

Metropolitan Bicycle and Pedestrian Committee
Wednesday, November 9, 2022 – 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 June 6th, 2022 meeting - **Attachment** Action Item
3. Public input opportunity Public Input
4. Score/rank ND Transportation Alternatives applications - **Attachments** Action Item
5. Other business

If citizens wish to comment on an agenda items, 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_8iesatZET009oUKePsZyKQ

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

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119th Metropolitan Bicycle and Pedestrian Committee Meeting
June 8th, 2022 – 3:00pm
Virtual Meeting

Members Present

Dan Farnsworth, Chair, Metro COG
Andrew Wrucke, City of West Fargo Engineering
Malachi Petersen, City of West Fargo Planning
Jeremy Gorden, City of Fargo Engineering
Maegin Elshaug, City of Fargo Planning
Tyler Kirchner, Fargo Park District
Forrest Steinhoff, City of Moorhead Planning
Jonathan Atkins, City of Moorhead Engineering
Peyton Mastera, City of Dilworth
Grace Puppe, Cass County
Matthew Jacobson, Clay County Planning
Joe Anderson, City of Fargo Police
Cheryl Stetz, Fargo Cass Public Health
Patrick Hollister, PartnerSHIP 4 Health
Christine Holland, River Keepers
Luke Grittner, MATBUS
Kurt Kopperud, Citizen Representative

Others Present:

Cindy Gray, Metro COG
Terry Steen, Public

1. Welcome and Introductions

The meeting began at 3:02 pm. Chair D. Farnsworth introduced the participants.

2. Approve minutes from March 30th, 2022 meeting

A motion to approve the March 30th minutes was made by M. Elshaug and seconded by M. Petersen. The minutes were passed unanimously with no edits.

3. Public input opportunity

One member of the public was present – Mr. Steen. Mr. Steen inquired how he could become more involved in the Bicycle & Pedestrian Committee. D. Farnsworth mentioned that Metro COG could include him on the main email list and he could become notified of upcoming meetings as well as other involvement opportunities. D. Farnsworth also noted that the Committee will be seeking a new citizen representative to the Committee in late 2023. Mr. Steen provided his email address to become added to notification emails.

4. Additional Bicycle & Pedestrian Committee voting member

D. Farnsworth notified the Committee that a new voting member has been added to the Bicycle & Pedestrian Committee. Per the request of Metro COG's TTC and approved by Metro COG's Policy Board, a transit representative was deemed necessary. Luke Grittner of MATBUS is now the transit representative on the Bicycle & Pedestrian Committee, with Taaren Haak (MATBUS) as the proxy. Mr. Grittner introduced himself to the Committee.

5. Score & recommend funding for ND Transportation Alternatives applications

The Committee proceeded by scoring the four Transportation Alternatives (TA) applications which were submitted as a result of extra TA funding for fiscal year (FY) 2023. The final scores came to be the following per application:

- City of Fargo – Bison Village Path Project: 50 pts
- City of Fargo – Red River Shared Use Path south of Harwood Dr. – Phase 1: 35 pts
- City of Horace – Center Ave Multi-Modal Improvements: 35 pts
- City of Horace – County Rd 17 Shared Use Path Phase 3: 35 pts

After the scoring was completed, the Committee discussed the most appropriate ways to allocate the TA funding for the projects. C. Gray mentioned that the most recent discussions with NDDOT suggest that roughly \$800,000 should be available for ND TA projects within Metro COG's urbanized area for FY 2024.

After discussion occurred with the Committee, it was decided that it was most appropriate to allocate the maximum allowable percentage, 80% of total project cost, to the highest scoring projects - Fargo's Bison Village Path. Since the other projects all tied with 35 points, it was decided that the remaining funding would be split evenly among the other projects based on percentage of total project cost.

After the meeting, these amounts were calculated and are as follows:

- *City of Fargo – Bison Village Path Project*
 - *Total construction cost: \$360,000*
 - *Recommended TA funding: \$ 288,000 (80%)*
 - *Local match: \$72,000 (20%)*
- *City of Fargo – Red River Shared Use Path south of Harwood Dr. – Phase 1:*
 - *Total construction cost: \$200,000*
 - *Recommended TA funding: \$144,756 (72%)*
 - *Local match: \$55,244 (28%)*
- *City of Horace – Center Ave Multi-Modal Improvements:*
 - *Total construction cost: \$166,250*
 - *Recommended TA funding: \$120,329 (72%)*
 - *Local match: \$45,921 (28%)*
- *City of Horace – County Rd 17 Shared Use Path Phase 3:*

- *Total construction cost: \$341,145*
- *Recommended TA funding: \$246,915 (72%)*
- *Local match: \$45,921 (28%)*

A motion to recommend Policy Board approval of the Transportation Alternatives scores and funding was made by J. Gorden and seconded by C. Holland. The motion was passed unanimously.

6. Project/study updates

D. Farnsworth provided the Committee with an update on the Red River Greenway Study. He noted that the study is roughly 35% complete and is in the middle of a two month public engagement period. As part of the public engagement, a pop-up booth will be/has been set up at various events around the community to solicit public feedback. D. Farnsworth also showed the Committee the online interaction webpage where the public can provide comments, take surveys, and provide ideas for the corridor. Lawn signs have also been placed along the river corridor to engagement the public and provide exposure to the study.

7. Other business

T. Kirchner asked when the next TA solicitation might occur. Metro COG replied that they are still trying to figure that out, however it will likely be in the near future since NDDOT has just solicited for the next round of applications (FY 2024 and 2025). Metro COG is working internally to determine a date to announce this solicitation as well as a due date, noting that a due date could occur in late summer/early fall of 2022.

Metro COG asked Committee members when a good time for them might be for a TA due date. T. Kirchner mentioned that sooner would be better since Fargo Parks is working on their budget.

Also, as part of 'other business', P. Hollister noted that there will be an APBP webinar at 2 pm on June 15th. He will be giving a presentation at this webinar regarding his organization's bicycle & pedestrian efforts in Pelican Rapids.

Agenda Item 4

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: November 3, 2022
Subject: **Score/rank ND 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.

This scoring/ranking process is part of Metro COG's new TA solicitation process on the North Dakota side of Metro COG's urbanized area for fiscal years (FYs) 2024 and 2025.

A total of seven applications have been received by the October 31st deadline. These applications are described below.

City of Fargo – Connecting the Trails Path Project - Drain 27 Crossing at Timberline

The City of Fargo is seeking funding to construct a shared use path and crossing over Drain 27 which would connect the Oakcreek neighborhood to the Timberline/Fox Run neighborhood. The project would connect the south end of the Milwaukee Trail to the trail network on the west side of Drain 27. By connecting the trails, a continuous trail system would be achieved in south Fargo. The crossing of Drain 27 would be a low-level culvert.

Cost: \$875,045 construction total; \$700,036 requested from TA

City of Fargo – Red River Shared Use Path – Phase 2 – 35th Ave S to 40th Ave S

The City of Fargo is seeking funding to construct a shared use path that will run along the Red River between 35th Ave S and 40th Ave S (0.79 miles in length). This project would be phase 2 of an overall path system running from Harwood Dr to 40th Ave S. Phase 1 (Harwood Dr. to 35th Ave S) of the of the project has been awarded funding for fiscal year (FY) 2023.

Cost: \$739,941 construction total; \$591,953 requested from TA

City of Fargo – Red River Shared Use Path – VA to Park Lane

The City of Fargo is seeking funding to construct a shared use path that would connect the Woodlawn neighborhood to the Woodcrest neighborhood with the path running along the Red River. The alignment of the path would begin on the south edge of the VA Hospital property (18th Ave N) and would run north behind the floodwall adjacent to the VA hospital and terminate at Park Lane. The project would be approximately 0.95 miles in length.

Cost: \$840,508 construction total; \$672,406 requested from TA

City of Fargo – Drain 27 & Deer Creek Shared Use Path

The City of Fargo is seeking funding to construct a shared use path that would connect the Deer Creek neighborhood with the existing path network north of 52nd Ave S. The alignment of the path would begin at 52nd Ave S and be constructed on a shelf following the alignment of Drain 27, and would connect to the existing path at 63rd St across from the Deer Creek Elementary School.

Cost: \$848,206 construction total; \$678,565 requested from TA

City of Horace – County Rd 17 Shared Use Path Phase 4

The City of Horace is seeking to construct a shared use path along the west side of County Rd 17 from 64th Ave S to 68th Ave S (approximately 0.3 miles in length). The path would terminate to the south at 68th Ave S at the existing Westwood Park. At this time the shared use path will terminate without an immediate connection. However, the City of Horace expects the parcel to the south to develop in the near future.

Cost: \$433,090 construction total; \$346,472 requested from TA

City of Horace – County Rd 17 Shared Use Path Phase 5

The City of Horace is seeking to construct a shared use path along the east side of County Rd 17 from the existing crosswalk directly north of the 3rd Ave N and CR 17 “T” intersection to 81st Ave S (approximately 0.45 miles in length). The path will provide pedestrian access from 81st Ave S to the existing crosswalk at 3rd Ave N, which leads to Horace Elementary School. In addition, this project will eliminate path that extends into an active commercial parking lot and instead route users onto this proposed path along CR 17.

Cost: \$590,140 construction total; \$472,112 requested from TA

City of West Fargo – Sheyenne River Pedestrian Bridge

The City of West Fargo is seeking to construct a connection between the eastern portion of West Fargo and the western portion of West Fargo, south of I-94. This connection would entail a bridge over the Sheyenne River as well as shared use paths connecting the bridge to the adjacent neighborhoods and path network. Approximately 0.45 miles of path would be installed.

Cost: \$761,450 construction total; 609,160 requested from TA

Attached are the applications as well as the project scoring matrix which will be finalized at the meeting. Once finalized, the Metropolitan Bicycle & Pedestrian Committee will forward to the Transportation Technical Committee for recommended approval by Metro COG’s Policy Board.

Agenda Item 4 - Attachment 1

TA Project Evaluation - Urban (North Dakota)

2045 MTP Goal	TA Evaluation Criteria			Requested year: 2024		Requested year: 2024		Requested year: 2025		Requested year: 2025		Requested year: 2024 or 2025		Requested year: 2024 or 2025		Requested year: 2024 or 2025	
				Fargo - Drain 27 Crossing at Timberline		Fargo - Red River Trail 35th Ave S to 40th Ave S		Fargo - Red River Path near VA		Fargo - Drain 27, 52nd Ave S to Deer Creek		Horace - CR 17 Path Phase 4 (64th to 68th)		Horace - CR 17 Shared Use Path Phase 5		West Fargo - Sheyenne River Bridge	
	Question	Evaluation instructions	Points	Points	Notes	Points	Notes	Points	Notes	Points	Notes	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 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	No crash history in past 5 years	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.	10	10	0.25 mi from Centennial Elementary	10	0.27 mi from Eagles Elementary	0	0.51 mi from Longfellow Elementary	10	0.07 mi from Deer Creek Elementary School	0	Further than 1/2 mi from K-8 school	10	0.05 mi from Horace Elementary School, 0.43 mi from Heritage Middle School	10	0.25 mi from Brooks Harbor Elementary School, 0.44 mi from Freedom Elementary School
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 existing an multi-dwelling residential within 1/4 mi.	0	Project located within 1/4 mile of multi-dwelling residential but not commercial.	0	No existing an multi-dwelling residential within 1/4 mi.	0	Commercial nearby but no 3-plex or greater residential	0	No existing an multi-dwelling residential within 1/4 mi.	0	No existing an multi-dwelling residential within 1/4 mi.	0	Commercial nearby but no 3-plex or greater residential
	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 county sponsorship of <5,000 population jurisdiction projects.	5	0	Fargo project with possible Fargo Park component	0	Fargo project only	0	Fargo project only	0	Fargo project only	0	Horace/Cass Co. project only	0	Horace/Cass Co. 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.	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.	10		Not in 2016 Bike/Ped Plan. New Bike/Ped Plan not yet adopted. Similar connection shown in 2045 MTP.	10	Shown in 2016 FM Bike-Ped Plan and 2045 FM MTP	10	Shown in 2016 FM Bike-Ped Plan	10	Majority of project shown in 2016 FM Bike-Ped Plan	10	Shown in 2016 FM Bike-Ped Plan	10	Shown in 2016 FM Bike-Ped Plan	10	Shown in 2016 FM Bike-Ped 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	2.5	Half of project in medium vehicle density, half of project in low vehicle density	10	Project located within medium trip density area (25 to 50 trips/acre)	2.5	Half of project in medium vehicle density, half of project in low vehicle density	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
	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	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
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	No MATBUS route nearby	0	0.46 mi from nearest MATBUS Route	5	Western terminous of project within 0.09 mi of MATBUS Route	0	No MATBUS route nearby	0	No MATBUS route nearby	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	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.	0	Outside of any EJ area.	5	Within EJ area.	0	Outside of any EJ area.
Total Points			27.5	-	40	-	27.5	-	30	-	20	-	35	-	30	-	

**Fargo Application
Connecting the Trails Path Project –
Drain 27 Crossing at Timberline**

Fargo-Moorhead Metro COG
Transportation Alternatives Program
Application for 2024 Construction

1. PROJECT NAME: **Connecting the Trails - 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: 225 4th Street North, 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	\$ 700,036
Local Share	<u>\$ 175,009</u>
Total cost	\$ 875,045 (2024 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 is included in the 2022 draft plan of the FM Metro Bicycle and Pedestrian Plan, and 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.

Farmland - If any farmlands are to be used for this project, identify what their present usage is.

Social - Describe the project's impact upon the neighborhood and community.

Section 4(f) & 6(f) - Are there any impacts to Section 4(f) or Section 6(f) properties?

Economic - Describe the project's economic impact.

Relocation - Will this project require the displacement of any people or businesses?

Wetlands - Will this project result in fill material being placed in any wetlands?

Floodplain - Is this project within a floodplain?

Threatened or Endangered Species - Are there any threatened or endangered species in the project vicinity?

Cultural Resources - Are there any properties on or eligible to be on the National Register of Historic Places in the project vicinity?

Hazardous Waste - Are there any hazardous waste sites in the area?

16. SIGNATURES

CONTACT PERSON:

DATE

Jeremy M. Gorden, PE, PTOE
Transportation Division Engineer

RESPONSIBLE CITY OFFICIAL

Dr. Timothy J. Mahoney, Mayor

RESPONSIBLE MPO OFFICIAL

Cindy Gray, Executive Director, Metro COG

Appendix B – Construction Cost Estimate

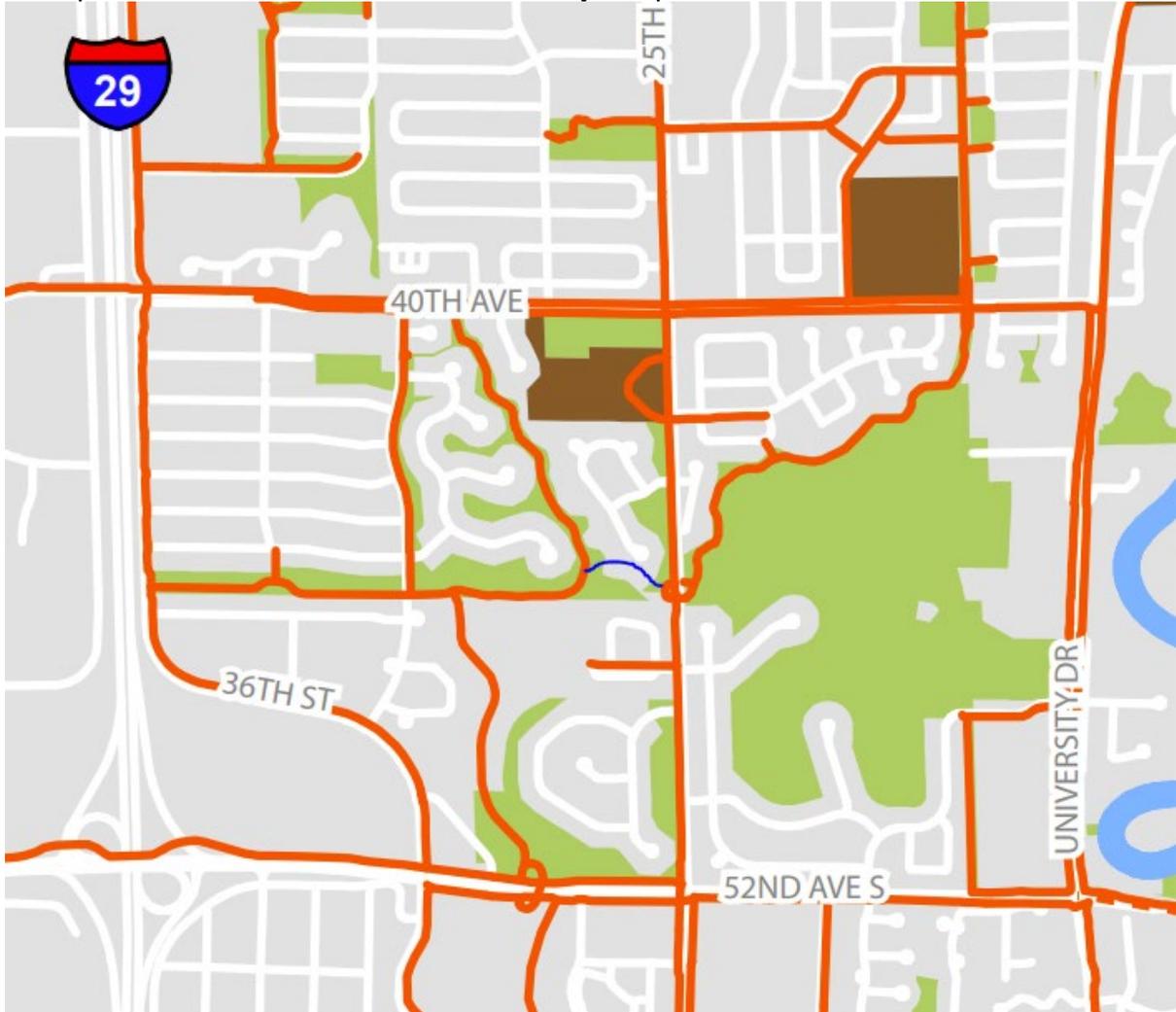
**Engineer's Opinion of Cost
Shared Use Path - Connecting the Trails
Transportation Alternatives
October 2022**

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$6,200.00	1	\$6,200
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	\$103,200.00	1	\$103,200
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000
750	125	SIDEWALK CONCRETE 5IN	LF	\$100.00	900	\$90,000
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000
-	-	Box Culvert w Rip Rap - twin 10'x10' boxes, 30' long	L SUM	\$400,000.00	1	\$400,000

Total	\$625,175
	\$729,204
Contingency (20%)	\$145,841
Total Estimated Cost	\$875,045
Funding Splits	\$700,036 TAP
	\$175,009 Local

Supporting Data

Excerpt from the 2017 FM Metro Area Bikeways Map



**Fargo Application
Red River Shared Use Path Phase 2 -
35th Ave S to 40th Ave S**

Fargo-Moorhead Metro COG
Transportation Alternatives Program
Application for 2024 Construction

1. PROJECT NAME: **Red River Shared Use Path – Phase 2**
2. PROJECT LOCATION: The project is located along the Red River, between 35th Avenue S and 40th Avenue S. See Attachment A for Project Location Map, the cyan colored line is for this project application, the red line is for this project that is funded and we plan to bid out in 2023.
3. PROJECT CONTACT: City of Fargo
4. CONTACT PERSON:

Jeremy M. Gorden, PE, PTOE
225 4th Street N., Fargo ND 58102
(701) 241-1529
jgorden@FargoND.gov
5. PROJECT SPONSOR: City of Fargo
6. SPONSORING OFFICIAL:

Dr. Timothy J. Mahoney, Mayor
225 4th Street North, Fargo ND 58102
(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 run along the Red River between 35th Avenue S and 40th Avenue S. This would be the second phase of a shared use path along the river that we would want to extend to 40th Avenue along River Drive south of 35th Avenue S. Over the last 12 years the City of Fargo has been purchasing the properties in this area to make way for a flood control levee, and this project would fit into the area like a glove. The proposed project is approximately 4150' long.
8. PROJECT COST:

Federal Share	\$ 591,953
Local Share	<u>\$ 147,988</u>
Total cost	\$ 739,941

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 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.

10. SUPPORTING DATA

This project is identified in the 2016 FM Metro Bicycle and Pedestrian Plan. As shown in the attached Appendix B, Project 8 is identified as a short range project.

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 maintained by the Fargo Park District. The public will have continuous access.

12. MATCHING FUNDS PROVIDED BY:

City of Fargo Infrastructure Sales Tax revenue and Special Assessments.

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

Construction will take place on City of Fargo 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 and open space. This project is compatible to all adjacent land uses. 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. No filling will occur in any wetlands. A small portion of this project will be located within the 100-yr floodplain. The threatened or endangered species in the project area will not be affected by this project. There are no properties on or eligible to be on the National Register of Historic Places in the project area.

16. SIGNATURES

CONTACT PERSON:

DATE

Jeremy M. Gorden, PE, PTOE
Transportation Division Engineer

RESPONSIBLE CITY OFFICIAL

Dr. Timothy J. Mahoney, Mayor

RESPONSIBLE MPO OFFICIAL

Cindy Gray, Executive Director, FM Metro COG

Appendix A

Project Location Map



Appendix B Construction Cost Estimate

River Drive - 40th to 35th 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	\$4.00	100	\$400
203	140	BORROW-EXCAVATION	CY	\$9.50	100	\$950
251	100	SEEDING CLASS 1	ACRE	\$2,500.00	2	\$5,000
253	201	HYDRAULIC MULCH	ACRE	\$1,650.00	2	\$3,300
302	121	AGGREGATE BASE COURSE CL 5	CY	\$45.00	200	\$9,000
702	100	MOBILIZATION	L SUM	\$50,000.00	1	\$50,000
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000
750	125	SIDEWALK CONCRETE 5IN - 10' wide	LF	\$100.00	4,400	\$440,000
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 \$528,650 2022 dollars

\$616,617.36 2024 dollars

w Contingency (20%)

\$739,941

\$591,953 fed

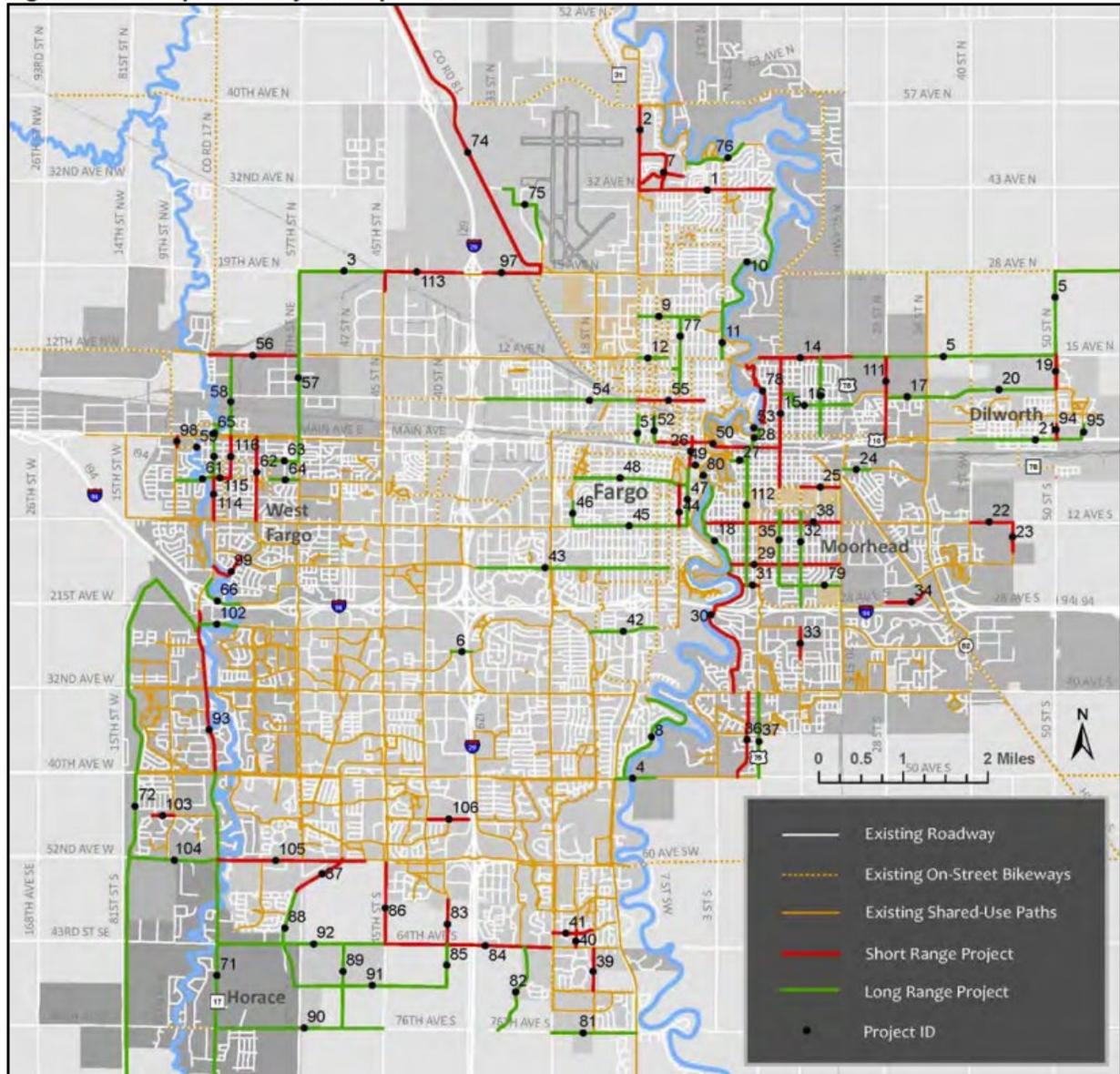
\$147,988 local

Supporting Data

Excerpt from 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan

This project was identified in the 2016 FM Metro Bicycle and Pedestrian Plan.

Figure 6.1 – Proposed Project Map – Urban



Fargo Application
Red River Shared Use Path - VA to Park Lane

Fargo-Moorhead Metro COG
Transportation Alternatives Program
Application for 2025 Construction

1. PROJECT NAME: **Red River Shared Use Path – VA to Park Lane**

2. PROJECT LOCATION: The project is located along the Red River, and would begin at the south edge of the VA property and would run north behind the floodwall adjacent to the VA Hospital and up to Park Lane in the Woodcrest Addition. See Attachment A for Project Location Map.

3. PROJECT CONTACT: City of Fargo

4. CONTACT PERSON:

Jeremy M. Gorden, PE, PTOE
225 4th Street N., Fargo ND 58102
(701) 241-1529
jgorden@FargoND.gov

5. PROJECT SPONSOR: City of Fargo

6. SPONSORING OFFICIAL:

Dr. Timothy J. Mahoney, Mayor
225 4th Street North, Fargo ND 58102
(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 Woodlawn neighborhood to the Woodcrest neighborhood, along the Red River. The alignment of the trail would begin at the south edge of the VA property and would run north behind the floodwall adjacent to the VA Hospital and up to Park Lane. This project would be phase 1 of a two phase plan to extend the Red River shared use path system from 15th Avenue N, where it terminates today, to Park Lane, which is approximately 26th Avenue N, making the extension approximately 11 city blocks. This project has long been envisioned, as it was included in the 2016 Metro Bicycle & Ped Plan, was included as part of the Metro COG Bikeways Gap Analysis in 2019, and it's currently being included in the draft plan of the 2022 Metro COG Bicycle & Ped Plan as well as in the draft plan of the Metro COG Red River Greenway Study currently underway. The proposed project is approximately 5005' long. The project would include an erosion control mat at the bend in the river by the VA north property to cut down on the erosion currently occurring in that area.

8. PROJECT COST:

Federal Share	\$ 672,406
Local Share	<u>\$ 168,102</u>
Total cost	\$ 840,508

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 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.

10. SUPPORTING DATA

This project is identified in the 2016 FM Metro Bicycle and Pedestrian Plan. As shown in the attached Appendix B, Project 10 is identified as a long range project.

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 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 Federal 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, and commercial. 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. 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. No filling will occur in any wet lands. Portions of the project will be located within the 100-yr floodplain. The threatened or endangered species in the project area will not be affected by this project. There are no properties on or eligible to be on the National Register of Historic Places in the project area.

16. SIGNATURES

CONTACT PERSON:

DATE

Jeremy M. Gorden, PE, PTOE
Transportation Division Engineer

RESPONSIBLE CITY OFFICIAL

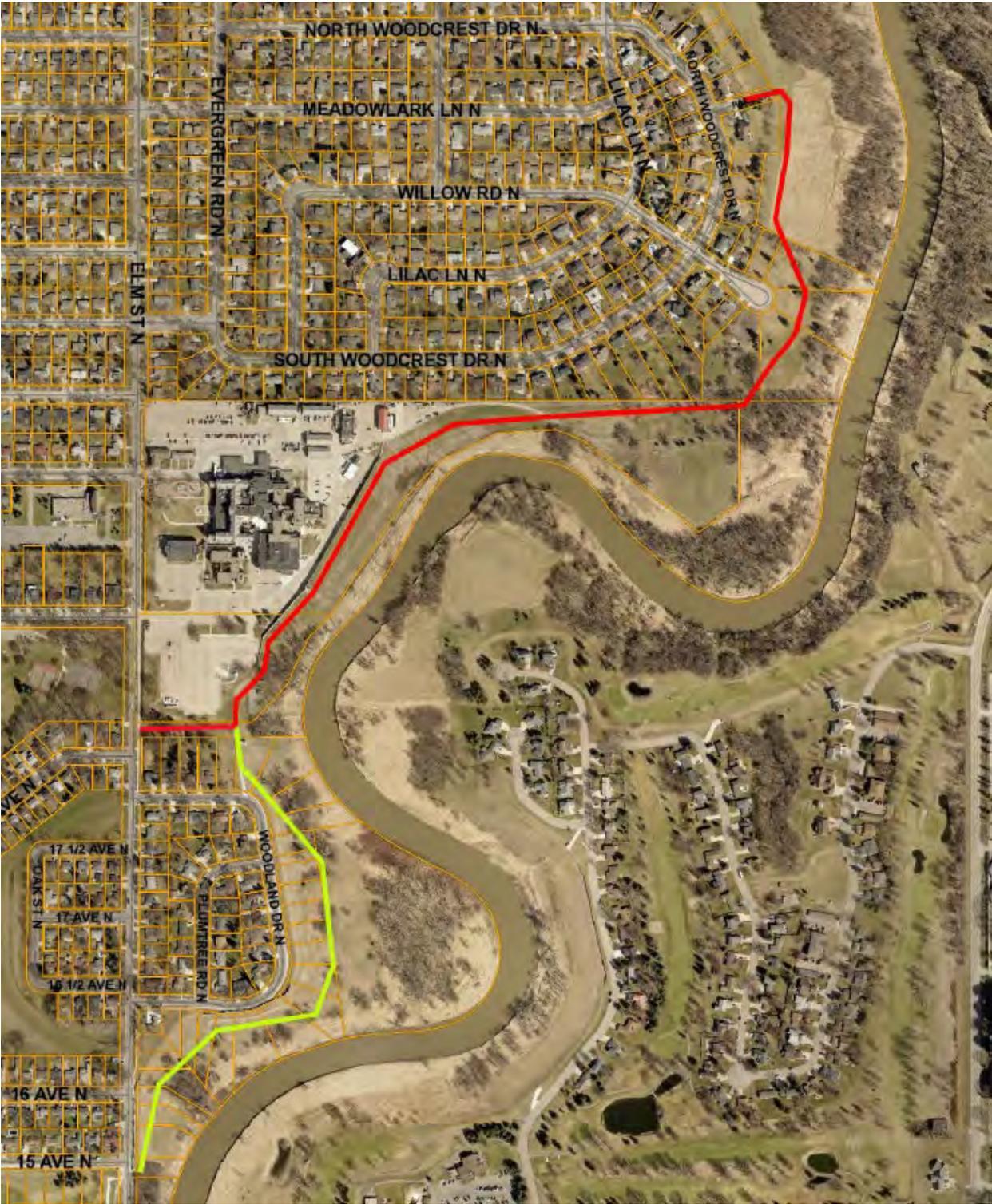
Dr. Timothy J. Mahoney, Mayor

RESPONSIBLE MPO OFFICIAL

Cindy Gray, Executive Director, FM Metro COG

Appendix A

Project Location Map



Appendix B

VA Trail - South property line to Park Lane N

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	\$4.00	300	\$1,200
203	140	BORROW-EXCAVATION	CY	\$9.50	300	\$2,850
251	100	SEEDING CLASS 1	ACRE	\$2,500.00	3	\$7,500
253	201	HYDRAULIC MULCH	ACRE	\$1,650.00	3	\$4,950
302	121	AGGREGATE BASE COURSE CL 5	CY	\$45.00	300	\$13,500
702	100	MOBILIZATION	L SUM	\$50,000.00	1	\$50,000
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000
750	125	SIDEWALK CONCRETE 5IN - 10' wide	LF	\$100.00	5,005	\$500,500
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000

Total \$600,500

\$ 700,423 2024 dollars
 w Contingency (20%) \$ **840,508**
 \$ 672,406 fed
 \$ 168,102 local

Fargo-Moorhead Metro Bikeways Gap Analysis

FINAL REPORT

December 2019



Overview

Gap 5 travels for 2-miles in open space / park land that is adjacent to the Red River between 15th Avenue North and 32nd Avenue Northeast.

Gap 5 is separated into two phases:

- Phase 1 runs from 15th Avenue North to Holm Park (approximately 26th Avenue North)
- Phase 2 runs from Holm Park to 32nd Avenue Northeast

This gap connects to the path which runs adjacent to the Red River south of 15th Avenue North to Mickelson Park and just west of Oak Grove Park. From here a path continues south along the Red River while another path travels through Oak Grove Park and crosses the Red River into Moorhead.

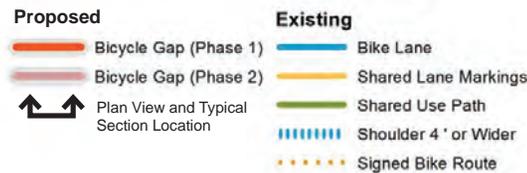
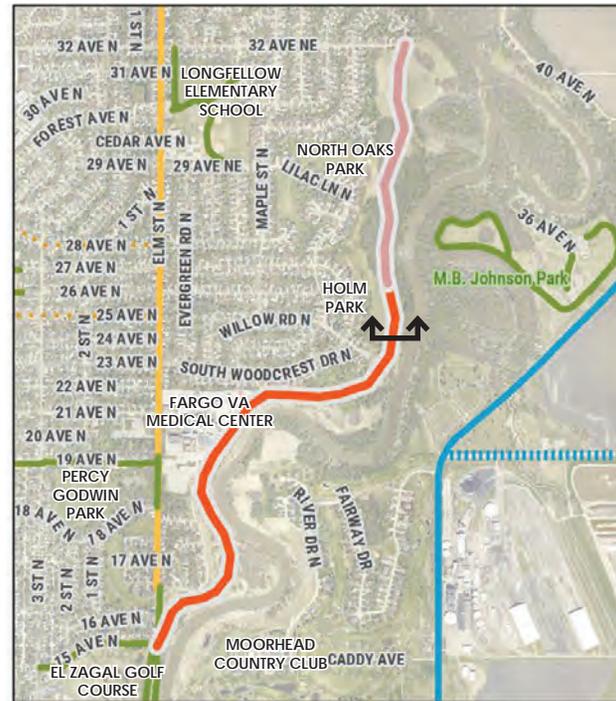
Land Use and Nearby Destinations

This corridor consists of residential and agricultural uses, parks, and open spaces. Nearby destinations include El Zagal Golf Course, Percy Godwin Park (Elephant Park), Fargo VA Medical Center, Holm Park, North Oaks Park, and Longfellow Elementary School. MB Johnson Park is also located across the river from this gap corridor, however there is currently no bridge in the vicinity connecting these two areas.

Connections to Nearby Bike Infrastructure

Nearby bicycle facilities include shared lane markings on Elm Street North, signed bike routes on 25th and 28th Avenues North, and shared use paths along Elm Street / Red River, 14th Avenue North, 15th Avenue North, and east of Longfellow Elementary School.

Key Map



Existing conditions through the park land near the Red River.

Recommended Bikeway Concept

The recommendation for Gap 5 is an 11-foot shared use path that would run adjacent to the Red River between 15th Avenue North and 32nd Avenue Northeast. The shared use path would connect to the Red River path at the intersection of Elm Street and 15th Avenue North and provide a contiguous, low-stress bike connection along the Red River from 32nd Avenue Northeast to Lindenwood Park.

The proposed trail is recommended to be located between the floodwall / levee and the river at a river elevation of 22 feet or higher. A segment of the proposed trail in Phase 1 passes along the Fargo Veterans Affairs Hospital (VA); this portion of the trail would require cooperation between the City of Fargo and the VA, and an easement on VA property may be required in order to accommodate the trail.

Initial conversations with VA staff as part of this study indicated that the VA-owned property between the existing floodwall and the Red River may not be available for the use of a future shared use path. Conversations with the VA should be continued and any other governmental agencies associated with this property to make all efforts to implement this shared use path between the floodwall and the Red River.

An interim, short-term solution could be to create a river trail from 15th Avenue North to the Woodcrest neighborhood adjacent to the river in the low-lying Park District land. This would not be an ideal long-term solution, but it would provide an interim connection until the long-term trail connection is constructed.

As a means of providing good connectivity to the proposed Gap 5 path, it is recommended that a connecting shared use path be considered on the Fargo Park District property known as VA Hospital Park (located between the VA property and Woodland Drive North). This would connect the proposed Gap 5 path with the shared use path along Elm Street. This connection would also avoid any 'dead end' termini of the Gap 5 path should permission of a path on the VA-owned land be denied.

Phase 2 of this gap involves City-owned property, Fargo Park District property, and private-owned property, with the majority of the proposed trail length being within a large parcel of private-owned property. Phase 2 should be considered if and when an opportunity arises for a trail within this parcel. Prior to project development, further coordination with property owners will be required as well as further concept analysis to determine specific trail alignment and analyze topography, flood impacts, tree impacts and more.

Recommended Concept, Plan View



Lead Agency:

- City of Fargo

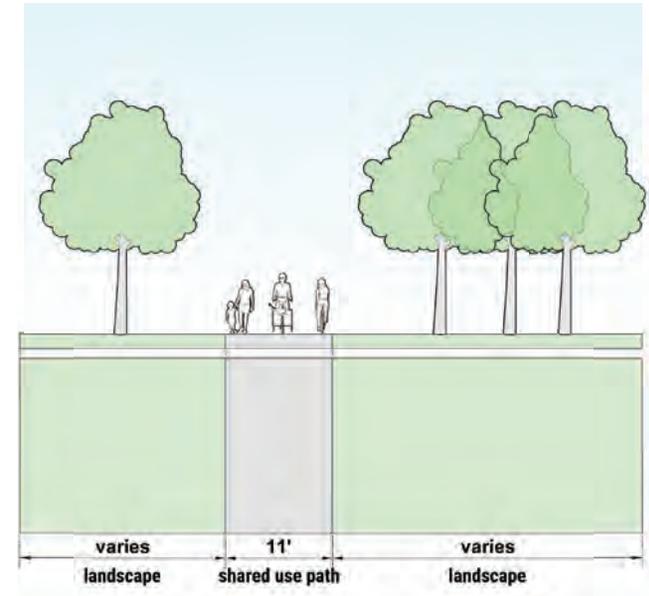
Key Stakeholders:

- Fargo Park District
- Fargo Veterans Affairs Hospital
- Adjacent Property Owners
- Riverkeepers

Planning-Level Cost Estimate

Recommended Concept	Approximate Cost Range
Phase 1: Shared Use Path	\$510,000 - \$730,000
Phase 2: Shared Use Path	\$240,000 - \$350,000
Total	\$750,000 - \$1,080,000

Recommended Concept, Typical Section // Looking North



Cost Estimate Notes:

- Length: 9,892 ft. total (1.87 mi. total)
 - Phase 1: 6,720 ft., Phase 2: 3,172 ft.
- Assumes a concrete path
- Assumes no overexcavation needed for poor soils
- Assumes no flood mitigation treatments required
- Assumes path is located at the top or bottom of slope; does not include treatments for placing path on a slope (i.e. retaining wall)
- Right of way acquisition costs not included
- Unit Prices per MnDOT 2018 Statewide Average Bid Prices
- All costs in 2018 dollars

**Fargo Application
Drain 27 & Deer Creek Shared Use Path**

Fargo-Moorhead Metro COG
Transportation Alternatives Program
Application for 2025 Construction

1. PROJECT NAME: **Drain 27 & Deer Creek Shared Use Path**

2. PROJECT LOCATION: The project is located along the west side of Drain 27 from just south of 52nd Avenue S to Veterans Boulevard, and then straight west on the Water Storage Reservoir property to 63rd Street S. This project would connect the Deer Creek neighborhood to the metro path system. See Attachment A for Project Location Map.

3. PROJECT CONTACT: City of Fargo

4. CONTACT PERSON:

Jeremy M. Gorden, PE, PTOE
225 4th Street N., Fargo ND 58102
(701) 241-1529
jgorden@FargoND.gov

5. PROJECT SPONSOR: City of Fargo

6. SPONSORING OFFICIAL:

Dr. Timothy J. Mahoney, Mayor
225 4th Street North, Fargo ND 58102
(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 Deer Creek neighborhood with the existing path network located along and north of 52nd Avenue South. The alignment of the trail would begin at 52nd Avenue South and be constructed on a shelf following the alignment of Drain 27, and would connect to City owned property at 59th Avenue South and tie into the existing path network at 63rd Street. This project would fill in a missing connection between 52nd Avenue South and 59th Avenue South. The path would also connect to existing path north of 52nd Avenue along Drain 27, which also provides path connections to the west and east. The proposed project is approximately 5060' long.

8. PROJECT COST:

Federal Share	\$ 678,565
Local Share	<u>\$ 169,641</u>
Total cost	\$ 848,206

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 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.

10. SUPPORTING DATA

This project is identified in the 2016 FM Metro Bicycle and Pedestrian Plan. As shown in the attached Appendix B, Project 87 is identified as short range project.

Additionally, the City of Fargo has constructed roughly half of a large 146-acre stormwater basin/future park area in the area just east of the drain (the current farm lands), which will allow a large area to be developed into residential and commercial development in the upcoming years. The basin and development around will have significant trail infrastructure. In the future as the area develops, the city would also pursue a bridge crossing over the Drain 27, and construct a pedestrian underpass below Veterans Boulevard when the infrastructure is built, which would connect the two developments by an off street trail system. Providing the proposed connection is vital in setting up phases of connectivity as this area begins to develop.

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 maintained by the Fargo Park District. The public will have continuous access.

12. MATCHING FUNDS PROVIDED BY:

City of Fargo Infrastructure Sales Tax revenue and Special Assessments.

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

Construction will take place on City of Fargo 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, commercial 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, however, the land across Drain 27 is still used for agricultural purposes. 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. No filling will occur in any wet lands. A small portion of this project will be located within the 100-yr floodplain. The threatened or endangered species in the project area will not be affected by this project. There are no properties on or eligible to be on the National Register of Historic Places in the project area.

16. SIGNATURES

CONTACT PERSON:

DATE

Jeremy M. Gorden, PE, PTOE
Transportation Division Engineer

RESPONSIBLE CITY OFFICIAL

Dr. Timothy J. Mahoney, Mayor

RESPONSIBLE MPO OFFICIAL

Cindy Gray, Executive Director, FM Metro COG

Appendix A

Project Location Map



Appendix B

Deer Creek/Drain 27 - 52nd to Vets, then straight west to 63rd St

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	\$4.00	300	\$1,200
203	140	BORROW-EXCAVATION	CY	\$9.50	300	\$2,850
251	100	SEEDING CLASS 1	ACRE	\$2,500.00	3	\$7,500
253	201	HYDRAULIC MULCH	ACRE	\$1,650.00	3	\$4,950
302	121	AGGREGATE BASE COURSE CL 5	CY	\$45.00	300	\$13,500
702	100	MOBILIZATION	L SUM	\$50,000.00	1	\$50,000
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000
750	125	SIDEWALK CONCRETE 5IN - 10' wide	LF	\$100.00	5,060	\$506,000
754	200	HAWK Beacon (Deer Creek Elementary)	L SUM	\$125,000.00	0	\$0
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000

Total	\$606,000	
	\$	706,838 2024 dollars
w Contingency (20%)	\$	848,206
	\$	678,565 fed
	\$	169,641 local

Supporting Data

Excerpt from 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan

This project was identified in the 2016 FM Metro Bicycle and Pedestrian Plan. Project 87 is identified as short range project.



**Horace Application
County Rd 17 Shared Use Path Phase 4 -
64th Ave S to 68th Ave S**

City of Horace FY 2024 – 2025 Transportation Alternative Grant Application

1. Project Name

County Road 17 Shared Use Path Phase 4

2. Project Location

The west side of County Road 17, from 68th Ave S to 64th Ave S

3. Project Contact

City of Horace

4. Contact Person

Jace Hellman
215 Park Drive E
Horace, ND 58047
(701) 552-1608
JHellman@CityofHorace.com

5. Project Sponsor

N/A

6. Sponsoring Official

N/A

7. Project Description

County Road 17 shared-use path phase 4 is the planned construction of 10 foot wide, 5 inch thick concrete shared-use path with ADA compliant ramps at intersections adjacent to County Road 17, in Horace, ND. The project is proposed to run north and south for approximately 1575 ft on the west side of County Road 17. The project will terminate to the south at 68th Ave S and the existing Westwood Park. At this time, the shared-use path will terminate without an immediate connection. However, the City expects the approximately 62.29 acre parcel to the south of the County Road 17 and 68th Ave S Intersection to begin entitlement processes in the near future, which as a part of that development, it will be required to provide this proposed phase's connection to the existing facilities located the intersection of 76th Ave S and County Road 17. The north end of the project will terminate at the

intersection of 64th Ave S and County Road 17. We expect to tie the shared-use path into the proposed facilities to be installed with the 64th Ave S Roundabout Project.

Within the scope area of this project, County Road 17 is a 2-lane rural section road with a right-hand turn lane south bound at the intersection of 68th Avenue South and County Road 17. Right and left turn lanes are provided north bound at the intersection of 64th Avenue South. Currently, there are no bicycle and pedestrian facilities within the scope area of the project. This project is a part of a continued effort to provide a complete pedestrian network from 100th Ave. S. to 52nd Ave S. In the short term, this project will provide immediate bike and pedestrian connectivity to an existing park facility. Additionally, this will provide an opportunity to connect into the developing pedestrian network of the Southdale Farms development, which will provide pedestrian and bicycle connections to the Planned Commercial and Mixed-Use components planned within that development.

8. Project Cost

The Project is estimated to have a total construction cost of \$433,090.00. See attachment 4 for the Engineer's estimate prepared by Interstate Engineering

- A. 80% Federal = \$346,472.00
- B. 20% Local = \$86,618.00
- C. The Preliminary Engineering and Construction Engineering will be paid for by the City of Horace. Preliminary Engineering costs are estimated to be \$65,000.00 and Construction Engineering costs are estimated to be \$87,000.00.

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 nonmotorized 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

G. 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.

10. Supporting Data

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

Yes. The Horace 2045 Comprehensive and Land Use Plan, the City's Bicycle and Pedestrian Master Plan and the current draft of the Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan all identify the plan for bicycle and/or pedestrian facilities along County Road 17.

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

Yes. This project is a part of continued effort to expand bicycle and pedestrian facilities along County Road 17.

- **How does your project fit with similar projects in your community and/or region?**

This project is a piece of the larger pedestrian and bicycle network that the City of Horace is striving to achieve along County Road 17. 10 foot wide shared-use pathways are continually being implemented in conjunction with new roadway projects, and previous phases of the County Road 17 shared-use pathway network are already completed, in construction, or will be constructed in the near future.

- **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 Horace 2045 Comprehensive and Transportation plan, encourages and enables the City to work with stakeholders to pursue this project. 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.” The City has also procured letters of support from partner agencies and organizations with an interest in promoting safe transportation alternatives in the City of Horace. These agencies include the West Fargo School District, the Horace Fire Protection District, the Lion’s Club, Cass County Sheriff’s Office, Horace Community Seniors and the Horace Park District.

11. Public Accessibility

City of Horace

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 will provide for a much-needed bike and pedestrian facility along a major corridor within the City of Horace. This section fronts an older established neighborhood with non-existent bike and pedestrian facilities and will provide for additional methods of transportation to be utilized to access several of the existing and planned commercial areas in the newly developing portions of the City.

• **Farmland - If any farmlands are to be used for this project, identify what their present usage is.**

None.

• **Social - Describe the project's impact upon the neighborhood and community.**

Increasing opportunities for walking and biking throughout the community can have broad social benefits. This project promotes public health as it expands the network for an individual to walk or bike. There is also an equity component to this project as well as it expands transportation options to access services and amenities for the portion of the population who is unable to drive or does not have access to a vehicle.

• **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 is a part of a larger plan that aims to provide both old and new areas of Horace the ability to access the growing commercial sector via alternative methods of transportation. Investment in public facilities that fosters a walkable community can increase land value and promote higher quality, well connected developments.

• **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.

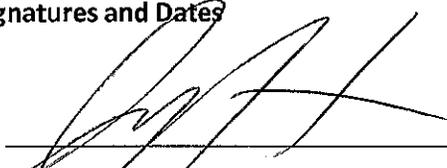
• **Cultural Resources - Are there any properties on or eligible to be on the National Register of Historic Places in the project vicinity?**

No.

• **Hazardous Waste - Are there any hazardous waste sites in the area?**

No.

16. Required Signatures and Dates

Contact Person:  _____

Date: October 31, 2022

MPO Official: _____

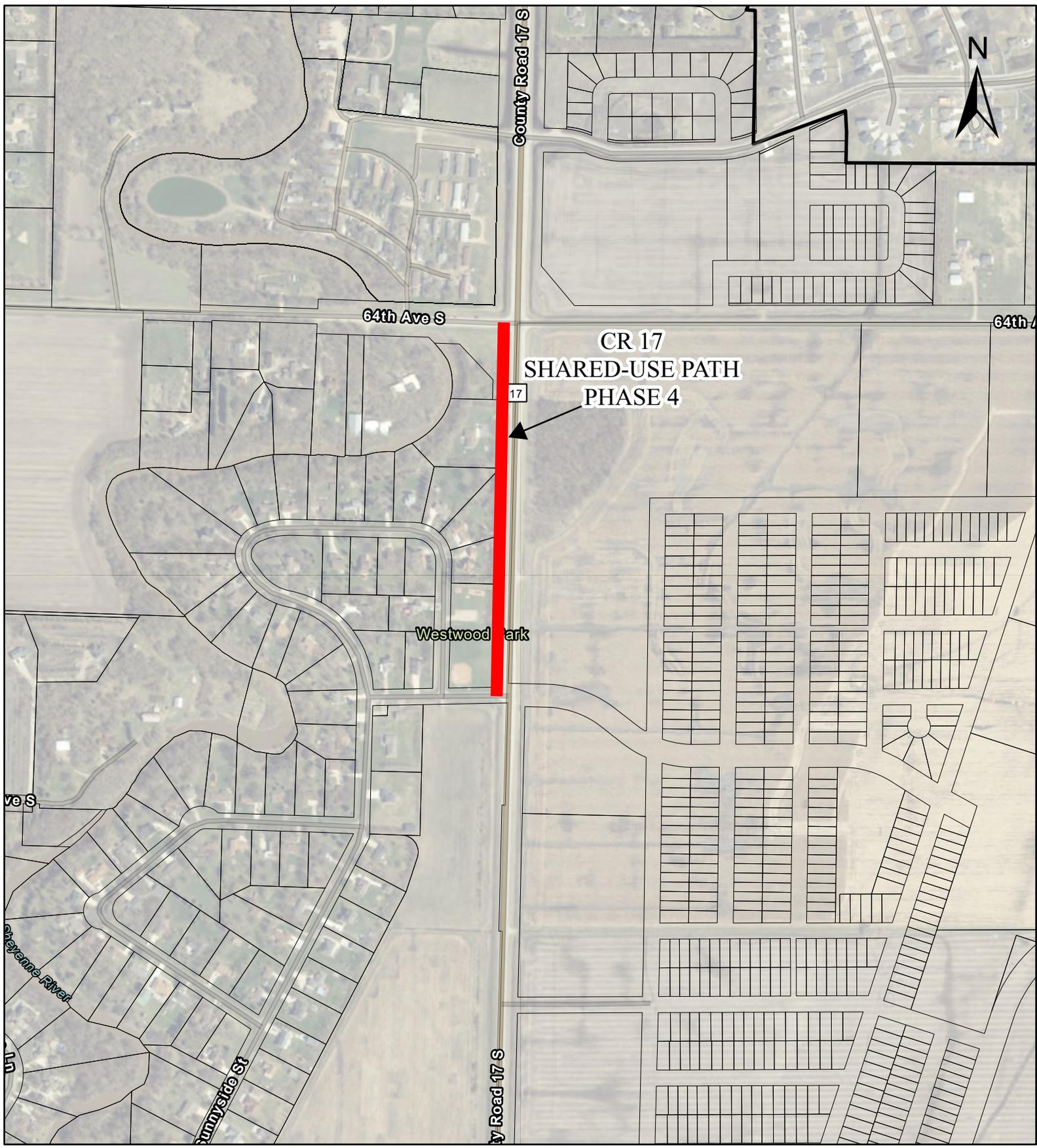
Date: _____

17. Attachments

- Attachment No. 1 – Project location Map
- Attachment No. 2 – Proposed Typical Section
- Attachment No. 3 – Shared Use Pathway Master Plan
- Attachment No. 4 – Engineer’s Opinion of Probable Cost
- Attachment No. 5 – Letters of Support

Attachment No. 1

Project Location Map



Project Location Map
CR 17 Shared-Use Path (Phase 4)
Horace, ND

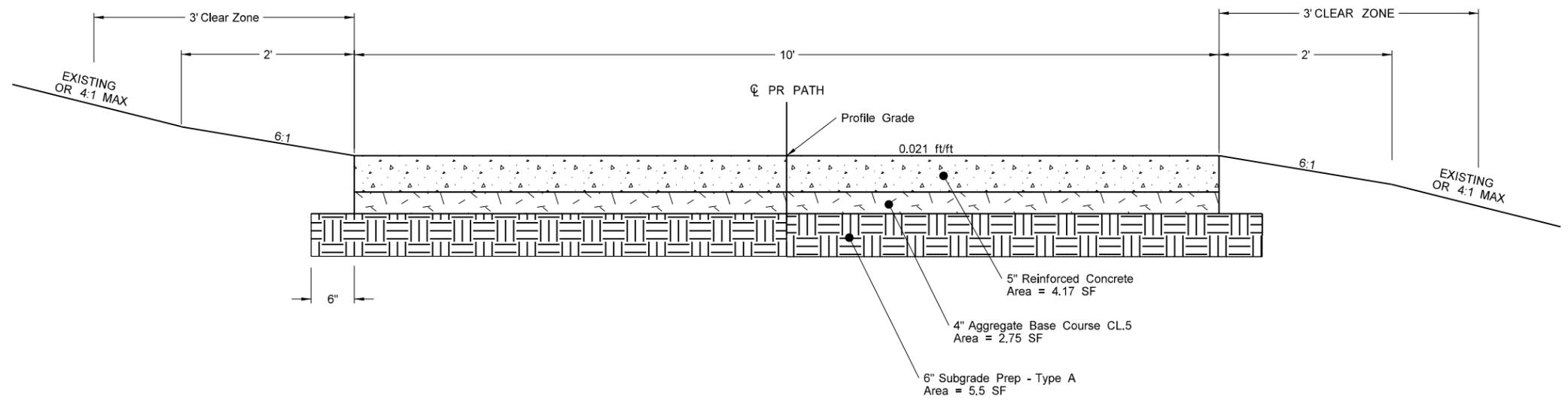


Esri Community Maps Contributors, County of Cass, ND, State of North Dakota, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, Fargo, North Dakota, Maxar

Attachment No. 2

Proposed Typical Section

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	CR 17 SUP - Phase 3	30	1



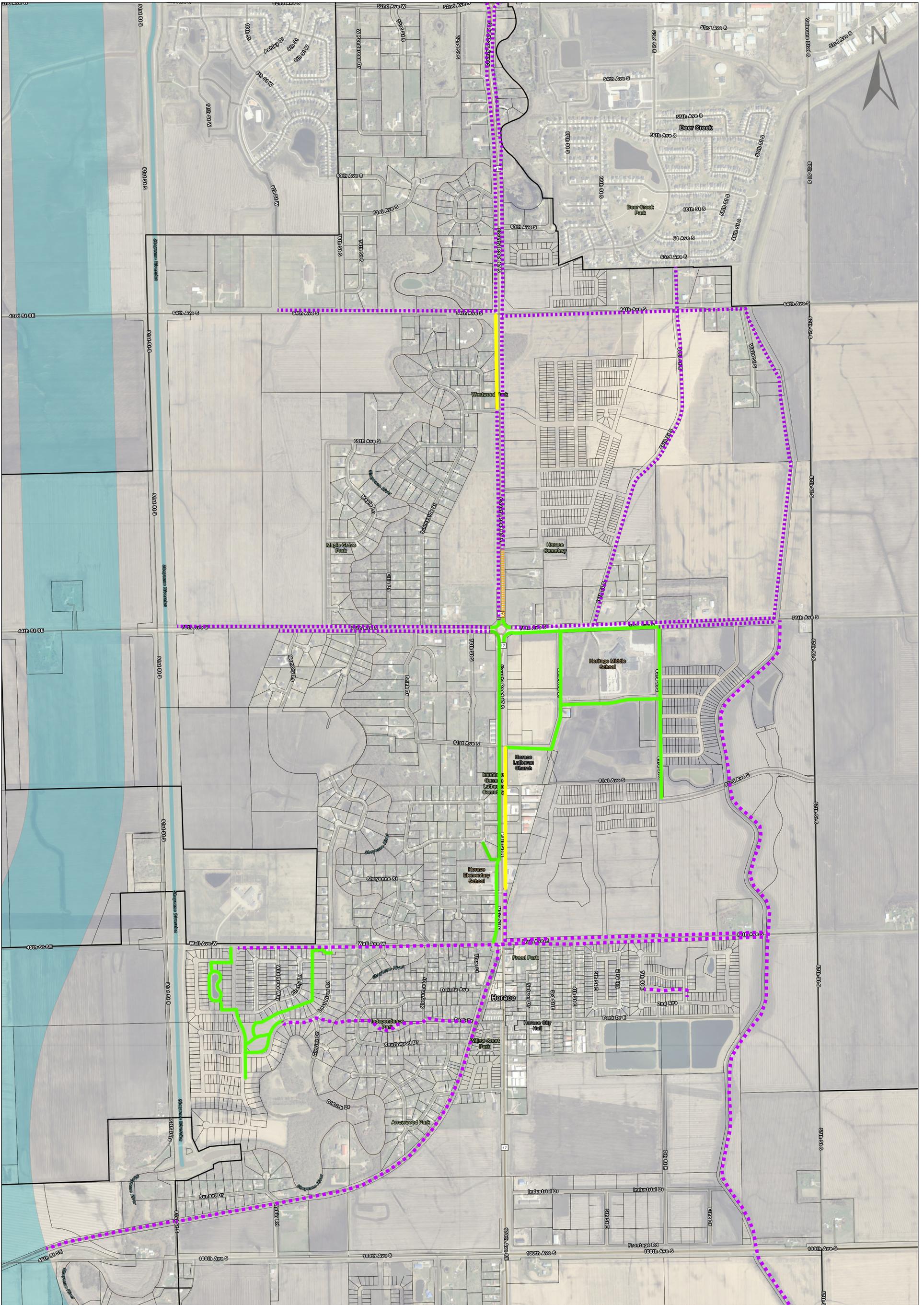
Proposed Typical Section
CR 17 Shared Use Path

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

Typicals
W20-03-103.34
City of Horace
North Dakota

Attachment No. 3

Shared Use Master Pathway Plan



City of Horace Shared Use Pathway Master Plan



- - - - - Proposed Shared Use Paths (Future)
- FY 2024-2025 TA Proposed Shared Use Paths
- Existing Shared Use Paths
- - - - - Planned Shared Use Path Construction - 2023

Esri Community Maps Contributors, County of Cass, ND, State of North Dakota, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, Fargo, North Dakota, Maxar

Attachment No. 4
Engineer's Opinion
of Probable Cost

**COUNTY ROAD 17 SHARED USE PATH - PHASE IV
TRANSPORTATION ALTERNATIVES GRANT APPLICATION 2024-2025
HORACE, NORTH DAKOTA - ER22-03-103.26**

ITEM No.	SPEC	CODE	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	EXTENDED PRICE
1	103	100	CONTRACT BOND	L SUM	1	\$ 2,500.00	\$ 2,500.00
2	201	330	CLEARING & GRUBBING	L SUM	1	\$ 5,000.00	\$ 5,000.00
3	202	132	REMOVAL OF BITUMINOUS SURFACING	SY	18	\$ 30.00	\$ 540.00
4	203	103	EMBANKMENT	CY	3000	\$ 15.00	\$ 45,000.00
5	203	125	REMOVE & SALVAGE TOPSOIL	CY	600	\$ 20.00	\$ 12,000.00
6	230	165	SUBGRADE PREPARATION-TYPE A-6IN	STA	16	\$ 500.00	\$ 8,000.00
7	251	100	SEEDING CLASS I	ACRE	2	\$ 7,500.00	\$ 15,000.00
8	253	201	HYDRAULIC MULCH	ACRE	2	\$ 6,500.00	\$ 13,000.00
9	261	106	FIBER ROLLS 6IN	LF	500	\$ 2.50	\$ 1,250.00
10	702	100	MOBILIZATION	L SUM	1	\$ 25,000.00	\$ 25,000.00
11	704	1000	TRAFFIC CONTROL SIGNS	UNIT	1100	\$ 2.50	\$ 2,750.00
12	704	1052	TYPE III BARRICADE	EA	4	\$ 200.00	\$ 800.00
13	704	1060	DELINEATOR DRUMS	EA	84	\$ 25.00	\$ 2,100.00
14	714	4105	PIPE CONDUIT 24IN	LF	30	\$ 250.00	\$ 7,500.00
15	714	5820	END SECT 24 IN	EA	4	\$ 1,000.00	\$ 4,000.00
16	750	2115	DETECTABLE WARNING PANELS	SF	40	\$ 75.00	\$ 3,000.00
17	754	110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	30	\$ 25.00	\$ 750.00
18	754	206	STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	160	\$ 15.00	\$ 2,400.00
19			TESTING LABORATORY SERVICES	EA	1	\$ 5,000.00	\$ 5,000.00
20	302	121	AGGREGATE BASE COURSE CL 5	CY	250	\$ 30.00	\$ 7,500.00
21	750	125	SIDEWALK CONCRETE 5IN	SY	1800	\$ 150.00	\$ 270,000.00

OPINION OF PROBABLE BID COST \$ 433,090.00

OPINION OF PROBABLE CONSTRUCTION COST \$ 433,090.00

DESIGN ENGINEERING \$ 65,000.00

CONSTRUCTION ENGINEERING \$ 87,000.00

OPINION OF PROBABLE PROJECT COST \$ 585,090.00

LOCAL

20% COST SHARE \$ 86,618.00

DESIGN ENGINEERING + CONSTRUCTION ENGINEERING \$ 152,000.00

FEDERAL

80% COST SHARE \$ 346,472.00

**Horace Application
County Rd 17 Shared Use Path Phase 5 -
3rd Ave N to 81st Ave S**

City of Horace FY 2024 – 2025 Transportation Alternative Grant Application

1. Project Name

County Road 17 Shared Use Path Phase 5

2. Project Location

The east side of County Road 17, from existing crosswalk directly north of the 3rd Avenue North and County Road 17 “T” Intersection to 81st Ave S

3. Project Contact

City of Horace

4. Contact Person

Jace Hellman
215 Park Drive E
Horace, ND 58047
(701) 552-1608
JHellman@CityofHorace.com

5. Project Sponsor

N/A

6. Sponsoring Official

N/A

7. Project Description

County Road shared-use path phase 5 is the planned construction of 10 foot wide, 5 inch thick concrete shared-use path with ADA compliant ramps at intersections and crossings adjacent to County Road 17, in Horace, ND. The project is proposed to run north and south for approximately 2366 ft on the east side of County Road 17. The project will terminate to the south at an existing crosswalk directly north of the 3rd Avenue North and County Road 17 “T” Intersection. There is an existing ramp that accesses a cross walk which connects to the existing shared-use pathway system and Horace Elementary on the west side of County Road 17. At this time, the current crosswalk, east bound, terminates into an extended

drive aisle extension that directs bicyclists and pedestrians into an active commercial parking lot. The north end of the project will connect into the existing shared-use pathway network on the south side of 81st Ave S, which provides access to Horace High School, Heritage Middle School, new housing development and several new commercial developments in the area.

Within the scope area of this project, County Road 17 is a 3-lane rural section road with a south bound right turn lane at the “T” intersection of 3rd Avenue and County Road 17. Right and left turn lanes are provided north bound at the intersection of 81st Avenue South and County Road 17. Currently, there is an existing shared-use pathway on the west side of County Road 17 that connects to Horace Elementary. This project is a part of a continued effort to provide a complete pedestrian network from 100th Ave. S. to 52nd Ave S. This project will immediately connect much of the established development on the west side of County Road 17 to the newer commercial and residential development, as well as Horace High School and Heritage Middle School. Additionally, this will eliminate the existing terminus of the cross walk that directs pedestrians into the commercial parking lot to continue to the north. This phase of the County Road 17 shared-use path project will provide a safe and direct route for the high school and middle school age kids who live on the west side of County Road 17 and provide the elementary school age kids who live on the east side of County Road 17 a safe and direct route to school as well.

8. Project Cost

The Project is estimated to have a total construction cost of \$590,140.00. See attachment 4 for the Engineer’s estimate prepared by Interstate Engineering

- A. 80% Federal = \$472,112.00
- B. 20% Local = \$118,028.00
- C. The Preliminary Engineering and Construction Engineering will be paid for by the City of Horace. Preliminary Engineering costs are estimated to be \$88,500.00 and Construction Engineering costs are estimated to be \$118,000.00.

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 nonmotorized 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

G. 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.

10. Supporting Data

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

Yes. The Horace 2045 Comprehensive and Land Use Plan, the City's Bicycle and Pedestrian Master Plan and the current draft of the Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan all identify the plan for bicycle and/or pedestrian facilities along County Road 17.

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

Yes. This project is a part of continued effort to expand bicycle and pedestrian facilities along County Road 17.

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

This project is a piece of the larger pedestrian and bicycle network that the City of Horace is striving to achieve along County Road 17. 10 foot wide shared-use pathways are continually being implemented in conjunction with new roadway projects, and previous phases of the County Road 17 shared-use pathway network are already constructed, in construction, or will be constructed in the near future.

• 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 Horace 2045 Comprehensive and Transportation plan, encourages and enables the City to work with stakeholders to pursue this project. 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.” The City has also procured letters of support from partner agencies and organizations with an interest in promoting safe transportation alternatives in the City of Horace. These agencies include the West Fargo School District, the Horace Fire Protection District, the Lion’s Club, Cass County Sheriff’s Office, Horace Community Seniors, and the Horace Park District.

11. Public Accessibility

City of Horace

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 will provide for a much-needed bike and pedestrian facility along a major corridor within the City of Horace. This section provides a direct connection between the established neighborhoods and

newer developing neighborhoods. As direct result of this project, there will be a direct connection for pedestrians and bicyclist to access all three school facilities located in Horace. Additionally, this provides direct pedestrian and bicycle access to the City's actively growing commercial areas.

• **Farmland - If any farmlands are to be used for this project, identify what their present usage is.**

None.

• **Social - Describe the project's impact upon the neighborhood and community.**

Increasing opportunities for walking and biking throughout the community can have broad social benefits. This project promotes public health as it expands the network for an individual to walk or bike. There is also an equity component to this project as well as it expands transportation options to access services, areas of commerce, planned community gathering spaces and amenities for the portion of the population who is unable to drive or does not have access to a vehicle.

• **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 is a part of a larger plan that aims to provide both old and new areas of Horace the ability to access the growing commercial sector via alternative methods of transportation. Investment in public facilities that fosters a walkable community can increase land value and promote higher quality, well connected developments.

• **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.

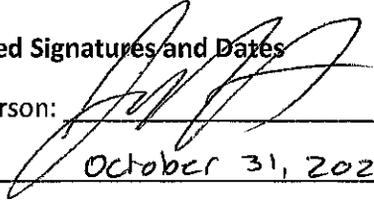
• **Cultural Resources - Are there any properties on or eligible to be on the National Register of Historic Places in the project vicinity?**

No.

• **Hazardous Waste - Are there any hazardous waste sites in the area?**

No.

16. Required Signatures and Dates

Contact Person:  _____

Date: October 31, 2022

MPO Official: _____

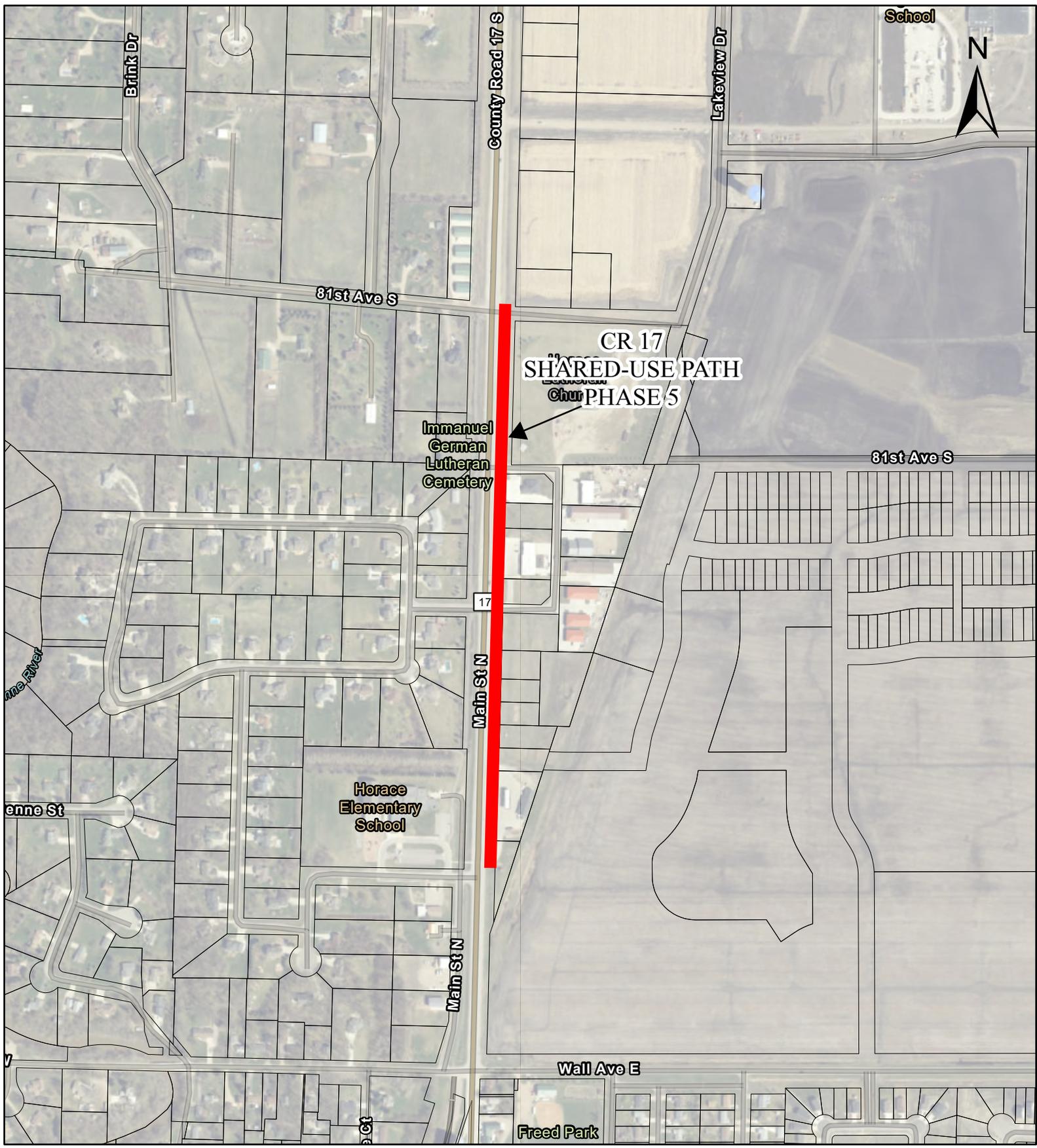
Date: _____

17. Attachments

- Attachment No. 1 – Project location Map
- Attachment No. 2 – Proposed Typical Section
- Attachment No. 3 – Shared Use Pathway Master Plan
- Attachment No. 4 – Engineer’s Opinion of Probable Cost
- Attachment No. 5 – Letters of Support

Attachment No. 1

Project Location Map



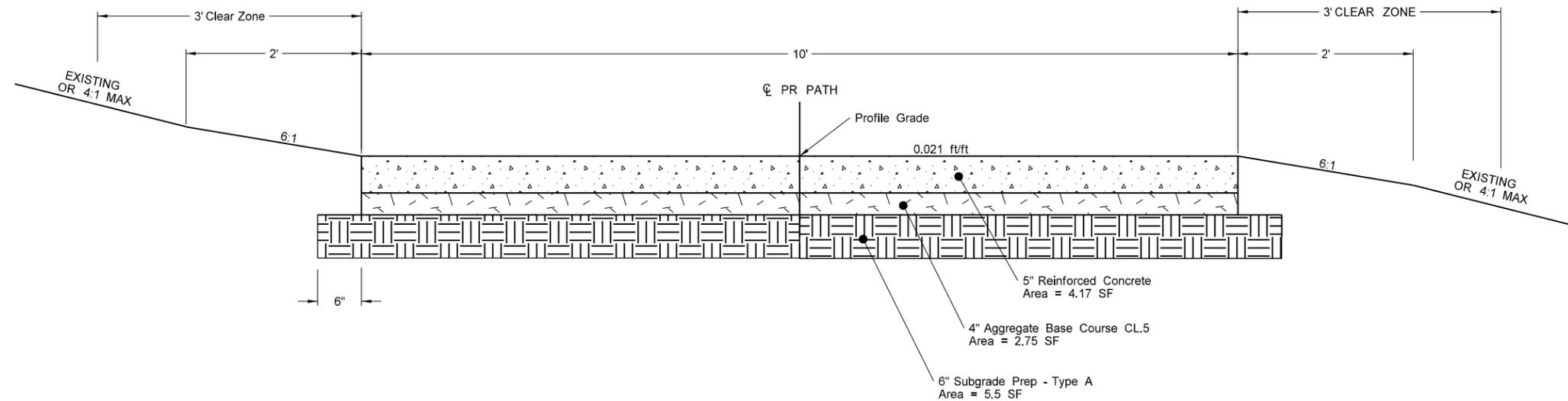
Project Location Map
CR 17 Shared-Use Path (Phase 5)
Horace, ND



Esri Community Maps Contributors, County of Cass, ND, State of North Dakota, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, Fargo, North Dakota, Maxar

Attachment No. 2

Proposed Typical Section



Proposed Typical Section
CR 17 Shared Use Path

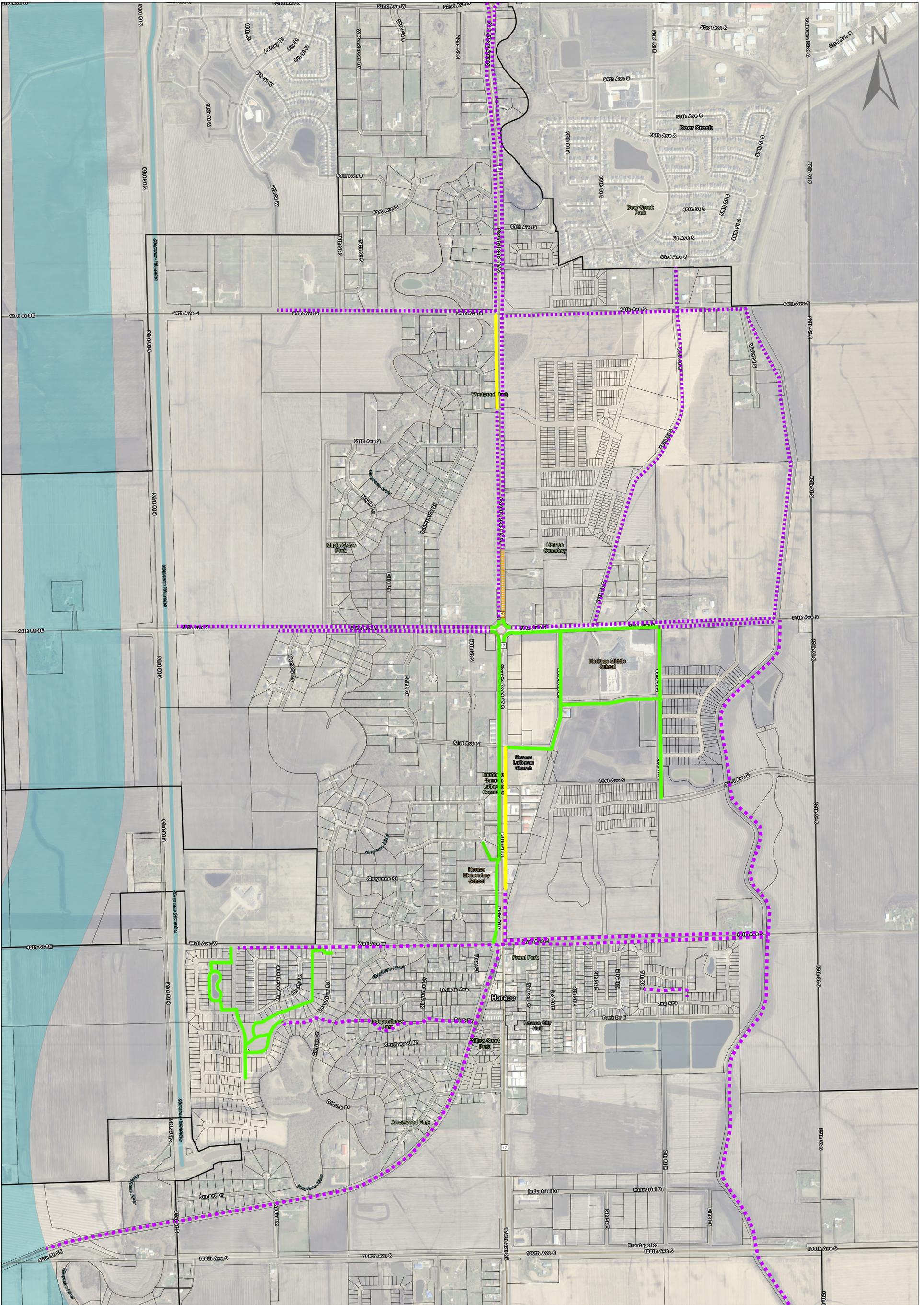
This document is preliminary and not for construction or implementation purposes.

Typicals

W20-03-103.34
City of Horace
North Dakota

Attachment No. 3

Shared Use Master Pathway Plan



City of Horace Shared Use Pathway Master Plan



- - - - - Proposed Shared Use Paths (Future)
- FY 2024-2025 TA Proposed Shared Use Paths
- Existing Shared Use Paths
- - - - - Planned Shared Use Path Construction - 2023

Esri Community Maps Contributors, County of Cass, ND, State of North Dakota, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, Fargo, North Dakota, Maxar

Attachment No. 4
Engineer's Opinion
of Probable Cost

**COUNTY ROAD 17 SHARED USE PATH - PHASE V
TRANSPORTATION ALTERNATIVES GRANT APPLICATION 2024-2025
HORACE, NORTH DAKOTA - ER22-03-103.26**

ITEM No.	SPEC	CODE	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	EXTENDED PRICE
1	103	100	CONTRACT BOND	L SUM	1	\$ 5,000.00	\$ 5,000.00
2	201	330	CLEARING & GRUBBING	L SUM	1	\$ 2,500.00	\$ 2,500.00
3	202	132	REMOVAL OF BITUMINOUS SURFACING	SY	18	\$ 30.00	\$ 540.00
4	203	103	EMBANKMENT	CY	1550	\$ 15.00	\$ 23,250.00
5	203	125	REMOVE & SALVAGE TOPSOIL	CY	1100	\$ 20.00	\$ 22,000.00
6	230	165	SUBGRADE PREPARATION-TYPE A-6IN	STA	25	\$ 500.00	\$ 12,500.00
7	251	100	SEEDING CLASS I	ACRE	1.5	\$ 7,500.00	\$ 11,250.00
8	253	201	HYDRAULIC MULCH	ACRE	1.5	\$ 6,500.00	\$ 9,750.00
9	261	106	FIBER ROLLS 6IN	LF	1000	\$ 2.50	\$ 2,500.00
10	702	100	MOBILIZATION	L SUM	1	\$ 25,000.00	\$ 25,000.00
11	704	1000	TRAFFIC CONTROL SIGNS	UNIT	1500	\$ 2.50	\$ 3,750.00
12	704	1052	TYPE III BARRICADE	EA	8	\$ 200.00	\$ 1,600.00
13	704	1060	DELINEATOR DRUMS	EA	100	\$ 25.00	\$ 2,500.00
14	750	150	SIDEWALK TRENCH DRAIN	EA	8	\$ 750.00	\$ 6,000.00
15	750	2115	DETECTABLE WARNING PANELS	SF	140	\$ 75.00	\$ 10,500.00
16	754	110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	100	\$ 25.00	\$ 2,500.00
17	754	206	STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	350	\$ 15.00	\$ 5,250.00
18			TESTING LABORATORY SERVICES	EA	1	\$ 5,000.00	\$ 5,000.00
19	302	121	AGGREGATE BASE COURSE CL 5	CY	375	\$ 30.00	\$ 11,250.00
20	750	125	SIDEWALK CONCRETE 5IN	SY	2850	\$ 150.00	\$ 427,500.00

OPINION OF PROBABLE BID COST \$ 590,140.00

OPINION OF PROBABLE CONSTRUCTION COST \$ 590,140.00

DESIGN ENGINEERING \$ 88,500.00

CONSTRUCTION ENGINEERING \$ 118,000.00

OPINION OF PROBABLE PROJECT COST \$ 796,640.00

LOCAL

20% COST SHARE \$ 118,028.00

DESIGN ENGINEERING + CONSTRUCTION ENGINEERING \$ 206,500.00

FEDERAL

80% COST SHARE \$ 472,112.00

**West Fargo Application
Sheyenne River Pedestrian Bridge**

2024
2025

CITY OF WEST FARGO

Sheyenne River

Pedestrian Bridge

Connecting Sheyenne Street to
Veterans Boulevard via 23rd Avenue East

TRANSPORTATION ALTERNATIVE PROGRAM APPLICATION

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

CITY OF WEST FARGO SHEYENNE RIVER PEDESTRIAN BRIDGE

CITY OF WEST FARGO

1. Project Name

Sheyenne River Pedestrian Bridge connecting Sheyenne Street to Veterans Boulevard.

2. Project Location

At the intersection of Sheyenne Street and the Sheyenne River and West Fargo Diversion and crossing the Sheyenne River into to an existing trail network at 23rd Avenue East. Please refer to the attached map.

3. Project Contact

City of West Fargo Engineering

4. Contact Person

Daniel Hanson, PE, City Engineer
City of West Fargo
800 4th Ave E
West Fargo ND 58078
701.433.5425
daniel.hanson@westfargond.gov

5. Project Sponsor

City of West Fargo

6. Sponsoring Official

Daniel Hanson, PE, City Engineer
City of West Fargo
800 4th Ave E
West Fargo ND 58078
701.433.5425
daniel.hanson@westfargond.gov

7. Project Description

The project would create a much needed connection over the Sheyenne River between the eastern portion of West Fargo and the western portion of West Fargo south of Interstate 94. This project would essentially connect the trail network of Veteran's Boulevard with that of Sheyenne Street providing a major increase in access for the public to recreational facilities, civic opportunities, and commerce. The project would include accessibility measures consistent with the American with Disabilities Act of 1990 and provide wayfinding measures

to highlight the trail network and the accessibility from the new multi-use path network along Sheyenne Street to Rivers Bend Park.

8. Project Cost

The total opinion of probable cost for construction of this project is \$761,450. Cost breakdown as proposed under an 80% Federal and 20% local funding ratio would be a **\$609,160 Federal share** leaving a \$152,290 local share of eligible costs. The detailed estimate completed by Andrew Wrucke 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 identified in the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan and is included in the West Fargo Comprehensive Plan – West Fargo 2.0.

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 provides increased non-motorized connectivity to the City's multi-modal network of streets. It provides residents the ability to enjoy recreational amenities and also officers the ability for those who use the trail network for commerce, essential services, and civic functions.

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 and West Fargo Park District 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?

No additional property or right of way will be needed for this project.

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 of increased accessibility to an established park facility. Positive impact for increased connection across the Sheyenne River.
- Economic – The project is anticipated to increase economic activity by providing an additional connection between commercial and residential areas connected by trail.
- 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

Daniel Hanson, PE, City Engineer - City of West Fargo

Date

MPO Official

Cindy Gray, AICP, Executive Director - FM Metro COG

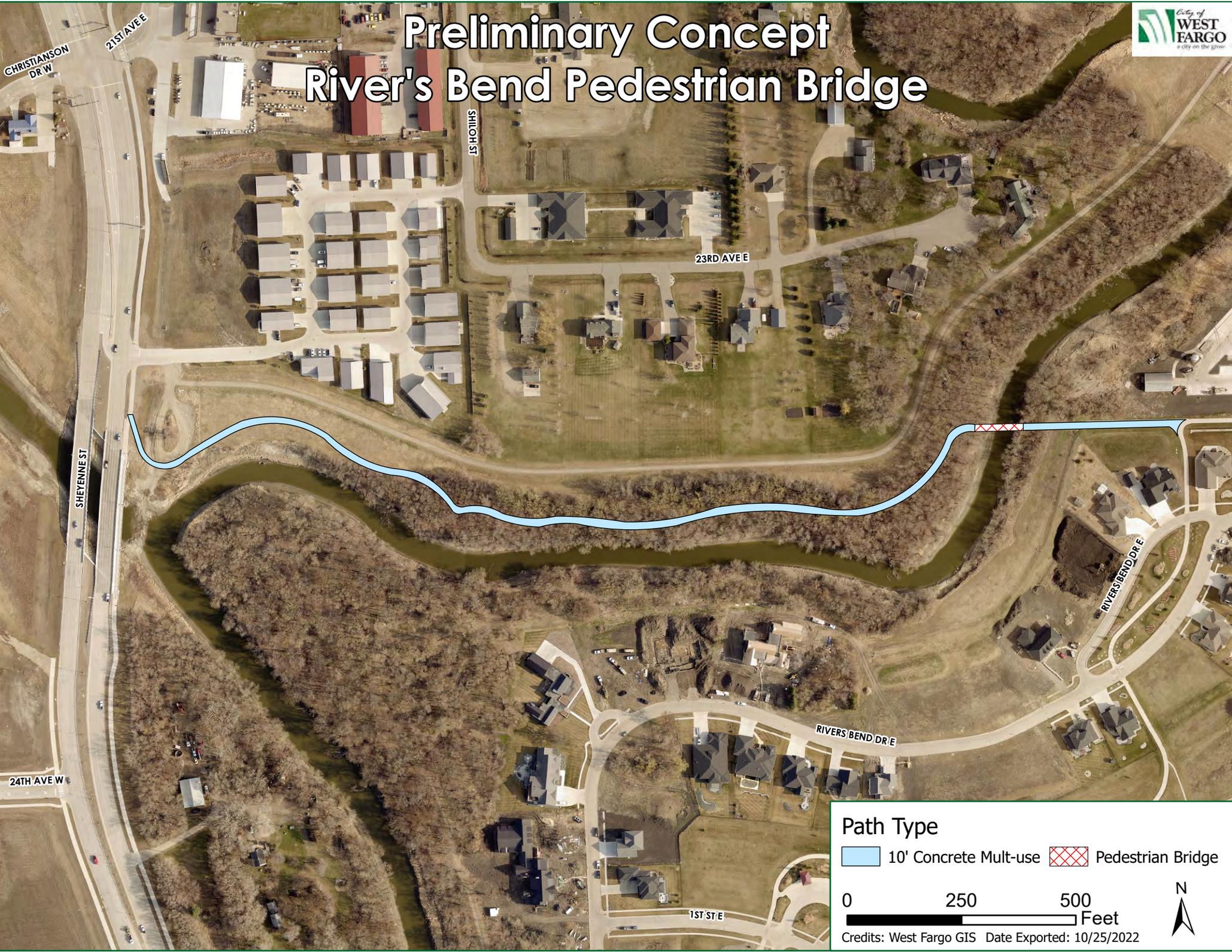
Date

IMPROVEMENT PROJECT NO. XXXX
Rivers Bend - Pedestrian Path and Bridge
WEST FARGO ND

Engineer's Opinion of Probable Cost - Updated 08/2022

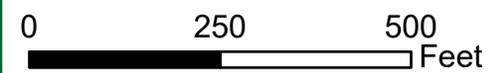
<i>ITEM</i>	<i>UNIT</i>	<i>QUANTITY</i>	<i>UNIT PRICE</i>	<i>TOTAL</i>
1. Temporary Haul Road	SY	6,000	\$12.00	\$72,000.00
2. Clearing & Grubbing	LSum	1	\$25,000.00	\$25,000.00
3. Curb & Gutter	LF	50	\$25.00	\$1,250.00
4. Curb Ramp - 6" Concrete	Each	2	\$750.00	\$1,500.00
5. Detectable Warning Panel	SF	40	\$60.00	\$2,400.00
6. Multi-Use Path - 5" Concrete	SY	2,400	\$85.00	\$204,000.00
7. Sign	Each	4	\$250.00	\$1,000.00
8. Cleaning	LSum	1	\$7,500.00	\$7,500.00
9. Storm Water Management	LSum	1	\$7,500.00	\$7,500.00
10. Traffic Control	LSum	1	\$10,000.00	\$10,000.00
11. Inlet Protection Device	Each	2	\$150.00	\$300.00
12. Sedimentation Control Fence	LF	5,000	\$3.50	\$17,500.00
13. Rock Construction Entrance	Each	1	\$1,500.00	\$1,500.00
14. Topsoil Stripping - 6"	CY	500	\$5.00	\$2,500.00
15. Seeding - Type II	SY	600	\$1.00	\$600.00
16. Mulch - Type B - Hydromulch	SY	600	\$1.00	\$600.00
17. Mowing	Week	6	\$1,000.00	\$6,000.00
18. Watering	Week	6	\$1,000.00	\$6,000.00
19. Bridge Structure	Each	1	\$300,000.00	\$300,000.00
20. Mobilization	LSum	1	\$25,000.00	\$25,000.00
			Construction Subtotal	\$692,150.00
			Contingencies	\$69,300.00
			Total Construction	\$761,450.00
			Engineering	\$76,200.00
			Legal & Administration	\$30,500.00
			TOTAL PROJECT	\$868,150.00
			State and Federal Funding	\$609,160.00
			City Cost Share (Const)	\$152,290.00

Preliminary Concept River's Bend Pedestrian Bridge



Path Type

 10' Concrete Multi-use  Pedestrian Bridge



Credits: West Fargo GIS Date Exported: 10/25/2022

