Provided By

City of West Fargo will be providing the matching funds for this project.

13. Will Right of Way For This Project Be Needed?

Yes, the City of West Fargo is prepared to acquire additional right of way to complete this project if necessary.

14. Maintenance of This Project Will Be Provided By:

West Fargo Public Works will be responsible for providing maintenance of this project.

15. Environmental Impacts

- Land Use – No impact.
- Farmland – No impact.
- Social – Positive impact to existing park and recreation fields, will connect two major recreation areas on west side of town.
- Economic – No impact.
- Relocation – No impact.
- Wetlands – Impact during construction expected to be minimal. City is prepared to obtain necessary clearance and permitting if necessary.
- Flood plain – No impact – City is prepared to obtain necessary clearance and permitting if necessary.
- Threatened or Endangered Species – No impact.
- Cultural Resources – No impact.
- Hazardous Waste – No impact.

16. Signatures

Contact Person / Responsible Official

Dustin Scott, PE, City Engineer - City of West Fargo

Date

MPO Official

Cindy Gray, AICP, Executive Director - FM Metro COG

Date

IMPROVEMENT PROJECT NO. XXXX
Scheels Soccer Complex - North Elmwood Park Bike Path
WEST FARGO ND

Engineer's Opinion of Probable Cost

<i>ITEM</i>	<i>UNIT</i>	<i>QUANTITY</i>	<i>UNIT PRICE</i>	<i>TOTAL</i>
1. Clear/grub	LSum	1	\$30,000.00	\$30,000.00
2. Curb Ramp - 6" Concrete	Each	2	\$350.00	\$700.00
3. Detectable Warning Panel	SF	40	\$40.00	\$1,600.00
4. Multi-Use Path/Paving - 11' Width 5" Concrete	SY	4,400	\$60.00	\$264,000.00
5. Cleaning	LSum	1	\$5,000.00	\$5,000.00
6. Storm Water Management	LSum	1	\$5,000.00	\$5,000.00
7. Traffic Control	LSum	1	\$5,000.00	\$5,000.00
8. Sedimentation Control Fence	LF	3,600	\$3.00	\$10,800.00
9. Topsoil Stripping - 6"	CY	667	\$4.00	\$2,668.00
10. Seeding - Type II	SY	8,000	\$0.30	\$2,400.00
11. Mowing	Each	5	\$500.00	\$2,500.00
12. Watering	Each	5	\$500.00	\$2,500.00
			Construction Subtotal	\$332,168.00
			Contingencies	\$33,216.80
			Total Construction	\$365,384.80

Scheels Soccer Complex to Elmwood Park Bike Path



SCHEELS
SOCCER
COMPLEX

WESTSIDE
ELEMENTARY
SCHOOL

10TH AVE W

ELM ST

SHEYENNE ST

7TH ST W

12TH AVE W

ELMWOOD
PARK

13TH AVE W

8TH ST W



- City Limits
- Proposed Bikeway
- Shared Use Paths

This map is intended for reference purposes only. The City of West Fargo does not make claim that the features depicted represent true locations; therefore the City assumes no liability for any errors or omissions herein.

Created By: West Fargo GIS
gis@westfargond.gov

Moorhead Letter of Intent
11th St Underpass Multi-Use Trail & Sidewalk
(MN Urban Evaluation Category)

Form Name: Transportation Alternatives Solicitation: Letter of Intent Form
Submission Time: October 29, 2021 4:22 pm
Browser: Chrome 95.0.4638.54 / Windows
IP Address: 156.99.242.161
Unique ID: 879967092
Location:

Applicant Information

Name of application organization: City of Moorhead

Title of project: 11th St / CSAH 3 / TH 10 & 75 Underpass Multi-Use Trail and Sidewalk Improvements

Name of contact: Bob Zimmerman

Address 500 Center Avenue
PO BOX 779
Moorhead, MN 56561

County: Clay

Phone (218) 299-5393

Email bob.zimmerman@cityofmoorhead.com

Project information

Amount of funding requested: \$350,000

Total project budget- please briefly explain the total estimated amount of funding needed for the project. Include the amount requested through this application and other sources. If interested in being consider for Transportation Alternatives funding, specifically identify how you will obtain the 20 percent match (100 words maximum):

The total estimated cost for the underpass project is \$114,700,000. The City share of the total project cost is \$3,000,000. This includes approximately \$450,000 in construction cost for the shared-use path and sidewalk improvements along 11th St between 2nd Ave S and 2nd Ave N. The Transportation Alternatives request is \$350,000. The City would utilize local capital improvement funds and any other identified sources to finance the remainder of its share of the project cost.

Project request type: Capital

Describe the work you want to do for which you are seeking support. Include a description of the project development activities for this project completed to date (250 words)

Pedestrian and bike improvements were recommended for this corridor in both the 2016 Fargo-Moorhead Metropolitan Bike and Pedestrian Plan, and in the Metro Grow 2045 Long Range Transportation Plan. Currently, there is just a 5-foot wide sidewalk immediately adjacent to the curb along the west side of 11th St with at-grade crossings of two railroad lines. The proposed project includes a 10-foot wide shared use path along the west side plus a 6-foot sidewalk along the east side of 11th St. Both the shared use path and the walk will include a 3.5-foot buffer to separate them from the back of the curb. The improvements will be a critical link in the Downtown area, filling an existing gap in the bicycle transportation system, and separating the bikes and peds from railroad traffic by constructing an underpass. MnDOT and the City have partnered together to advance the project. The State Legislature has authorized \$65 million toward the total project, and the City and MnDOT have submitted a joint application for an additional \$23.5 million RAISE grant. The remaining project cost will be shared between MnDOT, Clay County, the City of Moorhead and BNSF. Much of the environmental analysis has been completed, and MnDOT has secured an engineer and a contractor to construct the underpass project using the CMGC method. The project is scheduled to be constructed from 2024-2026. At the present time, 11th St between Main and Center Avenues is a City street (designated MSAS route and functionally classified as a minor arterial), but the City and MnDOT have negotiated a jurisdictional turnback agreement where the segment of 11th St between Main and Center Avenues will be taken over by MnDOT and re-designated as TH 10/75.

One sentence description of the work for which you are seeking support:

The City of Moorhead is seeking funding support to construct a new multi-use trail and sidewalk improvements along 11th St/CSAH 3 from 2nd Ave S to 2nd Ave N as part of the TH 10/75 Underpass Project.

Describe how your project meets a transportation purpose (100 words maximum):

The proposed project is an eligible activity under Eligible Activities 1A (construction, planning, and design of on-road and off-road trail facilities...) and 1B (construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers...) of the Transportation Alternatives Program Eligibility Requirements. This new trail will provide a safer, more efficient alternative to biking/walking along a highway and will link the north and south sides of Downtown Moorhead, allowing pedestrians a way to avoid delays caused by trains.

List any adopted plans that your project has been identified in (statewide, regional, Safe Routes to School, Scenic Byways, etc.):

Regional: FM MetroCOG: 2016 Fargo-Moorhead Metropolitan Bike and Pedestrian Plan; and the Metro Grow 2045 Long Range Transportation Plan.

Is the proposal an initiative of a local Safe Routes to School program?

No

Does the proposal benefit a designated Scenic Byway? Yes

Which scenic byway? Trunk Highway 75 is designated as the King of Trails.

Describe your organization and/or the sponsoring agency's history with delivering federally funded projects, focusing on infrastructure projects. If not applicable, identify the key steps and strategies that will be used to deliver the project (250 words maximum):

The City of Moorhead has successfully executed numerous Transportation Alternatives type projects and other federal aid projects. Recent projects include: Blue Goose Trail (2020 funding); Memorial/Oak Grove Parks Bicycle/Pedestrian Bridge; Lindenwood/Gooseberry Parks Bicycle/Pedestrian Bridge; Bicycle/Pedestrian Underpass of BNSF Railway & 20th St at 40th Ave S; Bicycle/Pedestrian Underpass of U.S. 75 at 40th Ave S; SE Main Ave from Oak Way to Interstate-94; 20th St reconstruction from 6th to 12th Ave S; 20th St reconstruction from 12th to 24th Ave S; 28th Ave S construction from 20th to 26th St; and the 34th St & Interstate-94 interchange project.

Have you contacted representatives from the sponsoring agency, including elected officials and county engineers? If so, please describe what has resulted from this conversation and if you have written support for the project (50 words maximum):

The City of Moorhead is the applicant and sponsoring agency with support from Clay County and the Fargo-Moorhead Metropolitan Council of Governments. The City anticipates having letters of support in time for the application deadline in January, 2022.
