

Metropolitan Bicycle and Pedestrian Committee
Wednesday, December 13, 2023 – 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 August 16th, 2023 meeting - **Attachment** Action Item
3. Public input opportunity Public Input
4. Review & scoring of urban TA applications - **Attachment** Action Item
5. Review & scoring of rural TA applications - **Attachment** Action Item
6. 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/j/81760610287?pwd=MDE4R2Y5cm5MTnE1dnF0dHVIM2ZoUT09>

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

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122nd Metropolitan Bicycle and Pedestrian Committee Meeting
August 16th, 2023 – 3:00pm
Hybrid Meeting – Virtual / In-person (Metro COG Conference Room)

Members Present

Dan Farnsworth, Chair, Metro COG
Aaron Murra, NDDOT - Fargo District
Payton Mastera, City of Dilworth
Andrew Wrucke, City of West Fargo Engineering
Cheryl Stetz, Cass County Public Health
Joe Anderson, City of Fargo Police
Patrick Hollister, PartnerSHIP 4 Health
Forrest Steinhoff, City of Moorhead Planning
Jeremy Gorden, City of Fargo Engineering
Kurt Kopperud, Citizen Representative
Rosemary Bruce-White, MnDOT – District 4
Maegin Elshaug, City of Fargo Planning
Jonathan Atkins, City of Moorhead Engineering

Others Present:

Rocky Schneider, Fargo Planning Commission/Metro COG Policy Board
Paul Bervik, Metro COG
Ayden Schaffler, Metro COG
Ben Griffith, Metro COG
Blue Weber, Citizen
Greg (Tehven), Citizen/Community Organizer

1. Welcome and Introductions

The meeting began at 3:04 pm. Both virtual and in-person attendees introduced themselves.

2. Approve minutes from February 15th, 2023 meeting

A motion to approve the February 15th minutes was made by P. Mastera and seconded by M. Elshaug. The minutes were passed unanimously with no edits.

3. Public input opportunity

One member from the public was present at the meeting but no public comments were made.

4. Project updates

DGF Safe Routes to School Plan

D. Farnsworth gave the Committee a brief update on the status of the Dilworth-Glyndon-Felton Safe Routes to School Plan. The plan is now complete with the adoption of the plan scheduled for the next day (Aug 17th) at Metro COG's Policy Board meeting. Farnsworth showed the Committee where they could find the plan online.

Clay County Heartland Trail

D. Farnsworth provided an update on the status of the Clay County Heartland Trail. Metro COG will be kicking off a \$250,000 consultant-led study of the Clay Co Heartland Trail in the beginning of 2024. Metro COG is just starting the RFP and hopes to release it in a month or two.

Farnsworth also noted that advocates of the Heartland Trail (in Clay, Becker, and Hubbard Counties) and working with the MN Legislature on bonding bill funding for the Heartland Trail from Park Rapids to Moorhead to the tune of \$1.875 Million.

5. Future automated bike/ped counter locations

P. Bervik of Metro COG provided a background of Metro COG's current bicycle and pedestrian counting program. He discussed where the existing automated counters are located and where annual manual counts are conducted. Bervik noted that Metro COG plans to purchase one to two automated counters each year and is looking to discuss with the Committee where those counters should be located.

A map was provided of 11 locations Metro COG feels are worth considering. There was then discussion by Committee members of some locations. J. Atkins suggested that the proposed counter in southeast Moorhead could be located along the path between Village Green Blvd and 20th St. Atkins also noted that the counter near Horizon Middle School could be located further west along the path on the south side of 12th Ave as the path might be grade separated under 34th St in the future. He also feels there would be value in placing a counter on 11th St to see how many people are utilizing the 11th St corridor between north Moorhead and MB Johnson Park.

D. Farnsworth noted that the current technology isn't able to count bikes/pedestrians located on the street (non-protected bike lanes, wide shoulders) as the counters would also count vehicles.

A. Wrucke felt it wasn't necessary to have both the downtown Sheyenne St and drain 45 counters as similar users might be using both corridors. He felt an east-west corridor could have a counter instead of both downtown Sheyenne and drain 45.

P. Mastera noted that he'll think of a good place for a counter in Dilworth.

Metro COG will ask the Committee to provide any feedback of counter locations within the next few days and then Metro COG will incorporate any feedback into a survey, which will be sent to the Committee to rank the counter locations. These rankings will be used to determine which locations to install the counters first.

6. TA / CRP / STBG funding solicitation update

D. Farnsworth notified the Committee that Metro COG is planning to send out a joint solicitation for TA (Transportation Alternatives), CRP (Carbon Reduction Program), and STBG (Surface Transportation Block Grant). The tentative schedule is to open up this solicitation in early October and have applications submitted by late November.

7. 2024 – 2025 Bike/Ped Committee citizen rep

The citizen representative position for the Metropolitan Bicycle & Pedestrian Committee serves a two-year term. The current representative, Kurt Kopperud's, term is scheduled to expire December 31st, 2023 and a new representative is planned to assume the position January 1st, 2024. However, Metro COG is open to discussing whether the citizen representative term should be longer than two years.

The Committee discussed if it would be beneficial to extend the term length of the citizen representative seat, and it was decided to keep the length as two years but give the representative the option of two additional years if they so choose. It was also suggested that it may be beneficial to have two citizen representatives.

It was ultimately decided that there would be two citizen representatives and the years of the appointment would stagger. Therefore, every year there would be the solicitation for a new citizen representative and each representative would serve a two-year term. However, at the end of their two-year term, the opportunity would be given to the representative to serve an additional two years if they choose. If they choose to serve another term, another representative will not be solicited. If they wish not to serve another term, Metro COG will solicit for a new citizen representative. A motion to move forward with this procedure was made by J. Atkins and seconded by P. Mastera. The motion was passed unanimously.

K. Kopperud wishes to serve another two years. Therefore, his term will expire on December 31, 2025 and Metro COG will not solicit for another citizen rep until next year.

8. Recreation Summit

Rocky Schneider, a member of the Fargo Planning Commission and the Metro COG Policy Board, notified the Committee about a planned event scheduled for October 12th called the Recreation Summit. R. Schneider and Greg Tehven are helping coordinate this even which might be a four-hour event which could include speakers from ND Parks, ND Skateboarding

Association, FM Trailbuilders, Fargo Parks, Detroit Mountain, Norris Design, and Kelly Magelky – an acclaimed mountain biker.

The purpose of the Summit would be to get the public excited and involved in outdoor recreation and to help fund a mountain biking park (pump tracks) which could be located in Fargo.

Schneider is seeking ideas and feedback from the Bicycle & Pedestrian Committee. The Committee also has connections to the bicycle community and can assist in getting the word out. Schneider mentioned that committee members can email him or D. Farnsworth with any ideas or suggestions.

9. Other business

There was no additional business. The meeting was adjourned at 4:13 pm.



To: Bicycle & Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: December 8, 2023
Re: **Urban Transportation Alternatives Applications**

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

Metro COG received a total of nine urban TA applications, all located on the ND side of Metro COG planning area. Below is a description of each application. **Attached** is the scoring matrix which will be finalized at the meeting. Also **attached** are all the applications.

Cass County – County Rd 81 / S. University Dr Shared Use Path

Cass County is seeking funding to reconstruct the shared use path along CR 81/S. University Drive from 54th Ave S to 88th Ave S in south Fargo. The existing asphalt path was constructed in 1997 and overlaid in 2001. Since 2001 no other improvements have been made to the path. This project will replace the existing path with a new concrete facility. The total length of the project is approximately 2.9 miles.
Cost: \$2,023,400 construction total; \$850,000 requested from TA

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

The City of Fargo is seeking funding to construct a shared use path along the west side of Drain 27 from approximately 52nd Ave S to 59th Ave S, connecting to the Deer Creek neighborhood. This path would connect to the existing path network along both Drain 27 and 52nd Ave S. The length of the path would be approximately 0.85 miles
Cost: \$928,459 construction total; \$742,767 requested from TA

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

The City of Fargo in cooperation with the Fargo Park District is seeking funding to construct a shared use path along the north side of the Deer Creek development in south Fargo. This 0.4-mile path would connect the proposed Drain 27 Phase 1 path to 63rd St, connecting to the Deer Creek Elementary School. Neighborhood connections would also be made.
Cost: \$609,445 construction total; \$487,556 requested from TA

City of Fargo – Low Level Drain 53 Crossing

The City of Fargo is seeking funding to construct a shared use path and drain crossing across Drain 53 in south Fargo. This crossing in the vicinity of 58th Ave S would fill a missing gap between two paths that run along opposite sides of the drain and terminate at this location. This 0.15-mile project would cross the drain using culverts thereby not impeding functions of the drain.
Cost: \$938,821 construction total; \$751,057 requested from TA

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

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

Cost: \$891,344 construction total; \$713,075 requested from TA

City of Fargo – Water Reclamation Plant Shared Use Path

The City of Fargo is seeking funding to construct a shared use path between N Broadway and the soon-to-be constructed Bison Village Shared Use Path. This 0.2-mile path will run east-west on the south side of the Water Reclamation Plant. This connection will replace the existing path which runs along Kandi Lane and Broadway, which is plagued by slope stability issues due to its proximity to the Red River.

Cost: \$370,000 construction total; \$296,000 requested from TA

City of Horace – 76th Ave Shared Use Path, County Rd 17 to Brink Dr

The City of Horace is seeking funding to construct a shared use path along the south side of 76th Ave S from the existing facilities at the 76th Ave & CR 17 roundabout to Bring Dr. This ¼ mile path will connect to approximately 200 homes which currently don't have a connection to any bicycle or pedestrian facilities. This path would connect to a path network leading to Horace Elementary, Heritage Middle, and Horace High Schools, along with other destinations.

Cost: \$519,002 construction total; \$331,201 requested from TA

City of Horace – County Rd 17 Shared Use Path, 81st Ave to 76th Ave

The City of Horace is seeking funding to construct a shared use path along the east side of County Rd 17 from 81st Ave S to 76th Ave S. While there is an existing path on the west side of CR 17, this 1/3-mile path would allow residents on the east side of CR 17 to not need to cross the busy roadway to reach their destinations.

Cost: \$646,830 construction total; \$413,464 requested from TA

City of West Fargo – Rivers Bend Multi-Use Path

The City of West Fargo is seeking funding to construct a shared use path and Sheyenne River crossing between the eastern portion of West Fargo and the western portion of West Fargo, south of I-94. This 0.45-mile project would connect the trail networks in the River's Bend neighborhood with the trail network along Sheyenne St. As part of this project, a bridge would be constructed to cross the Sheyenne River. Currently there are no bicycle/pedestrian crossing of the Sheyenne River between 13th Ave and 32nd Ave, which is a distance of 2 miles.

Cost: \$1,000,000 construction total; \$500,000 requested from TA

Requested Action:

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

TA Project Evaluation - Urban - Cass Co, Horace, West Fargo Projects

2045 MTP Goal	TA Evaluation Criteria			Cass Co - CR 81 Shared Use Path Replacement		Horace - 76th Ave Path - CR 17 to Brink Dr.		Horace - CR 17 Path - 81st Ave to 76th Ave		West Fargo - Rivers Bend Path	
	Question	Evaluation instructions	Points	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
	Is the project located within 1/2 mile radius of a K-8 public school?	Measure from outermost perimeter of school building.	10	10	0.37 mi from Bennett Elementary	10	0.37 mi from Heritage Middle School	10	0.31 mi from Heritage Middle School	10	Within 1/2 mi from Brooks Harbor Elementary & Freedom Elementary
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	Commercial properties located at 5990 14th St. (0.03 mi). 29-unit apartment at 1251 54th Ave S (0.01 mi).	10	0.25 mi from apartment building and 0.24 mi from commercial building	10	0.06 mi from apartment building and 0.02 mi from commercial building	0	Commercial nearby but 0.28 mi from nearest 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	5	5	Local match will come from both Cass Co and City of Fargo. Ownership will be both Cass Co and Fargo.	0	Horace 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	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.
	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	0	2018 Cass Co Comp Plan, Cass Co Comp Highway & Bridge 5 Year Plan - 'need for improvements'	10	Shown in 2022 FM Bike-Ped Plan & Horace Comprehensive Plan	10	Shown in 2022 FM Bike-Ped Plan & Horace Comprehensive Plan	10	Shown in 2022 FM Bike-Ped Plan & West Fargo Comprehensive 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	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
Economic Development & 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	0	No MATBUS route nearby	0	0.46 mi from Route 24
	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	Within EJ area.	0	Outside of any EJ area. But MIGHT be considered adjacent	5	Within/adjacent to an EJ area.	0	Outside of any EJ area. But MIGHT be considered adjacent
Total Points				40	-	40	-	45	-	30	-

TA Project Evaluation - Urban - Fargo Projects

2045 MTP Goal	TA Evaluation Criteria			Fargo - Drain 27 Deer Creek Path - Phase 1		Fargo - Drain 27 Deer Creek Path - Phase 2		Fargo - Low level Drain 53 crossing at Silverleaf		Fargo - Path near wastewater treatment		Fargo - Drain 53 path from 64th Ave S to 73rd Ave S	
	Question	Evaluation instructions	Points	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?	<i>Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.</i>	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
	Is the project located within 1/2 mile radius of a K-8 public school?	<i>Measure from outermost perimeter of school building.</i>	10	10	0.45 mi from Deer Creek Elementary	10	Within 0.07 mi from Deer Creek Elementary	0	No public school located within 1/2 from project	10	Within 0.48 mi from McKinley Elementary	0	No K-8 public school located within 1/2 from 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?	<i>Per jurisdiction's zoning maps</i>	10	0	Within 1/4 mi of existing commercial but no multi-dwelling (3-plex or greater) nearby	0	Within 1/4 mi of existing commercial but no multi-dwelling (3-plex or greater) nearby	0	Within 1/4 mi of existing multi-dwelling residential but no commercial nearby	10	Within 1/4 mi of existing multi-dwelling residential (apartments) and commercial.	0	No existing multi-dwelling residential or commercial within 1/4 mi.
	Is the project part of a multi-jurisdictional planning effort/initiative?	<i>This criteria is designed to be a project partnership between two separate jurisdictions such as City of Fargo and City of Moorhead. This criteria is not intended to be for partnerships between a city or school district, city and park district, or the county sponsorship of <5,000 population</i>	5	0	Fargo project only	0	Fargo project only	0	Fargo project only	0	Fargo project only	0	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?	<i>Refer to Figure 4.24 in the 2045 MTP Plan. Low and moderate shown in blue and yellow. If project is in two zones, chose the zone in which the majority of the project is</i>	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.
	Is the project consistent with recommendations of a completed corridor, comprehensive, or other planning study?	<i>These would be studies or plans that would be approved by a governing body, and would ideally have obtained public input as part of the study or plan.</i>	10	10	Shown in 2022 FM Bike-Ped Plan	10	Shown in 2022 FM Bike-Ped Plan	10	Shown in 2022 FM Bike-Ped Plan	10	Shown in 2022 FM Bike-Ped Plan	10	Shown in 2022 FM Bike-Ped Plan
	Is the project located in an area with high or medium levels of vehicle trip density?	<i>High trip density = 50+ trips/acre Medium trip density 25 to 50 trips/acre Refer to maps developed for F-M area. Saved in TA folder. If project is in two zones, choose the zone in which the majority of the project is located.</i>	High trip density: 10 points Med trip density: 5 points	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre
	Does the project make a systematic effort to conserve natural resources	<i>Per FHWA TA eligibility, this criteria would include: vegetation management, environmental mitigation related to stormwater, and habitat connectivity. Any of these items would need to be identified in the application/letter of intent in order to receive points.</i>	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
Economic Development & Transportation Decisions	Is the project within 1/4 mile of a MATBUS route corridor?	<i>This is measured from any portion of the project.</i>	5	0	No MATBUS route nearby	0	No MATBUS route nearby	0	No MATBUS route nearby	5	Within 0.16 mi of Route 13	0	No MATBUS route nearby
	Is the project located within one of Metro COG's environmental justice (EJ) areas?	<i>Use latest Metro COG environmental justice map. Project is within or directly adjacent to EJ area</i>	5	0	EJ map indicates EJ area is on west side of 58th St, not east side	0	Outside of any EJ area.	5	Within EJ area.	0	Outside of any EJ area.	0	Outside of any EJ area. But MIGHT be considered adjacent
Total Points				30	-	30	-	25	-	45	-	20	-

**Cass County Application
CR 81 / S. University Dr Shared Use Path**

2026 and 2027 Transportation Alternatives Application

Step 1: Project Information

Project Summary:

Name of Project: Cass County Road 81/South University Dr. Shared Use Path	
Project Location: Cass County Road 81/South University Dr. from 88th Ave S to 54th Ave S	
Lead Jurisdiction: Cass County	Local Match Provided by: Cass County
Post-Construction Owner of the Project: Cass County/City of Fargo	
Right of Way Provided by: Cass County	Maintenance Provided by: Cass County
Project Contact: Kyle Litchy	Contact Phone: 701-298-2380
Contact Email Address: litchyk@casscountynd.gov	
Anticipated Bid Letting Date: 11/2026	Anticipated Project Completion Date: 09/2027
State: <input checked="" type="checkbox"/> North Dakota	<input type="checkbox"/> Minnesota
Would you like to use these funds for Advanced Construction (AC)?	<input type="checkbox"/> Yes, this project is requesting to use AC in the year specified below

Project Summary:

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

Funding Source	Funding Amount
2026 TA Funds	850000
2026 Local Matching Funds	212500
2026 Local Non-Matching Funds	0
2026 Subtotal:	1062500
2027 TA Funds	768700
2027 Local Matching Funds	192200
2027 Local Non-Matching Funds	0
2027 Subtotal:	960900
Total Project Cost:	2023400

Other Grants and Federal Funds:

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? If yes, please explain below:

No

Project Scope:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information. Please indicate which elements of this project [are Federally Eligible](#) and which elements are non-eligible?

The scope of this project is to replace an existing 10'X4" asphalt shared use path with a 10'X5" reinforced concrete shared use path, as well as replace all culverts throughout the project. Existing path has all the necessary shared use path signage, however it does not meet ADA requirements with current conditions. We would also plan to construct new path meeting all ADA requirements. All elements of this project are Federally Eligible.

Timeliness for the Project

Describe below why this project is requesting funds now?

The existing path is currently asphalt that was constructed in 1997 and overlaid in 2001, since then there have been no other improvements to the path. The existing asphalt is approaching the end of its life with the most recent asphalt overlay being over 20 years of age. The path is showing major deterioration and becoming a safety issue for the pedestrians using the path. Cass County has also reached out to the City of Fargo and both parties are willing to come together to come up with the Local Matching Funds to make this project happen.

Need for the Project

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

It is important to get this project constructed due to the fact that the existing path is not ADA compliant. This path serves a lot of local pedestrian traffic to and from Bennett Elementary as well as the many parks in the area. The growth in this area is also a major factor that needs to be considered.

System Benefit of the Project

How will this project benefit the transportation system?

This project will benefit the transportation system by providing a safe passage for pedestrians to access schools, parks, and the 52nd Ave corridor along the Cass County Road 81 corridor. This project will also continue to keep pedestrians off the roadway.

Identification of Potential Challenges:

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

There are no foreseeable risks that are known at this point keeping us from completing this project.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [MetroGrow 2045](#) – includes the following goals:

FM Metro COG MTP 2045 Metro Grow Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety System and Security	Making path ADA complaint, and continuing to keep pedestrians off the roadway
 Travel Efficiency and Reliability	
 Walking and Biking	This project will continue to accommodate pedestrians as existing path does, but new path will be ADA compliant
 Transit Access	
 Maintain Transportation Infrastructure	This project fits well with this goal, as we are replacing existing path to extend its life
 Environmental Sustainability	
 Economic Development and Transportation Decisions	By reusing base material under existing path we will save money by not having to haul in new material
 Emerging Transportation Trends	

Demonstrated in Planning Studies:

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

- Additional materials are attached that document the need for the proposed project
- This project in the 2045 MTP. What is the MTP Project ID number:
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

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

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

Step 3: TA Specific Questions

What TA category best fits your project:

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

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

Step 4: Signature

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

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 17 of November (month), 2023 (year).

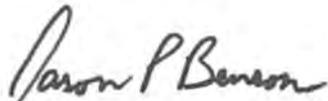
In Witness Thereof:

Jason Benson

11/17/23

(Responsible Government Official)

Date



(Signature of Responsible Government Official)

(City / County / District Engineer)

Date

Kyle Litchy

Digitally signed by Kyle Litchy
DN: C=US, E=litchyk@casscountynd.gov,
O=Cass County, OU=Highway Department,
CN=Kyle Litchy
Date: 2023.11.28 15:35:04-06'00'

(Signature of City / County / District Engineer)

Fargo Application
Drain 27/Deer Creek Shared Use Path Phase 1

2026 and 2027 Transportation Alternatives Application

Step 1: Project Information

Project Summary:

Name of Project: Drain 27/Deer Creek Shared Use Path Phase 1	
Project Location: Drain 27 and Deer Creek Addition	
Lead Jurisdiction: City of Fargo (COF)	Local Match Provided by: City of Fargo
Post-Construction Owner of the Project: City of Fargo	
Right of Way Provided by: COF & SECWRD Maintenance Provided by: COF/Park Dist	
Project Contact: Jeremy Gorden	Contact Phone: 241-1529
Contact Email Address: kgorden@fargond.gov	
Anticipated Bid Letting Date: November 2025	Anticipated Project Completion Date: October 1, 2026
State: <input checked="" type="checkbox"/> North Dakota	<input type="checkbox"/> Minnesota
Would you like to use these funds for Advanced Construction (AC)?	<input type="checkbox"/> Yes, this project is requesting to use AC in the year specified below

Project Summary:

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

Funding Source	Funding Amount
2026 TA Funds	742767
2026 Local Matching Funds	185692
2026 Local Non-Matching Funds	
2026 Subtotal:	928459
2027 TA Funds	
2027 Local Matching Funds	
2027 Local Non-Matching Funds	
2027 Subtotal:	0
Total Project Cost:	928459

Other Grants and Federal Funds:

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

Project Scope:

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

The City of Fargo & 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 at Drain 27. This project would fill in a missing connection between 52nd Avenue South and 59th Avenue South.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?

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

Funds are being requested now as growth is continuing on the south side of town and the Deer Creek development is pretty much fully built out at this point.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

This project will extend an existing shared use path facility that is currently within Drain 27 that runs from the Red River to 52nd Ave S. This would provide residents the opportunity to connect to other neighborhoods via this path.

Identification of Potential Challenges:

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

This project is fairly straightforward, but some thought will need to be completed as to how this path will cross Veterans Boulevard in the short term as well as in the long term.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [MetroGrow 2045](#) – includes the following goals:

FM Metro COG MTP 2045 Metro Grow Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety System and Security	
 Travel Efficiency and Reliability	
 Walking and Biking	This project constructs an off-street path that will increase the amount of miles traveled by foot and will help to eliminate a network gap.
 Transit Access	
 Maintain Transportation Infrastructure	
 Environmental Sustainability	
 Economic Development and Transportation Decisions	
 Emerging Transportation Trends	

Demonstrated in Planning Studies:

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

- Additional materials are attached that document the need for the proposed project
- This project in the 2045 MTP. What is the MTP Project ID number:
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

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

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

Step 3: TA Specific Questions

What TA category best fits your project:

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

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

Step 4: Signature

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

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 28 of November (month), 2023 (year).

In Witness Thereof:

Mayor Timothy J. Mahoney, MD 11-28-23

(Responsible Government Official) Date


(Signature of Responsible Government Official)

Tom Knakmuhs, PE 11-28-23

(City / County / District Engineer) Date


(Signature of City / County / District Engineer)

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



Updated 11-17-23 for COG TAP submittal
Deer Creek/Drain 27 - Phase 1

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$10,000.00	1	\$10,000
203	109	TOPSOIL	CY	\$30.00	300	\$9,000
203	140	BORROW-EXCAVATION	CY	\$30.00	300	\$9,000
251	100	SEEDING CLASS 1	ACRE	\$6,000.00	3	\$18,000
253	201	HYDRAULIC MULCH	ACRE	\$6,000.00	3	\$18,000
302	121	AGGREGATE BASE COURSE CL 5	CY	\$60.00	300	\$18,000
702	100	MOBILIZATION	L SUM	\$25,000.00	1	\$25,000
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000
750	125	SIDEWALK CONCRETE 5IN - 10' wide	LF	\$110.00	4,520	\$497,200
754	200	HAWK Beacon (Deer Creek Elementary)	L SUM	\$250,000.00	0	\$0
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000

Total \$614,200 2023 dollars
 \$ 773,715 2026 dollars
 w Contingency (20%) \$ **928,458**
 \$ 742,767 Fed TAP funds
 \$ 185,692 Local funds

Updated 11-17-23 for COG TAP submittal
Deer Creek/Drain 27 - Phase 2 (not in Drain 27 at all)

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$10,000.00	1	\$10,000
203	109	TOPSOIL	CY	\$30.00	300	\$9,000
203	140	BORROW-EXCAVATION	CY	\$30.00	300	\$9,000
251	100	SEEDING CLASS 1	ACRE	\$6,000.00	3	\$18,000
253	201	HYDRAULIC MULCH	ACRE	\$6,000.00	3	\$18,000
302	121	AGGREGATE BASE COURSE CL 5	CY	\$60.00	300	\$18,000
702	100	MOBILIZATION	L SUM	\$25,000.00	1	\$25,000
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000
750	125	SIDEWALK CONCRETE 5IN - 10' wide	LF	\$110.00	2,330	\$256,300
754	200	HAWK Beacon (Deer Creek Elementary)	L SUM	\$250,000.00	0	\$0
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000

Total \$373,300 2023 dollars
 \$ 507,871 2027 dollars
 w Contingency (20%) \$ **609,445**
 \$ 487,556 Fed TAP funds
 \$ 121,889 Local funds

Fargo Application
Drain 27/Deer Creek Shared Use Path Phase 2

2026 and 2027 Transportation Alternatives Application

Step 1: Project Information

Project Summary:

Name of Project: Drain 27/Deer Creek Shared Use Path Phase 2	
Project Location: Drain 27 and Deer Creek Addition	
Lead Jurisdiction: City of Fargo (COF)	Local Match Provided by: City of Fargo
Post-Construction Owner of the Project: City of Fargo	
Right of Way Provided by: COF & SECWRD Maintenance Provided by: COF/Park Dist	
Project Contact: Jeremy Gorden	Contact Phone: 241-1529
Contact Email Address: kgorden@fargond.gov	
Anticipated Bid Letting Date: November 2026	Anticipated Project Completion Date: October 1, 2027
State: <input checked="" type="checkbox"/> North Dakota	<input type="checkbox"/> Minnesota
Would you like to use these funds for Advanced Construction (AC)?	<input type="checkbox"/> Yes, this project is requesting to use AC in the year specified below

Project Summary:

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

Funding Source	Funding Amount
2026 TA Funds	
2026 Local Matching Funds	
2026 Local Non-Matching Funds	
2026 Subtotal:	0
2027 TA Funds	487556
2027 Local Matching Funds	121889
2027 Local Non-Matching Funds	
2027 Subtotal:	609445
Total Project Cost:	609445

Other Grants and Federal Funds:

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

Project Scope:

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

The City of Fargo & 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 a planned shared use path running along Drain 27. The alignment of the trail would be entirely on the City owned lot that houses the Water Storage Reservoir, and it would connect 63rd Street to Drain 27 path.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?

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

Funds are being requested now as growth is continuing on the south side of town and the Deer Creek development is pretty much fully built out at this point.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

This project will provide residents the opportunity to connect to other neighborhoods via this path along Drain 27. This path will also terminate at the Deer Creek Elementary School on it's west end.

Identification of Potential Challenges:

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

NA

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [MetroGrow 2045](#) – includes the following goals:

FM Metro COG MTP 2045 Metro Grow Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety System and Security	
 Travel Efficiency and Reliability	
 Walking and Biking	This project constructs an off-street path that will increase the amount of miles traveled by foot and will help to eliminate a network gap.
 Transit Access	
 Maintain Transportation Infrastructure	
 Environmental Sustainability	
 Economic Development and Transportation Decisions	
 Emerging Transportation Trends	

Demonstrated in Planning Studies:

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

- Additional materials are attached that document the need for the proposed project
- This project in the 2045 MTP. What is the MTP Project ID number:
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

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

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

Step 3: TA Specific Questions

What TA category best fits your project:

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

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

Step 4: Signature

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

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 28 of November (month), 2023 (year).

In Witness Thereof:

Mayor Timothy J. Mahoney, MD 11-28-23

(Responsible Government Official) Date



(Signature of Responsible Government Official)

Tom Knakmuhs, PE 11-28-23

(City / County / District Engineer) Date



(Signature of City / County / District Engineer)

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



Updated 11-17-23 for COG TAP submittal
Deer Creek/Drain 27 - Phase 1

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$10,000.00	1	\$10,000
203	109	TOPSOIL	CY	\$30.00	300	\$9,000
203	140	BORROW-EXCAVATION	CY	\$30.00	300	\$9,000
251	100	SEEDING CLASS 1	ACRE	\$6,000.00	3	\$18,000
253	201	HYDRAULIC MULCH	ACRE	\$6,000.00	3	\$18,000
302	121	AGGREGATE BASE COURSE CL 5	CY	\$60.00	300	\$18,000
702	100	MOBILIZATION	L SUM	\$25,000.00	1	\$25,000
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000
750	125	SIDEWALK CONCRETE 5IN - 10' wide	LF	\$110.00	4,520	\$497,200
754	200	HAWK Beacon (Deer Creek Elementary)	L SUM	\$250,000.00	0	\$0
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000

Total \$614,200 2023 dollars
 \$ 773,715 2026 dollars
 w Contingency (20%) \$ **928,458**
 \$ 742,767 Fed TAP funds
 \$ 185,692 Local funds

Updated 11-17-23 for COG TAP submittal
Deer Creek/Drain 27 - Phase 2 (not in Drain 27 at all)

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$10,000.00	1	\$10,000
203	109	TOPSOIL	CY	\$30.00	300	\$9,000
203	140	BORROW-EXCAVATION	CY	\$30.00	300	\$9,000
251	100	SEEDING CLASS 1	ACRE	\$6,000.00	3	\$18,000
253	201	HYDRAULIC MULCH	ACRE	\$6,000.00	3	\$18,000
302	121	AGGREGATE BASE COURSE CL 5	CY	\$60.00	300	\$18,000
702	100	MOBILIZATION	L SUM	\$25,000.00	1	\$25,000
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000
750	125	SIDEWALK CONCRETE 5IN - 10' wide	LF	\$110.00	2,330	\$256,300
754	200	HAWK Beacon (Deer Creek Elementary)	L SUM	\$250,000.00	0	\$0
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000

Total \$373,300 2023 dollars
 \$ 507,871 2027 dollars
 w Contingency (20%) \$ **609,445**
 \$ 487,556 Fed TAP funds
 \$ 121,889 Local funds

Fargo Application
Low Level Drain 53 Crossing

2026 and 2027 Transportation Alternatives Application

Step 1: Project Information

Project Summary:

Name of Project: Low Level Drain 53 Crossing	
Project Location: Drain 53 at 58th Avenue S	
Lead Jurisdiction: City of Fargo (COF)	Local Match Provided by: COF
Post-Construction Owner of the Project: City of Fargo	
Right of Way Provided by: City of Fargo	Maintenance Provided by: COF/Far Parks
Project Contact: Jeremy Gorden	Contact Phone: 241-1529
Contact Email Address: kgorden@fargond.gov	
Anticipated Bid Letting Date: November 2026	Anticipated Project Completion Date: September 2027
State: <input checked="" type="checkbox"/> North Dakota	<input type="checkbox"/> Minnesota
Would you like to use these funds for Advanced Construction (AC)?	<input type="checkbox"/> Yes, this project is requesting to use AC in the year specified below

Project Summary:

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

Funding Source	Funding Amount
2026 TA Funds	
2026 Local Matching Funds	
2026 Local Non-Matching Funds	
2026 Subtotal:	0
2027 TA Funds	751057
2027 Local Matching Funds	187764
2027 Local Non-Matching Funds	0
2027 Subtotal:	938821
Total Project Cost:	938821

Other Grants and Federal Funds:

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

Project Scope:

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

This would be a new shared use path project that would fill a missing gap between the existing path that runs inside the drain on the east side and terminates at 58th Ave S, and the existing path that runs along 31st Street S. This path is anticipated to be 10' wide and would run either on City of Fargo land or SE Cass Water Resource District land.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?

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

We are beginning to address some of the gaps in our shared use path network and this is definitely one of them.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

This will benefit pedestrians and bicyclist's alike in south Fargo as this will provide them a connection across the drain. The closest drain crossing to this one is roughly 1/2 mile to the north.

Identification of Potential Challenges:

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

This is a fairly straightforward project, but the box culverts that will needed will need to be properly sized as to not impede the operations of Drain 53. It is anticipated that there will need to be two box culverts, and most likely 8'x10'.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [MetroGrow 2045](#) – includes the following goals:

FM Metro COG MTP 2045 Metro Grow Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety System and Security	
 Travel Efficiency and Reliability	
 Walking and Biking	This project will fill in a missing link our in bike and pedestrian network.
 Transit Access	
 Maintain Transportation Infrastructure	
 Environmental Sustainability	
 Economic Development and Transportation Decisions	
 Emerging Transportation Trends	

Demonstrated in Planning Studies:

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

- Additional materials are attached that document the need for the proposed project
- This project in the 2045 MTP. What is the MTP Project ID number:
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

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

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

Step 3: TA Specific Questions

What TA category best fits your project:

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

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

Step 4: Signature

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

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 28 of November (month), 2023 (year).

In Witness Thereof:

Mayor Timothy J. Mahoney, MD 11-28-23

(Responsible Government Official) Date

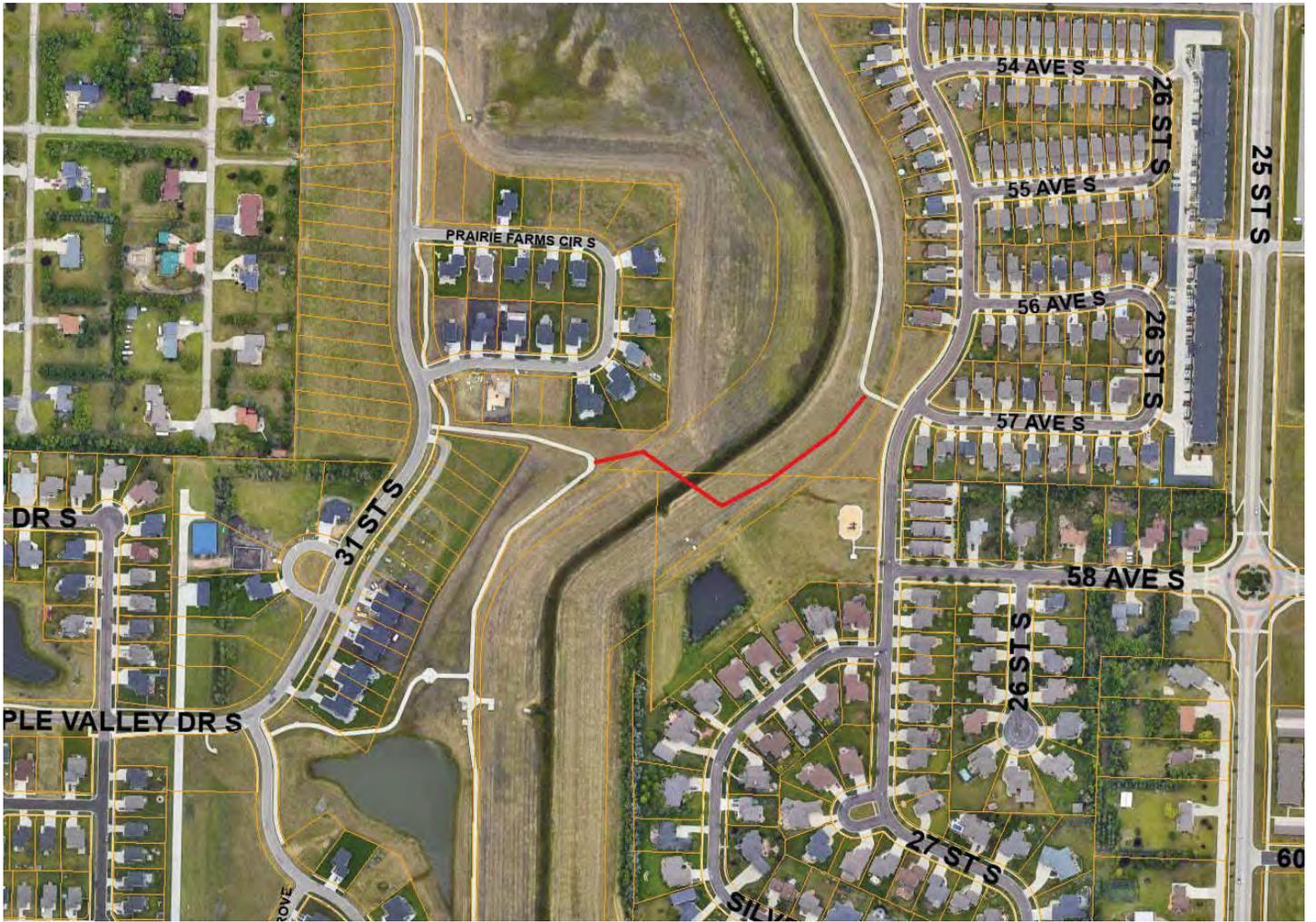

(Signature of Responsible Government Official)

Tom Knakmuhs, PE 11-28-23

(City / County / District Engineer) Date


(Signature of City / County / District Engineer)

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



Engineer's Opinion of Cost

Reconstruction
Silverleaf Drain 53 Shared Use Path
City of Fargo Improvement District No. XX-XX-XX
November 2, 2023

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$8,600.00	1	\$8,600.00
202	114	REMOVAL OF CONCRETE PAVEMENT	SY	\$40.00	10	\$400.00
203	101	COMMON EXCAVATION-TYPE A	CY	\$30.00	408	\$12,240.00
203	109	TOPSOIL	CY	\$40.00	408	\$16,320.00
203	140	BORROW-EXCAVATION	CY	\$30.00	889	\$26,670.00
251	300	SEEDING CLASS III	ACRE	\$10,000.00	0.28	\$2,800.00
253	201	HYDRAULIC MULCH	ACRE	\$6,200.00	0.28	\$1,736.00
261	112	FIBER ROLLS	LF	\$4.00	1,000	\$4,000.00
261	113	REMOVE FIBER ROLLS 12IN	LF	\$1.00	1,000	\$1,000.00
702	100	MOBILIZATION	L SUM	\$51,600.00	1	\$51,600.00
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000.00
750	125	SIDEWALK CONCRETE 5IN	SY	\$90.00	1,112	\$100,080.00
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000.00
-	-	Box Culvert w Rip Rap - twin 8'x8' boxes, 30' long	L SUM	\$340,000.00	1	\$340,000
Total						575,446

Contingency (20%) 115,089

2023 Funds 690,535

Total Estimated Cost **939,466** 2027 Funds

**Fargo Application
Drain 53 Shared Use Path
(64th Ave S to 73rd Ave S)**

2026 and 2027 Transportation Alternatives Application

Step 1: Project Information

Project Summary:

Name of Project: Drain 53 Shared Use Path	
Project Location: Drain 53 in south Fargo	
Lead Jurisdiction: City of Fargo (COF)	Local Match Provided by: City of Fargo
Post-Construction Owner of the Project: City of Fargo	
Right of Way Provided by: COF & SECWRD Maintenance Provided by: COF/Park Dist	
Project Contact: Jeremy Gorden	Contact Phone: 241-1529
Contact Email Address: kgorden@fargond.gov	
Anticipated Bid Letting Date: November 2025	Anticipated Project Completion Date: October 1, 2026
State: <input checked="" type="checkbox"/> North Dakota	<input type="checkbox"/> Minnesota
Would you like to use these funds for Advanced Construction (AC)?	<input type="checkbox"/> Yes, this project is requesting to use AC in the year specified below

Project Summary:

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

Funding Source	Funding Amount
2026 TA Funds	
2026 Local Matching Funds	
2026 Local Non-Matching Funds	
2026 Subtotal:	0
2027 TA Funds	713075
2027 Local Matching Funds	178269
2027 Local Non-Matching Funds	
2027 Subtotal:	891344
Total Project Cost:	891344

Other Grants and Federal Funds:

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

Project Scope:

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

This project would be located on the east side of Drain 53 from 64th Avenue South to 73rd Avenue South. This project connects the Golden Valley development to the metro path system. Drain 53 was improved in 2011 between 52nd Avenue South and 64th Avenue South and with that drain improvement, the County added a slope stability bench that is 25' wide and located on the inside of the drain, roughly 10' from the top. The proposed 10' wide shared use path will be located on this bench.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?

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

Funds are being requested now as growth is continuing on the south side of town and the area between Drain 53 and the Red River is reaching full build out.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

This project will extend an existing shared use path facility that is currently within Drain 53 that runs from the Rose Coulee to 64th Ave S. This would provide residents the opportunity to connect to other neighborhoods via this path.

Identification of Potential Challenges:

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

None to speak of.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [MetroGrow 2045](#) – includes the following goals:

FM Metro COG MTP 2045 Metro Grow Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety System and Security	
 Travel Efficiency and Reliability	
 Walking and Biking	
 Transit Access	
 Maintain Transportation Infrastructure	
 Environmental Sustainability	
 Economic Development and Transportation Decisions	
 Emerging Transportation Trends	

Demonstrated in Planning Studies:

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

- Additional materials are attached that document the need for the proposed project
- This project in the 2045 MTP. What is the MTP Project ID number:
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

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

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

Step 3: TA Specific Questions

What TA category best fits your project:

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

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

Step 4: Signature

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

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 28 of November (month), 2023 (year).

In Witness Thereof:

Mayor Timothy J. Mahoney, MD 11-28-23

(Responsible Government Official) Date



(Signature of Responsible Government Official)

Tom Knakmuhs, PE 11-28-23

(City / County / District Engineer) Date



(Signature of City / County / District Engineer)

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



Drain 53

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$10,000.00	1	\$10,000
203	109	TOPSOIL	CY	\$30.00	100	\$3,000
203	140	BORROW-EXCAVATION	CY	\$30.00	100	\$3,000
251	100	SEEDING CLASS 1	ACRE	\$6,000.00	2	\$12,000
253	201	HYDRAULIC MULCH	ACRE	\$6,000.00	2	\$12,000
302	121	AGGREGATE BASE COURSE CL 5	CY	\$60.00	100	\$6,000
702	100	MOBILIZATION	L SUM	\$25,000.00	1	\$25,000
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000
750	125	SIDEWALK CONCRETE 5IN - 10' wide	LF	\$110.00	4,227	\$464,970
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 \$545,970 2023 dollars
 \$742,786.16 2027 dollars

\$891,343

\$713,075 Fed TAP
 \$178,269 Local funds

w Contingency (20%)

**Fargo Application
Water Reclamation Plant Shared Use Path**

2026 and 2027 Transportation Alternatives Application

Step 1: Project Information

Project Summary:

Name of Project: Water Reclamation Shared Use Path	
Project Location: Adjacent to the City of Fargo Water Reclamation Plant	
Lead Jurisdiction: City of Fargo (COF)	Local Match Provided by: COF
Post-Construction Owner of the Project: City of Fargo	
Right of Way Provided by: City of Fargo	Maintenance Provided by: COF/Far Parks
Project Contact: Jeremy Gorden	Contact Phone: 241-1529
Contact Email Address: kgorden@fargond.gov	
Anticipated Bid Letting Date: November 2026	Anticipated Project Completion Date: September 2027
State: <input checked="" type="checkbox"/> North Dakota	<input type="checkbox"/> Minnesota
Would you like to use these funds for Advanced Construction (AC)?	<input type="checkbox"/> Yes, this project is requesting to use AC in the year specified below

Project Summary:

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

Funding Source	Funding Amount
2026 TA Funds	
2026 Local Matching Funds	
2026 Local Non-Matching Funds	
2026 Subtotal:	0
2027 TA Funds	296000
2027 Local Matching Funds	74000
2027 Local Non-Matching Funds	0
2027 Subtotal:	370000
Total Project Cost:	370000

Other Grants and Federal Funds:

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

Project Scope:

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

This would be a new shared use path project running adjacent to the Water Reclamation Plant and would fill a missing gap between Broadway and the soon-to-be constructed Bison Village Shared Use Path. This path is anticipated to be 10' wide and would run either on City of Fargo land or in an easement on a private piece of land. This east-west connection, in the long run, will replace the existing shared use path that runs along Kandi Lane and turn north at Broadway and continues along the river. There is a portion of that path that is in disrepair and most likely won't be corrected as the path lies on a geotechnical failure plane.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?

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

We are beginning to address some of the gaps in our shared use path network and this is definitely one of them.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

This will benefit pedestrians and bicyclist's alike in north Fargo as this will provide them with a continuous path when they are on the Kandi Lane path.

Identification of Potential Challenges:

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

This is a fairly straightforward project, but grading the existing area may be a bit of a challenge, as well as acquiring the necessary right-of-way for the project.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [MetroGrow 2045](#) – includes the following goals:

FM Metro COG MTP 2045 Metro Grow Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety System and Security	
 Travel Efficiency and Reliability	
 Walking and Biking	This project will help fill a gap in our existing bike & pedestrian network in the north side of the city.
 Transit Access	
 Maintain Transportation Infrastructure	
 Environmental Sustainability	
 Economic Development and Transportation Decisions	
 Emerging Transportation Trends	

Demonstrated in Planning Studies:

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

- Additional materials are attached that document the need for the proposed project
- This project in the 2045 MTP. What is the MTP Project ID number:
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

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

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

Step 3: TA Specific Questions

What TA category best fits your project:

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

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

Step 4: Signature

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

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 28 of November (month), 2023 (year).

In Witness Thereof:

Mayor Timothy J. Mahoney, MD 11-28-23

(Responsible Government Official) Date

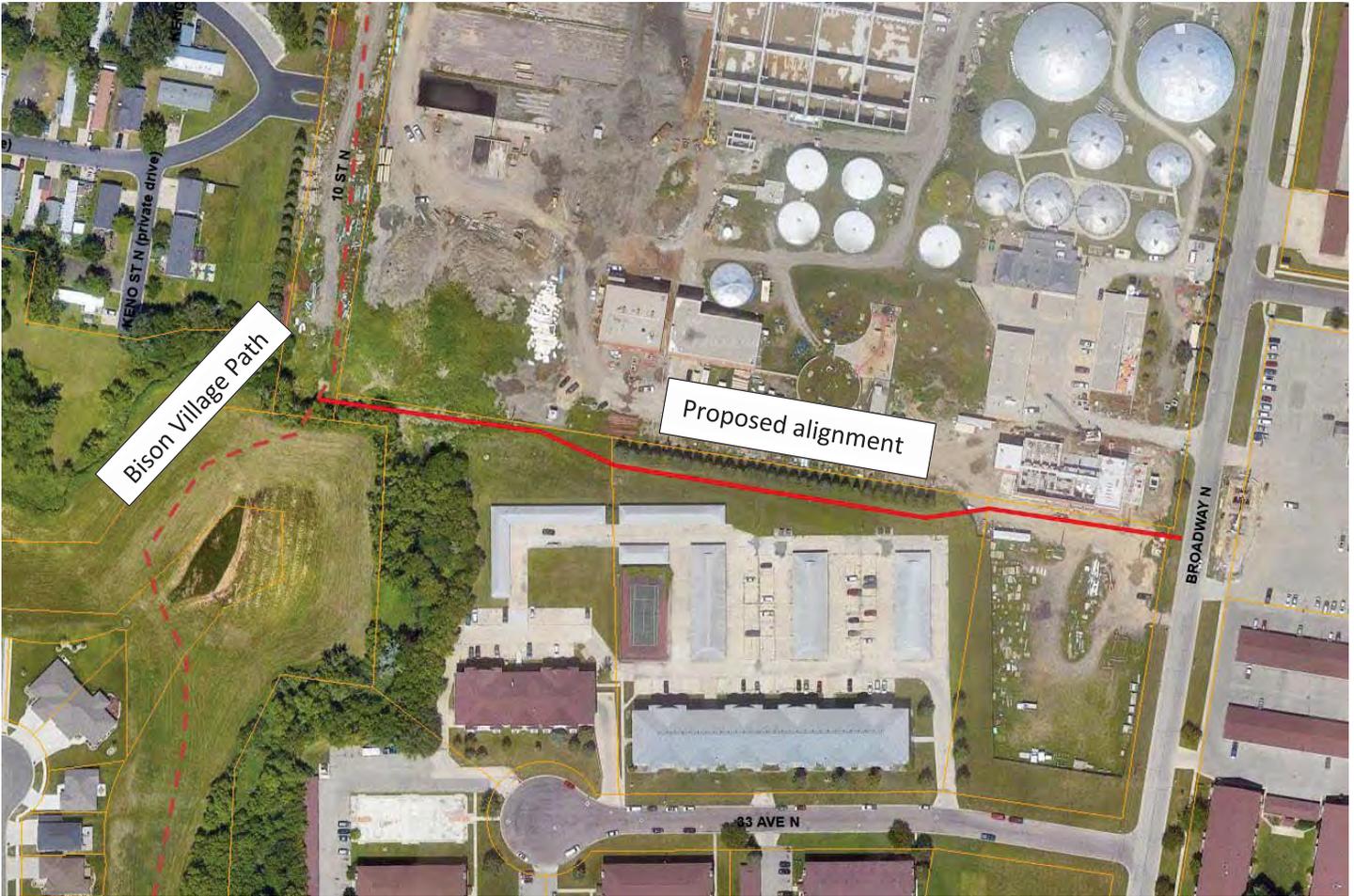

(Signature of Responsible Government Official)

Tom Knakmuhs, PE 11-28-23

(City / County / District Engineer) Date


(Signature of City / County / District Engineer)

Project Location Map – Water Reclamation Shared Use Path



Engineer's Opinion of Cost

Reconstruction
 Shared Use Path South of the Reclamation Plant
 City of Fargo Improvement District No. XX-XX-XX
November 2, 2023

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$3,400.00	1	\$3,400.00
202	130	REMOVAL OF CURB & GUTTER	LF	\$10.00	40	\$400.00
203	109	TOPSOIL	CY	\$40.00	469	\$18,760.00
203	140	BORROW-EXCAVATION	CY	\$30.00	469	\$14,070.00
251	300	SEEDING CLASS III	ACRE	\$10,000.00	0.32	\$3,200.00
253	201	HYDRAULIC MULCH	ACRE	\$6,200.00	0.32	\$1,984.00
255	101	ECB TYPE 1	SY	\$4.00	1534	\$6,136.00
261	112	FIBER ROLLS	LF	\$4.00	2,300	\$9,200.00
261	113	REMOVE FIBER ROLLS 12IN	LF	\$1.00	2,300	\$2,300.00
702	100	MOBILIZATION	L SUM	\$18,700.00	1	\$18,700.00
704	1100	TRAFFIC CONTROL	L SUM	\$10,000.00	1	\$10,000.00
722	6140	ADJUST GATE VALVE BOX	EA	\$500.00	2	\$1,000.00
722	6200	ADJUST MANHOLE	EA	\$1,250.00	4	\$5,000.00
748	140	CURB & GUTTER-TYPE I	LF	\$65.00	40	\$2,600.00
750	125	SIDEWALK CONCRETE 5IN	SY	\$90.00	1278	\$115,020.00
750	140	SIDEWALK CONCRETE 6IN	SY	\$105.00	23	\$2,415.00
750	2115	DETECTABLE WARNING PANELS	SF	\$60.00	40	\$2,400.00
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000.00
762	-	PAVEMENT MARKINGS	L SUM	\$5,000.00	1	\$5,000.00

Total 226,585

Contingency (20%) 45,317

2023 Funds 271,902

2027 Funds 369,920

Total Estimated Cost 369,920

**Horace Application
76th Ave Shared Use Path -
CR 17 to Brink Dr**

2026 and 2027 Transportation Alternatives Application

Step 1: Project Information

Project Summary:

Name of Project: Shared Use Pathway: 76th Ave - CR 17 to Brink Drive	
Project Location: South Side of 76th Avenue from existing facilities at the 76th Ave and CR 17 Roundabout to Brink Drive	
Lead Jurisdiction: City of Horace	Local Match Provided by: City of Horace
Post-Construction Owner of the Project: City of Horace	
Right of Way Provided by: Cass County	Maintenance Provided by: City of Horace
Project Contact: Jace Hellman	Contact Phone: 701-552-1608
Contact Email Address: JHellman@CityofHorace.com	
Anticipated Bid Letting Date: April, 2027	Anticipated Project Completion Date: November, 2027
State: <input checked="" type="checkbox"/> North Dakota	<input type="checkbox"/> Minnesota
Would you like to use these funds for Advanced Construction (AC)?	<input type="checkbox"/> Yes, this project is requesting to use AC in the year specified below

Project Summary:

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

Funding Source	Funding Amount
2026 TA Funds	
2026 Local Matching Funds	
2026 Local Non-Matching Funds	
2026 Subtotal:	0
2027 TA Funds	331201.60
2027 Local Matching Funds	82800.40
2027 Local Non-Matching Funds	105000 (Engineering)
2027 Subtotal:	519002
Total Project Cost:	519002

Other Grants and Federal Funds:

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

Project Scope:

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

The City of Horace is requesting \$331,201.60 in Transportation Alternative funds to construct a shared use pathway along 76th Ave S from the existing facilities at the 76th Ave and CR 17 Roundabout to Brink Drive.

The proposed typical section for the shared use path, consists of 6 inches of reinforced concrete, 4 inches of aggregate base and 6" of sub grade prep. The proposed pathway will cross 70th St S Appropriate ADA facilities will be installed as part of this project.

Timeliness and Need for the Project

Describe below why this project is requesting funds now?

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

Many of our roadways adjacent to older neighborhoods are lacking basic bike and ped facilities. This area specifically along 76th avenue is accessible to approximately 200 homes who currently have no other safe modes of transportation apart from getting into a vehicle. Residents who chose to walk or bike along this proposed arterial roadway are forced to do so along a minor gravel shoulder. As development continues on in the City of Horace, we are expecting a greater need to connect older neighborhoods in Horace to new infrastructure and amenities coming into the community.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

This pathway will be the first of several shared use pathway projects along 76th Ave S. The current proposal will connect into the existing facilities built with the roundabout at 76th and CR 17. In previous years, the City has used TA funds to install a pathway system on the west side of CR17 connecting down to the elementary school. This project would provide a natural east/west extension of the already built north/south pathway system.

Identification of Potential Challenges:

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

The project will be constructed in previously disturbed Right of Way

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [MetroGrow 2045](#) – includes the following goals:

FM Metro COG MTP 2045 Metro Grow Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety System and Security	Reduces the opportunity for bicycle and pedestrian crashes, by providing separated Bike and Ped Facilities. Removes pedestrians from the side of the roadway
 Travel Efficiency and Reliability	
 Walking and Biking	Extends bike and pedestrian facilities down an arterial corridor where none exist, increasing opportunities for walking and biking.
 Transit Access	
 Maintain Transportation Infrastructure	
 Environmental Sustainability	
 Economic Development and Transportation Decisions	Project provides access to safe alternatives for students and residents to access commercial areas; project assists in creating places people want to live, work, shop and recreate; the project additionally improves walking and biking conditions in a defined mixed use arterial per Horace 2045
 Emerging Transportation Trends	

Demonstrated in Planning Studies:

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

- Additional materials are attached that document the need for the proposed project
- This project in the 2045 MTP. What is the MTP Project ID number:
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

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

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

Step 3: TA Specific Questions

What TA category best fits your project:

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

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

Step 4: Signature

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

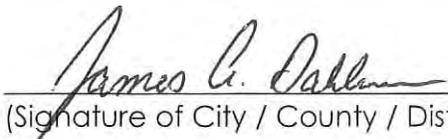
I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 30th of November (month), 2023 (year).

In Witness Thereof:

Jack Hellman 11/30/2023
(Responsible Government Official) Date


(Signature of Responsible Government Official)

JAMES A. DAHLMAN 11/30/2023
(City / County / District Engineer) Date


(Signature of City / County / District Engineer)

Engineer Estimate 76th Ave (C17 to Brink Dr)

2027

BASE QUOTE

ITEM No.	SPEC	CODE	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	EXTENDED PRICE
1	103	0100	CONTRACT BOND	L SUM	1	\$ 13,000.00	\$ 13,000.00
2	201	0330	CLEARING & GRUBBING	L SUM	1	\$ 1,400.00	\$ 1,400.00
3	202	0132	REMOVAL OF BITUMINOUS SURFACING	SY	160	\$ 130.00	\$ 20,800.00
4	202	0170	REMOVAL OF CULVERTS-ALL TYPES & SIZES	LF	105	\$ 45.00	\$ 4,725.00
5	203	0103	COMMON EXCAVATION-TYPE C	CY	750	\$ 45.00	\$ 33,750.00
6	203	0125	REMOVE & SALVAGE TOPSOIL	CY	803	\$ 29.00	\$ 23,287.00
7	203	0140	BORROW-EXCAVATION	CY	1800	\$ 12.00	\$ 21,600.00
8	230	0165	SUBGRADE PREPARATION-TYPE A -12IN	STA	12	\$ 1,100.00	\$ 13,200.00
9	251	0300	SEEDING CLASS III	ACRE	1.00	\$ 2,250.00	\$ 2,250.00
10	253	0201	HYDRAULIC MULCH	ACRE	1.00	\$ 4,200.00	\$ 4,200.00
11	255	0102	ECB TYPE 2	SY	144	\$ 6.00	\$ 864.00
12	261	0112	FIBER ROLLS 12IN	LF	500	\$ 6.00	\$ 3,000.00
13	261	0113	REMOVE FIBER ROLLS 12IN	LF	187	\$ 3.00	\$ 561.00
14	302	0121	AGGREGATE BASE COURSE CL 5	CY	175	\$ 115.00	\$ 20,125.00
15	430	0500	COMMERCIAL GRADE HOT MIX ASPHALT	TON	19	\$ 285.00	\$ 5,415.00
16	702	0100	MOBILIZATION	L SUM	1	\$ 50,000.00	\$ 50,000.00
17	704	0100	FLAGGING	MHR	40	\$ 50.00	\$ 2,000.00
18	704	1000	TRAFFIC CONTROL SIGNS	UNIT	884	\$ 5.00	\$ 4,420.00
19	704	1052	TYPE III BARRICADE	EA	2	\$ 325.00	\$ 650.00
20	704	1054	SIDEWALK BARRICADE	EA	2	\$ 150.00	\$ 300.00
21	704	1060	DELINEATOR DRUMS	EA	84	\$ 55.00	\$ 4,620.00
22	704	1067	TUBULAR MARKERS	EA	100	\$ 52.00	\$ 5,200.00
23	714	3150	HEADWALL-PRECAST CONCRETE 4IN	EA	5	\$ 825.00	\$ 4,125.00
24	722	3455	CASTING INLET-INLET TYPE I	EA	1	\$ 850.00	\$ 850.00
24	748	0140	CURB & GUTTER-TYPE I	LF	50	\$ 55.00	\$ 2,750.00
25	750	0107	SIDEWALK - DECORATIVE	SY	50	\$ 350.00	\$ 17,500.00
26	750	0120	SIDEWALK CONCRETE 6IN REINF	SY	1300	\$ 115.00	\$ 149,500.00
27	750	2115	DETECTABLE WARNING PANELS	SF	20	\$ 70.00	\$ 1,400.00
28	754	0110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	16	\$ 35.00	\$ 560.00
29	754	0206	STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	78	\$ 25.00	\$ 1,950.00

Opinion of Probable Construction Cost \$ 414,002.00
Engineering (25% +/-) \$ 105,000.00

ENGINEER'S OPINION OF PROBABLE BID COST

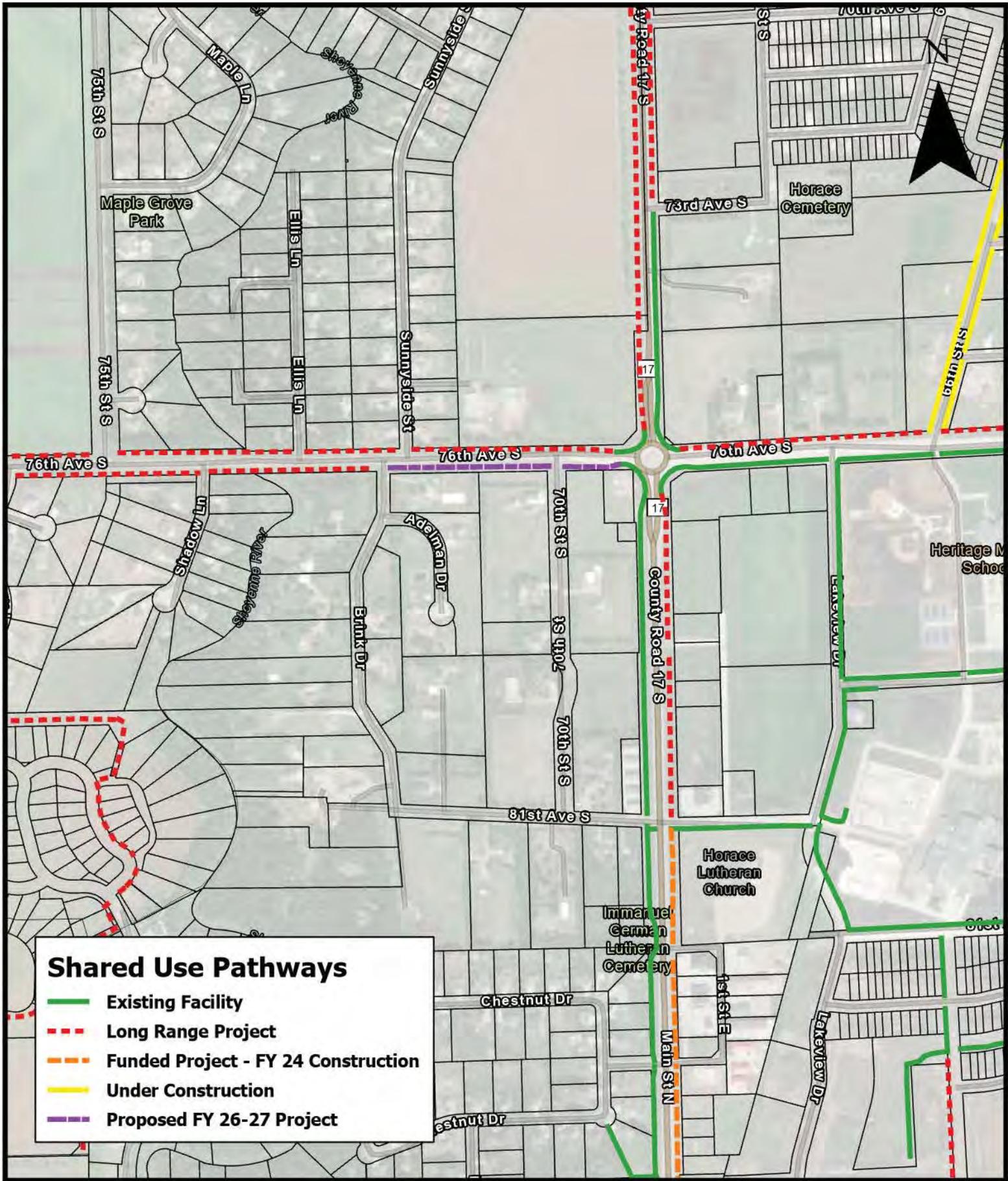
BASE QUOTE

Federal Funds \$ 331,201.60
Local Funds \$ 187,800.40



**Project Location Map:
76th Ave S - CR 17 to Brink Drive**





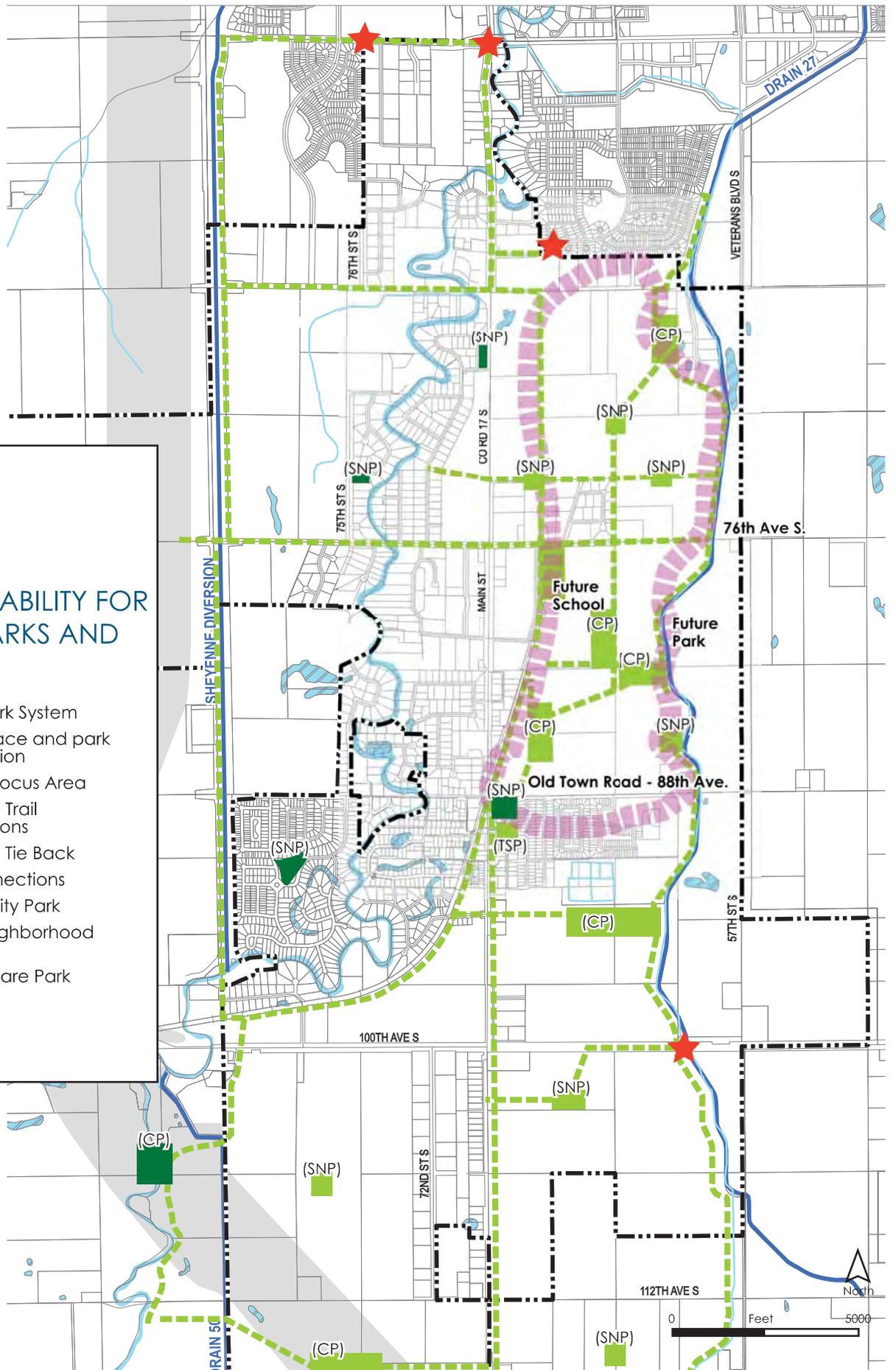
**Horace Shared Use Pathway Network:
76th Ave S - CR 17 to Brink Drive**



Figure 12-3

LAND SUITABILITY FOR FUTURE PARKS AND TRAILS

-  Future Park System
-  Greenspace and park preservation
-  Phase 1 Focus Area
-  FM-Metro Trail Connections
-  Diversion, Tie Back
-  Trail Connections
- (CP) Community Park
- (SNP) Small Neighborhood Park
- (TSP) Town Square Park



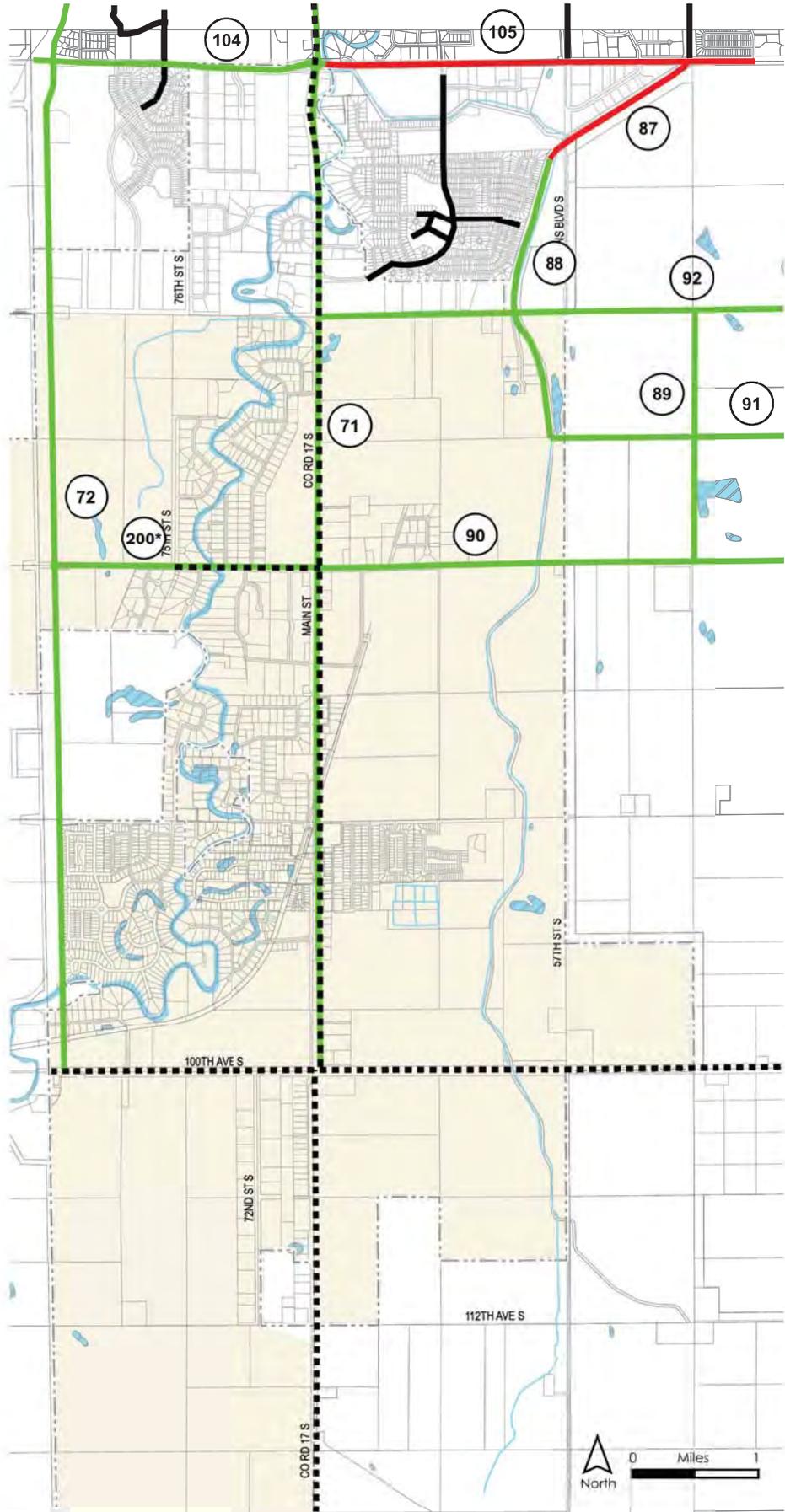


Figure 7-8

EXISTING AND PROPOSED BICYCLE AND PED FACILITIES

- Existing On-street Bikeway
- Existing Shared Use Path
- Short-range Project
- Long-range Project
- City Limits
- Extra Territorial Area



**Horace Application
CR 17 Shared Use Path -
81st Ave to 76th Ave**

2026 and 2027 Transportation Alternatives Application

Step 1: Project Information

Project Summary:

Name of Project: Shared Use Pathway: CR 17 - 81st Ave S to 76th Ave	
Project Location: East side of CR 17 from the north side of 81st Ave S to 76th Ave S	
Lead Jurisdiction: City of Horace	Local Match Provided by: City of Horace
Post-Construction Owner of the Project: City of Horace	
Right of Way Provided by: Cass County	Maintenance Provided by: City of Horace
Project Contact: Jace Hellman	Contact Phone: 701-552-1608
Contact Email Address: JHellman@CityofHorace.com	
Anticipated Bid Letting Date: April, 2026	Anticipated Project Completion Date: November, 2026
State: <input checked="" type="checkbox"/> North Dakota	<input type="checkbox"/> Minnesota
Would you like to use these funds for Advanced Construction (AC)?	<input type="checkbox"/> Yes, this project is requesting to use AC in the year specified below

Project Summary:

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

Funding Source	Funding Amount
2026 TA Funds	413464
2026 Local Matching Funds	103366
2026 Local Non-Matching Funds	130000 (Engineering)
2026 Subtotal:	646830
2027 TA Funds	
2027 Local Matching Funds	
2027 Local Non-Matching Funds	
2027 Subtotal:	0
Total Project Cost:	646830

Other Grants and Federal Funds:

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

Project Scope:

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

The City of Horace is requesting \$413,464.00 in Transportation Alternative funds to construct the next addition to our shared use pathway network along County Road 17. the proposed typical section for the the shared use path, consists of 6 inches of reinforced concrete, 4 inches of aggregate base and 6" of sub grade prep. The proposed pathway will cross an existing private commercial street. Appropriate ADA facilities will be installed as part of this project.

Timeliness and Need for the Project

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

The City of Horace is one of the most rapidly growing municipalities within the Metropolitan Area. Several of our existing streets, including County Road 17 lack basic pedestrian infrastructure. This section of pathway is directly adjacent to new commercial, in close proximity to 180 units of new multi-family that are currently under construction, the middle school and high school (both of which are on the radar for expansion), as well as an existing pedestrian network along 81st Ave S, Lakeview Dr, and 82nd Ave S that connects to approximately 600 new single family dwellings between the Cub Creek and Lakeview Developments.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

This project is the next piece in the CR 17 shared use pathway network. Following a successful TA award for a shared use pathway from the elementary school crosswalk to 81st Ave S along CR 17, which will be constructed in 2024, and the installation of this section of shared use path, the City will have approximately 3.6 miles of continuous shared use pathway connectivity that connects residents to all three schools and commercial establishments, including medical care with the new Sanford Clinic.

Identification of Potential Challenges:

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

The project will be constructed in previously disturbed Right of Way

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [MetroGrow 2045](#) – includes the following goals:

FM Metro COG MTP 2045 Metro Grow Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety System and Security	Reduces the opportunity for bicycle and pedestrian crashes, by providing separated Bike and Ped Facility
 Travel Efficiency and Reliability	
 Walking and Biking	Completes a network gap along CR 17 and adjacent developments
 Transit Access	
 Maintain Transportation Infrastructure	
 Environmental Sustainability	Directly adjacent to an identified EJ area, provides non-vehicle option for adjacent residents to access health care and other daily necessities
 Economic Development and Transportation Decisions	Project promotes components of complete streets; project provides safe alternatives for students and residents to access commercial areas; project assists in creating places people want to live, work, shop and recreate.
 Emerging Transportation Trends	

Demonstrated in Planning Studies:

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

- Additional materials are attached that document the need for the proposed project
- This project in the 2045 MTP. What is the MTP Project ID number:
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

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

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

Step 3: TA Specific Questions

What TA category best fits your project:

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

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

Step 4: Signature

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

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 30th of November (month), 2023 (year).

In Witness Thereof:

Jack Hellman 11/30/2023
(Responsible Government Official) Date

[Signature]
(Signature of Responsible Government Official)

JAMES A. DAHLMAN 11/30/2023
(City / County / District Engineer) Date

James A. Dahlman
(Signature of City / County / District Engineer)

Engineer Estimate C17 SUP (81st Ave to 76th Ave)

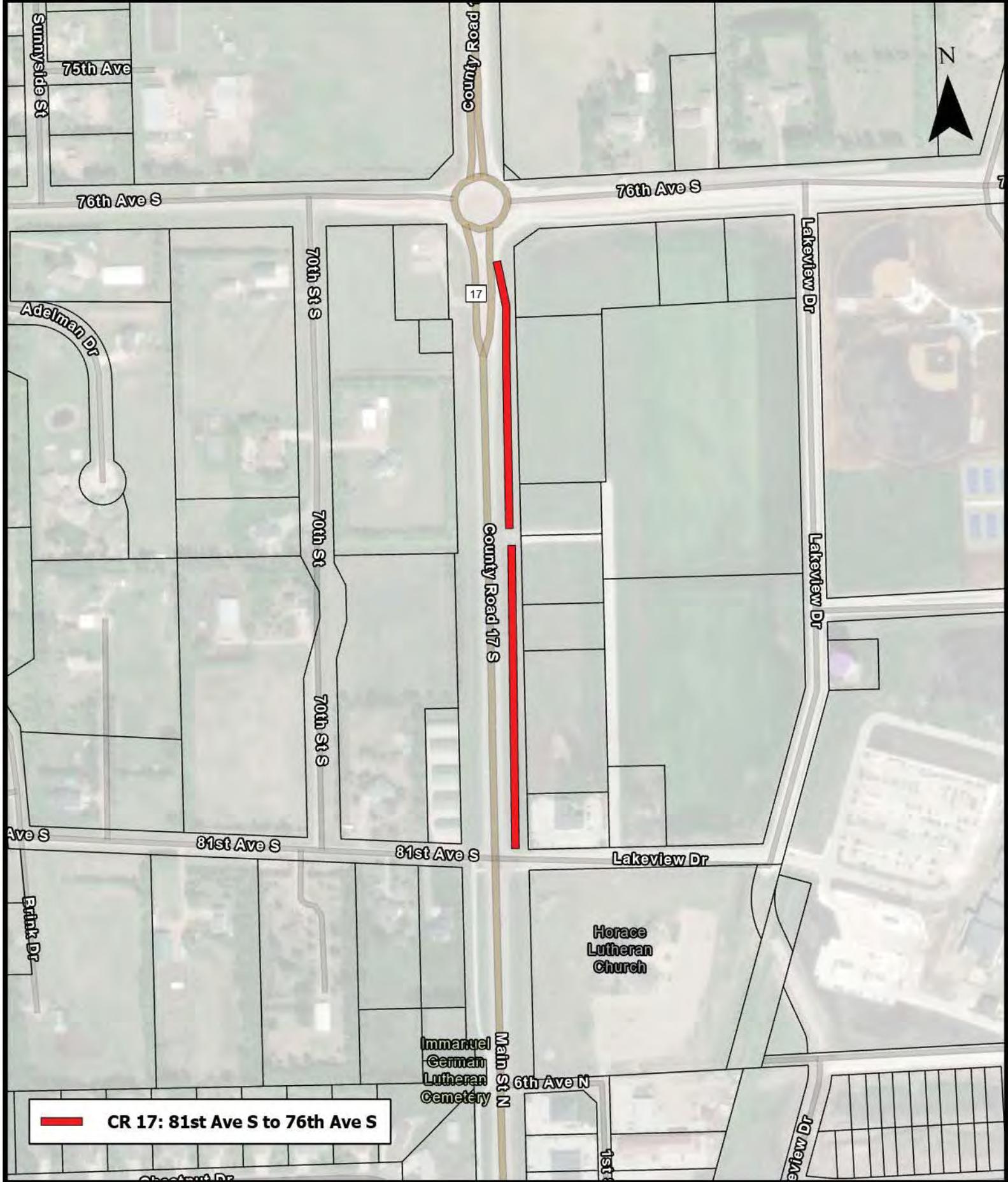
2026

BASE QUOTE

ITEM No.	SPEC	CODE	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	EXTENDED PRICE
1	103	0100	CONTRACT BOND	L SUM	1	\$ 25,000.00	\$ 25,000.00
2	201	0330	CLEARING & GRUBBING	L SUM	1	\$ 5,000.00	\$ 5,000.00
3	202	0132	REMOVAL OF BITUMINOUS SURFACING	SY	180	\$ 125.00	\$ 22,500.00
4	202	0170	REMOVAL OF CULVERTS-ALL TYPES & SIZES	LF	50	\$ 40.00	\$ 2,000.00
5	203	0103	COMMON EXCAVATION-TYPE C	CY	750	\$ 35.00	\$ 26,250.00
6	203	0125	REMOVE & SALVAGE TOPSOIL	CY	803	\$ 27.00	\$ 21,681.00
7	203	0140	BORROW-EXCAVATION	CY	3200	\$ 11.00	\$ 35,200.00
8	230	0165	SUBGRADE PREPARATION-TYPE A -12IN	STA	17	\$ 950.00	\$ 16,150.00
9	251	0300	SEEDING CLASS III	ACRE	2.00	\$ 2,000.00	\$ 4,000.00
10	253	0201	HYDRAULIC MULCH	ACRE	2.00	\$ 4,200.00	\$ 8,400.00
11	255	0102	ECB TYPE 2	SY	144	\$ 6.00	\$ 864.00
12	261	0112	FIBER ROLLS 12IN	LF	1200	\$ 6.00	\$ 7,200.00
13	261	0113	REMOVE FIBER ROLLS 12IN	LF	200	\$ 3.00	\$ 600.00
14	302	0121	AGGREGATE BASE COURSE CL 5	CY	254	\$ 115.00	\$ 29,210.00
15	430	0500	COMMERCIAL GRADE HOT MIX ASPHALT	TON	19	\$ 285.00	\$ 5,415.00
16	702	0100	MOBILIZATION	L SUM	1	\$ 50,000.00	\$ 50,000.00
17	704	0100	FLAGGING	MHR	40	\$ 48.00	\$ 1,920.00
18	704	1000	TRAFFIC CONTROL SIGNS	UNIT	884	\$ 5.00	\$ 4,420.00
19	704	1052	TYPE III BARRICADE	EA	2	\$ 320.00	\$ 640.00
20	704	1054	SIDEWALK BARRICADE	EA	2	\$ 150.00	\$ 300.00
21	704	1060	DELINEATOR DRUMS	EA	84	\$ 55.00	\$ 4,620.00
22	704	1067	TUBULAR MARKERS	EA	100	\$ 52.00	\$ 5,200.00
23	714	0310	PIPE CONC REINF 18IN CL III	LF	80	\$ 200.00	\$ 16,000.00
24	722	3455	CASTING INLET-TYPE I	EA	1	\$ 850.00	\$ 850.00
25	748	0140	CURB & GUTTER-TYPE I	LF	50	\$ 55.00	\$ 2,750.00
26	750	0107	SIDEWALK - DECORATIVE	SY	40	\$ 350.00	\$ 14,000.00
27	750	0120	SIDEWALK CONCRETE 6IN REINF	SY	1824	\$ 110.00	\$ 200,640.00
28	750	2115	DETECTABLE WARNING PANELS	SF	60	\$ 65.00	\$ 3,900.00
29	754	0110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	16	\$ 35.00	\$ 560.00
30	754	0206	STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	78	\$ 20.00	\$ 1,560.00

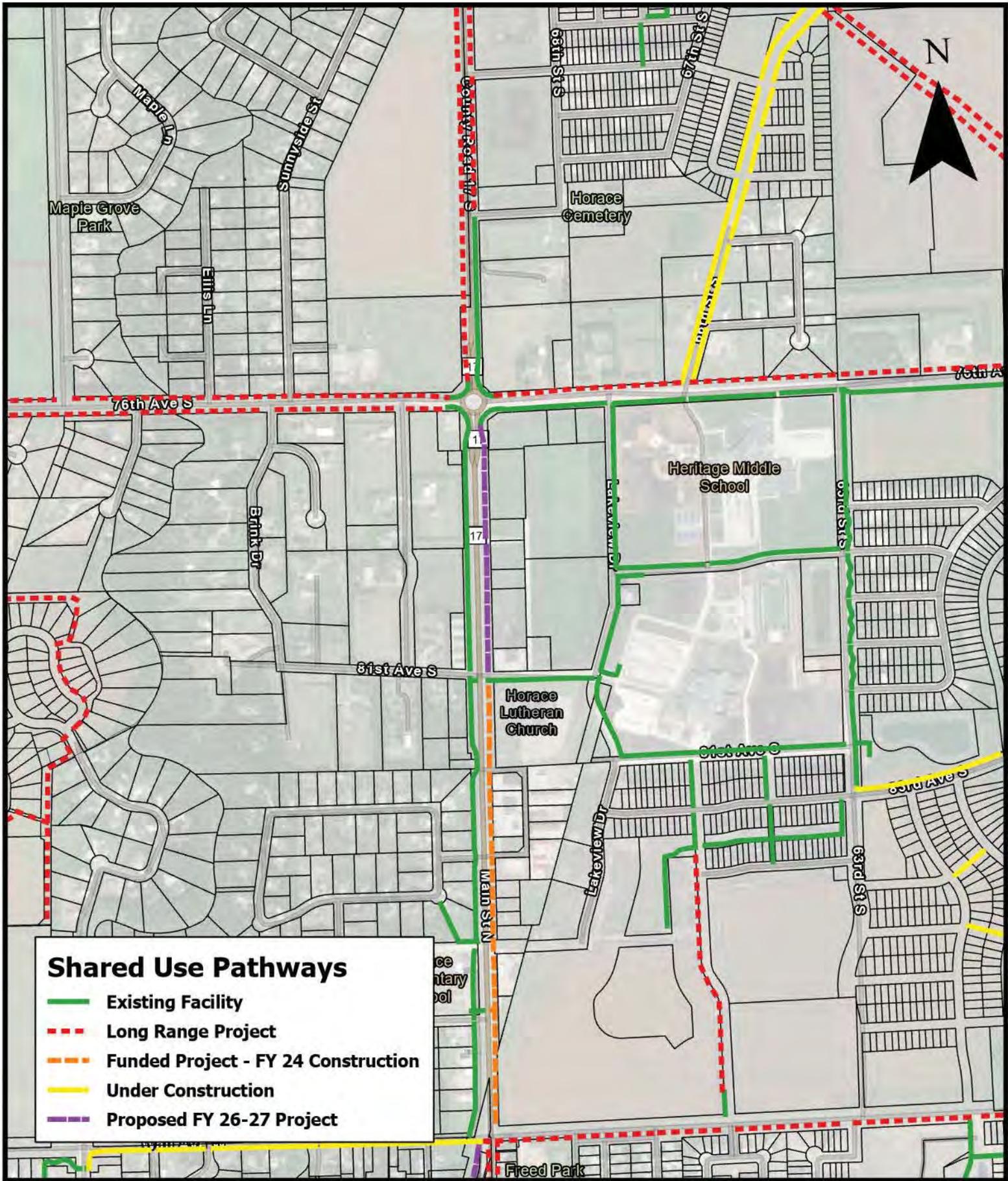
Opinion of Probable Construction Cost \$ 516,830.00
 Engineering (25% +/-) \$ 130,000.00

Federal Funds \$ 413,464.00
 Local Funds \$ 233,366.00



Project Location Map:
CR 17 - 81st Ave S to 76th Ave S





**Horace Shared Use Pathway Network:
CR 17 - 81st Ave S to 76th Ave S**



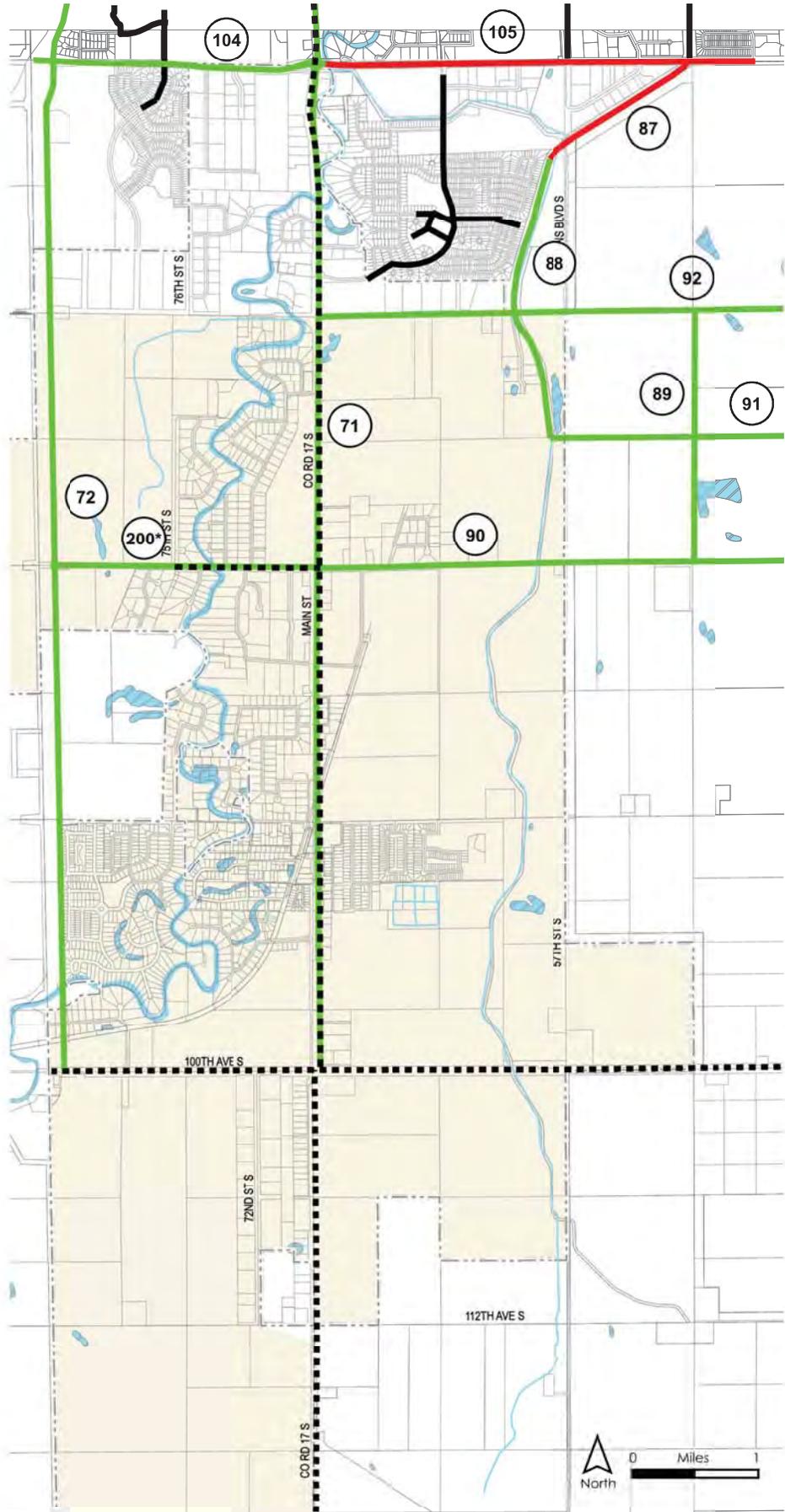


Figure 7-8

EXISTING AND PROPOSED BICYCLE AND PED FACILITIES

- Existing On-street Bikeway
- Existing Shared Use Path
- Short-range Project
- Long-range Project
- City Limits
- Extra Territorial Area

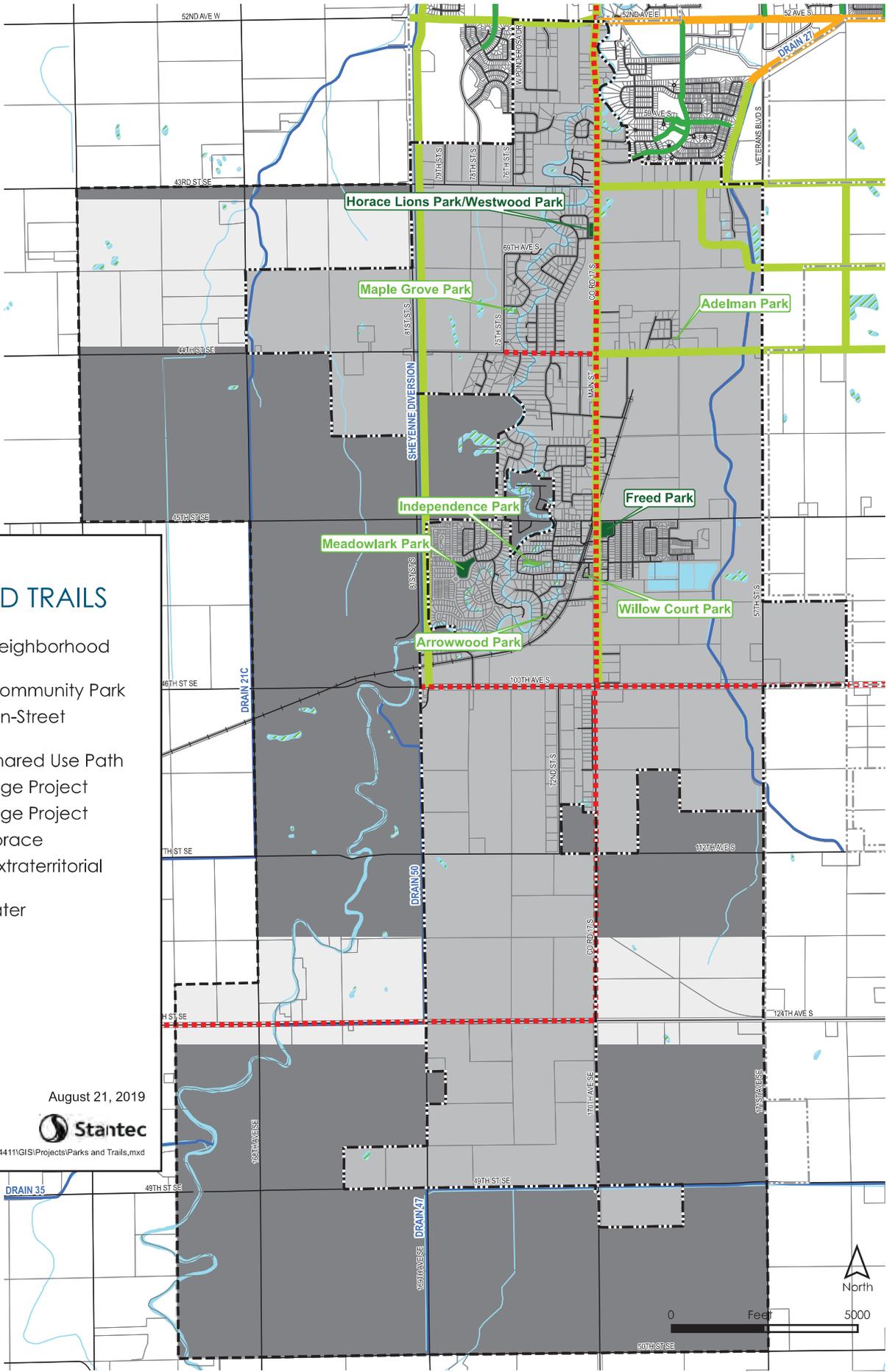


Figure 12-1
PARKS AND TRAILS

-  Existing Neighborhood Park
-  Existing Community Park
-  Existing On-Street Bikeway
-  Existing Shared Use Path
-  Short Range Project
-  Long Range Project
-  City of Horace
-  Horace Extraterritorial Area
-  Open Water
-  Wetland

August 21, 2019

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**West Fargo Application
Rivers Bend Multi-Use Path**

2026 and 2027 Transportation Alternatives Application

Step 1: Project Information

Project Summary:

Name of Project: Rivers Bend Multi-Use Path	
Project Location:	
Lead Jurisdiction: City of West Fargo	Local Match Provided by: West Fargo
Post-Construction Owner of the Project: City of West Fargo	
Right of Way Provided by: West Fargo	Maintenance Provided by: West Fargo
Project Contact: Andrew Wrucke	Contact Phone: 701-515-5105
Contact Email Address: andrew.wrucke@westfargond.gov	
Anticipated Bid Letting Date: November 2025	Anticipated Project Completion Date: October 2026
State: <input checked="" type="checkbox"/> North Dakota	<input type="checkbox"/> Minnesota
Would you like to use these funds for Advanced Construction (AC)? <input type="checkbox"/> Yes, this project is requesting to use AC in the year specified below	

Project Summary:

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

Funding Source	Funding Amount
2026 TA Funds	500000
2026 Local Matching Funds	500000
2026 Local Non-Matching Funds	
2026 Subtotal:	1000000
2027 TA Funds	
2027 Local Matching Funds	
2027 Local Non-Matching Funds	
2027 Subtotal:	0
Total Project Cost:	1000000

Other Grants and Federal Funds:

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

Project Scope:

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

The project would create a 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. Project is identified in the 2045 MTP, 2016 FM Metro Bike-Ped Plan and West Fargo 2.0.

Timeliness and Need for the Project

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

Project has had funding requested for past several years. Adjacent neighborhoods and transportation corridors have matured and are completed, which will drive demand once facility is opened.

System Benefit of the Project

Please explain how this project will benefit the transportation system?

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.

Identification of Potential Challenges:

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

Project includes a river crossing over Sheyenne River.

Step 2: Planning Conformance

Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [MetroGrow 2045](#) – includes the following goals:

FM Metro COG MTP 2045 Metro Grow Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety System and Security	
 Travel Efficiency and Reliability	
 Walking and Biking	Will connect two N/S bike corridors on commercial roadways
 Transit Access	
 Maintain Transportation Infrastructure	
 Environmental Sustainability	
 Economic Development and Transportation Decisions	
 Emerging Transportation Trends	

Demonstrated in Planning Studies:

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

- Additional materials are attached that document the need for the proposed project
- This project in the 2045 MTP. What is the MTP Project ID number: 102
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

Project Map and Documentation:

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

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

Step 3: TA Specific Questions

What TA category best fits your project:

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

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

Step 4: Signature

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

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 20 of November (month), 2023 (year).

In Witness Thereof:

Dustin T. Scott

11/20/2023

(Responsible Government Official)

Date



(Signature of Responsible Government Official)

Daniel Hanson

11/20/2023

(City / County / District Engineer)

Date



(Signature of City / County / District Engineer)

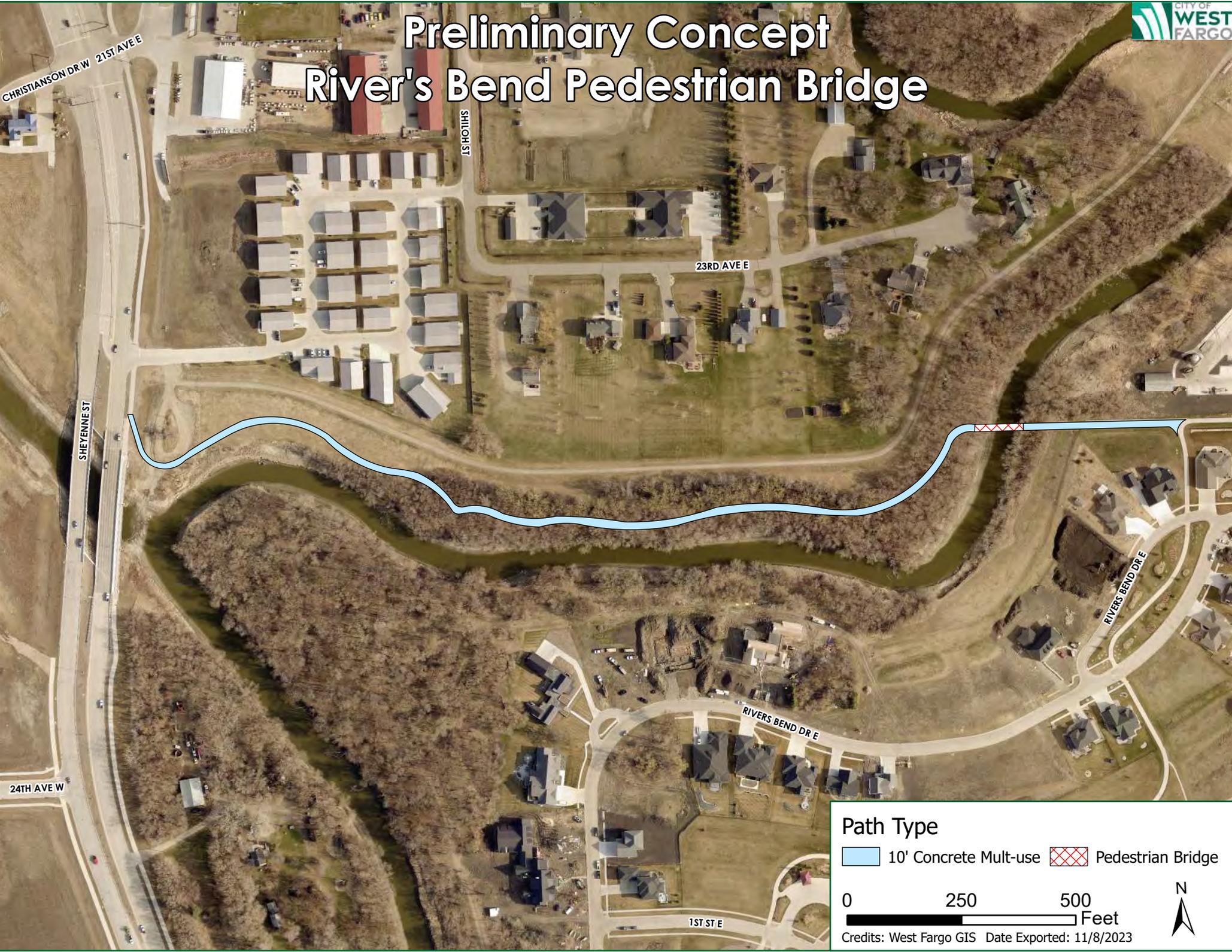
IMPROVEMENT PROJECT NO. XXXX
Rivers Bend - Pedestrian Path and Bridge
WEST FARGO ND

Engineer's Opinion of Probable Cost - Updated 10/2023

Participating Items

Spec	Code	Description	Units	Qty	Cost/Unit	Cost
201	330	CLEARING & GRUBBING	L SUM	1	\$25,000.00	\$25,000.00
202	129	REMOVAL OF CURB	LF	50	\$25.00	\$1,250.00
203	126	REMOVE & SALVAGE TOPSOIL	SY	3000	\$5.00	\$15,000.00
251	250	SEEDING CLASS II	ACRE	0.25	\$3,000.00	\$750.00
253	201	HYDRAULIC MULCH	ACRE	0.25	\$3,000.00	\$750.00
260		CONSTRUCTION EROSION MANAGEMENT	L SUM	1	\$75,000.00	\$75,000.00
550	100	5IN REINF CONCRETE PAVEMENT CL AE	SY	2400	\$85.00	\$204,000.00
702	100	MOBILIZATION	L SUM	1	\$25,000.00	\$25,000.00
704	1000	TRAFFIC CONTROL SIGNS	UNIT	1000	\$1.50	\$1,500.00
748	100	CURB & GUTTER	LF	50	\$100.00	\$5,000.00
750	2115	DETECTABLE WARNING PANELS	SF	40	\$60.00	\$2,400.00
900		PEDESTRIAN BRIDGE	EA	1	\$500,000.00	\$500,000.00
						\$855,650.00
		20% Contingency				\$171,200.00
		TOTAL				<u>\$1,026,850.00</u>
					FEDERAL SHARE	\$821,480.00
					LOCAL SHARE	\$205,370.00

Preliminary Concept River's Bend Pedestrian Bridge

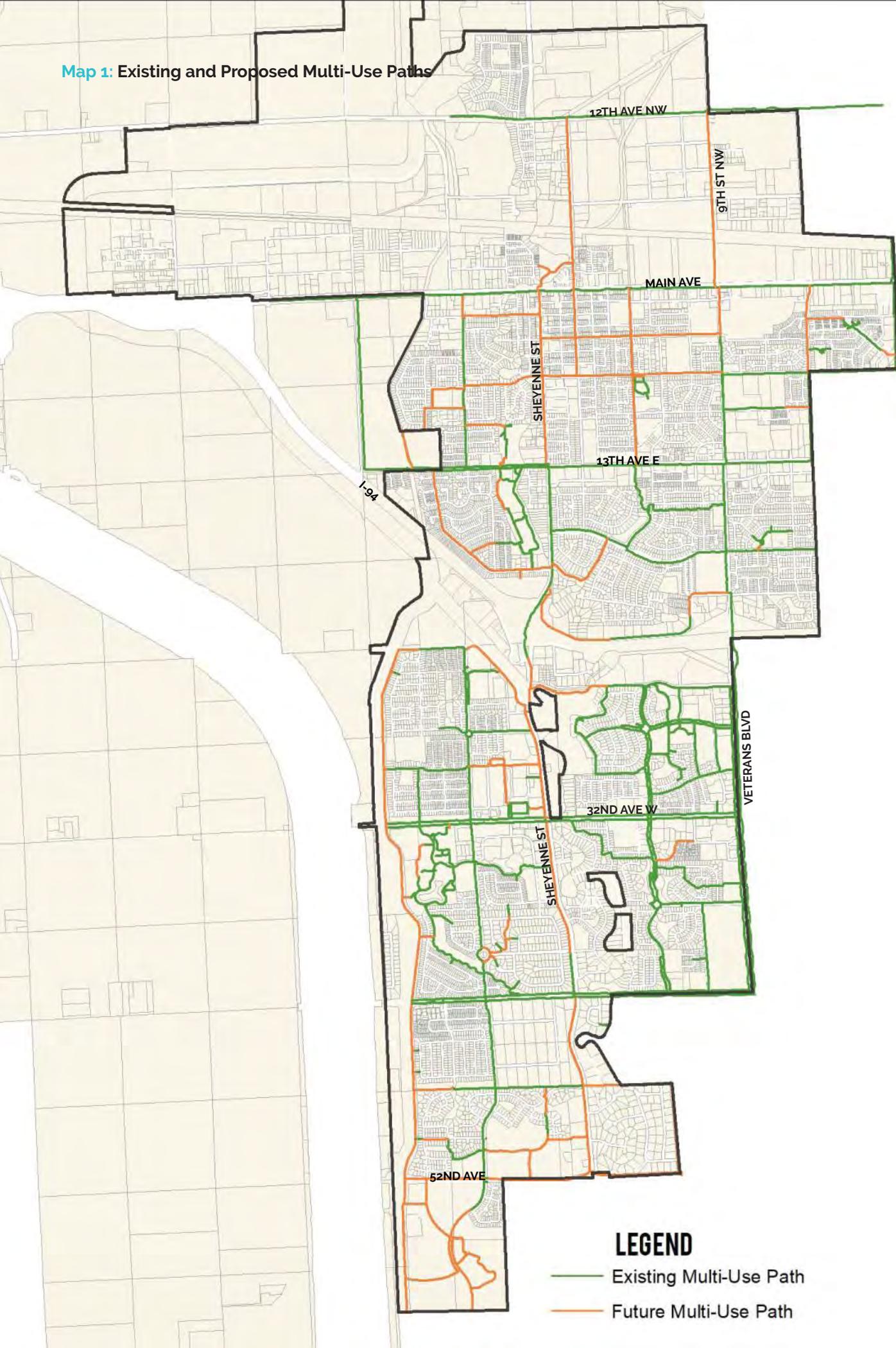


Path Type

-  10' Concrete Multi-use
-  Pedestrian Bridge



Map 1: Existing and Proposed Multi-Use Paths



LEGEND

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



To: Bicycle & Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: December 8, 2023
Re: **Rural Transportation Alternatives Applications**

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

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

City of Casselton – Governor’s Drive Shared Use Path (Phase 2)

The City of Casselton is seeking funding to construct a shared use path along the west side of Governor’s Dr / ND Hwy 18 from 37th St SE to approximately 0.2 miles south of Cottonwood Dr. This would be Phase 2 of a two-phase project. Phase 1 (currently programmed for funding) will be constructed from Cottonwood Dr. to 0.2 miles south, crossing Swan Creek and connecting to Phase 2. This project will connect the developed north end of Casselton with the expanding south end of Casselton, which includes new residential development as well as new and existing commercial development.

Cost: \$1,130,000 construction total; \$914,509 requested from TA

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

Cass County is seeking funding to reconstruct a shared use path along the east side of County Rd 15 from Kindred Elementary School (Linden St) to ND Hwy 46. The total length of this path is approximately 1 mile. The existing path was originally constructed in 1998 and overlaid in 2006. Since 2006 there have been no improvement to this path. The existing facility is an 8 ft wide asphalt path. This project would replace it with a 10 ft wide concrete path.

Cost: \$945,110 construction total; \$756,088 requested from TA

City of Mapleton – Pedestrian Safety Improvements, Sunset Dr & Carlsbad Ave

The City of Mapleton is seeking funding to construct five raised crosswalks along two residential corridors. The first set of raised crosswalks are proposed along Sunset Dr. These would be installed at intersections and would connect to/from recently-constructed sidewalks & paths. The second set of raised crosswalks are proposed along Carlsbad Ave, which leads to Mapleton Elementary School. These would also be installed at intersections and would connect to sidewalks on both sides of the roadway. The purpose of the raised crosswalks are to provide safe pedestrian crossings as well as reduce traffic speeds on these corridors.

Cost: \$653,000 construction total; \$528,472.90 requested from TA

Requested Action:

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

TA Project Evaluation - Rural Projects

2045 MTP Goal	TA Evaluation Criteria			Casselton - Governor's Dr Shared Use Path Phase 2		Cass Co (Kindred) - CR 15 Shared Use Path		Mapleton - Pedestrian Safety Improvements		
	Question	Evaluation instructions	Points	Points	Notes	Points	Notes	Points	Notes	Other notes
System Safety	Is the project located where crashes involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 10 years?	<i>Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.</i>	One crash: 5 pts Multiple crashes: 10 pts	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?	<i>Measure from outermost perimeter of school building.</i>	10	0	No public school located within 1/2 from project	10	Project is adjacent to Kindred Elementary	10	Two of five raised crosswalks within 0.25 mi from Mapleton Elementary	Should this category get all points if just 1 of 5 crosswalks meet criteria? Or should it be 1/5 of points?
Travel Efficiency and Reliability	Does the project directly connect two existing bicycle and/or pedestrian facilities with a similar facility?	<i>Examples of similar facilities: shared use path connecting directly to shared use path(s), sidewalk connecting directly to sidewalk(s), bike lane connecting directly to bike lane(s)</i>	10	-	-	-	-	10	All crosswalks connect to a sidewalk or shared use path	-
	OR									
	Does the project directly connect to an existing bicycle and/or pedestrian facility with a similar facility?		5	0	This is Phase 2 of a two phase project. Phase 1 is anticipated to be in-place first. However Phase 1 is not yet in-place.	5	Path connects to another shared use path at Kindred Main baseball field	-	-	-
	Is the project within a 1/4 mile of existing commercial AND multi-dwelling residential (3-plexes or greater) zoning districts?	<i>Per jurisdiction's zoning maps</i>	10	0	Within 1/4 mi of existing commercial but no multi-dwelling (3-plex or greater) nearby	10	Within 1/4 mi of both existing commercial and multi-dwelling (3-plex or greater)	10	One of the crosswalks is within 1/4 mi of both and multi-dwelling (3-plex or greater)	Should this category get all points if just 1 of 5 crosswalks meet criteria? Or should it be 1/5 of points?
Walking and Bicycling	Is the project consistent with recommendations of a corridor, comprehensive, or other planning study?	-	10	10	Shown in 2022 FM Bike-Ped Plan	0	2018 Cass Co Comp Plan, Cass Co Comp Highway & Bridge 5 Year Plan - 'need for improvements'	0	Not noted in any study.	-
Economic Development and Transportation Decisions	Does the project connect residential area(s) to commercial or industrial area(s)?	<i>Defer to Bicycle & Pedestrian Committee's judgement at time of scoring.</i>	10	10	While Phase 1 of the project is not yet in-place, by the time of this trail's constructed, it will connect residential areas to commercial & industrial areas.	10	Project connects residential neighborhoods on east side of CR 15 to commercial/industrial areas on south side of town.	10	All crosswalks connect to the sidewalk & path network with connects residential areas to commercial/industrial areas	Defer to bicycle/pedestrian committee
	Does the project provide a direct connection to a park or other recreation facility (i.e. swimming pool, skating rink, etc.)	<i>Direct connection refers to project adjoining property of park or recreation facility</i>	5	5	This project provides a direct connection to the Governors' Waterpark. While this waterpark is connected to the Days Inn, it is open to the public for use.	5	Proeject connects directly to ball fields and other sports fields.	0	Indirectly these crosswalks connect to parks and other recreation facilities	-
Total Points				25	-	40	-	40	-	

**Casselton Application
Governor's Dr Shared Use Path**



Governor's Dr Shared Use Path

City of Casselton

Contact: Dylan Dunn, PE

Email: dylan.dunn@mooreengineeringinc.com

Phone Number: 701-551-1075



GOVERNOR'S DR SHARED USE PATH

Project Name

Governor's Dr Shared Use Path

Project Location

Along Governor's Dr / North Dakota Highway 18 from 37th Street SE to Cottonwood Dr, in Casselton.

Project Contact / Contact Person

The City of Casselton

Dylan Dunn from Moore Engineering representing the City of Casselton.

Address: 925 10th Ave E West Fargo, ND 58078

Phone: 701-551-1075

Email: Dylan.dunn@mooreengineeringinc.com

Project Sponsor

The City of Casselton

Sponsoring Official

Mayor Michael Faught

Address: 702 1st St N Casselton, ND

Phone: 701-388-3182

Email: forthepeople.casselton@gmail.com

Project Description

The Governor's Drive Shared Use Path will provide a safe and reliable connection between popular commercial destinations and growing residential subdivisions in the City of Casselton. The project will construct a 1.1-mile, 10'-wide concrete path that connects residential areas to new commercial destinations (e.g., Dairy Queen, Dollar General) and long-established ones (Governor's Inn & Waterpark, Gordy's Travel Plaza). Importantly, a recently completed, 185-home residential subdivision is located along the desired corridor, adding potential users and connecting the isolated development to the City's amenities. The project will therefore provide a safe and reliable non-motorized connection for young families and adolescents to access nearby businesses.

A conceptual route with auxiliary features is shown below. As shown, the City is considering splitting the project into two phases to lower the financial burden on Casselton's residents. Phase 1 received grant assistance from FHWA's Carbon Reduction Program. The present application is seeking Transportation Alternatives funding for Phase 2.

Project Cost

Estimated project construction cost: \$1,130,000

Federally Eligible (80.93%): \$914,509.00

What TA category best fits your project?

Category A: Construction of a 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.

Supporting Data

The project route for the Governor's Drive Shared Use Path was initially identified in a Master Plan Study of shared use paths within the City of Casselton. Two recent developments have elevated the priority of this project and the City's sense of and urgency to complete it. First, a new Dairy Queen was developed along Governor's Drive in 2023. This has generated considerable pedestrian and bicycle traffic along the shoulder of the highway, particularly for young families and adolescents. Second, the 185-home Prairie Skies development was completed in 2023. This new development has only increased the need for a safe and reliable connection to the commercial destinations to the south.

Casselton recently completed a path project along 15th Avenue N. The City ultimately intends to use that project and the one proposed here to catalyze a broader initiative to create a shared use path network throughout Casselton. This project has received widespread support throughout the community. The Appendix below includes letters of support from MetroCOG, the School District, the Park District, and the local Dairy Queen.

Public Accessibility

The project corridor is along a State-owned highway, accessible to the public. The NDDOT will continue to own and maintain the highway. The City of Casselton will maintain the shared use path.

Matching Funds Provided by

The local share of matching funds will be provided by the City of Casselton. It is anticipated that Special Assessments will be used to fund the local share.

Will Right-of-Way for this Project be Needed?

The proposed project is planned within NDDOT or City owned Right-of-Way or parcels.

Maintenance of this Project will be Provided By

The City of Casselton Public Works Department will be responsible for providing maintenance of this project.

Environmental Impacts

Due to Federal funding on Phase One, an environmental document has been started, investigating environmental impacts. The environmental document will cover both phases of the project under one report.

- Land Use - No Impact
- Farmland - No Impact
- Social - positive impact through the extension of a livable, walkable community and encouragement of an active, healthy lifestyle
- Section 4(f) & (f) - No Impact
- Economic - positive impact connecting consumers to commercial destinations
- Relocations - No Impact
- Wetlands - Wetland Delineation complete, pending USACE review (*submitted 10/31*)
- Floodplain - No Impact
- Threatened or Endangered Species - No Impact confirmed by NDDOT Biologist
- Cultural Resources - No Impact confirmed by SHPO [Ref # 23-5706]
- Hazardous Waste - No Impact

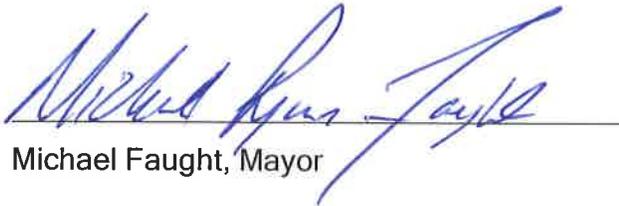
Required Signatures

Contact Person:

A handwritten signature in blue ink, appearing to read 'Dylan Dunn', written over a horizontal line.

Dylan Dunn, Project Engineer

Responsible Official:

A handwritten signature in blue ink, appearing to read 'Michael Faught', written over a horizontal line.

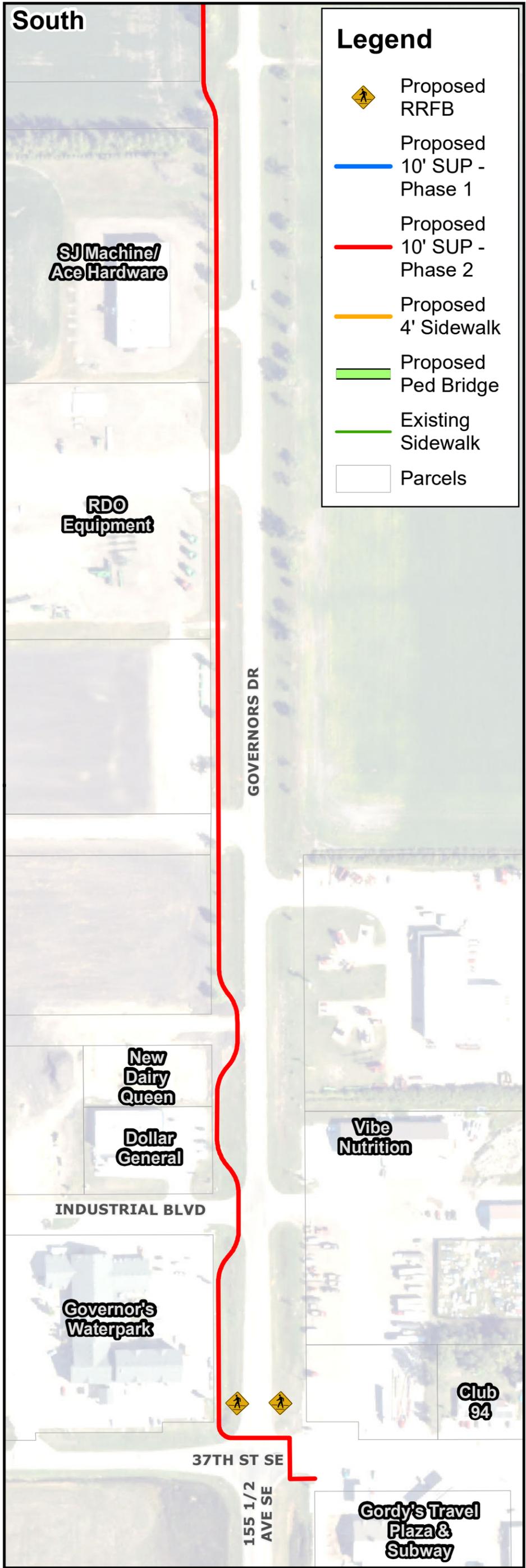
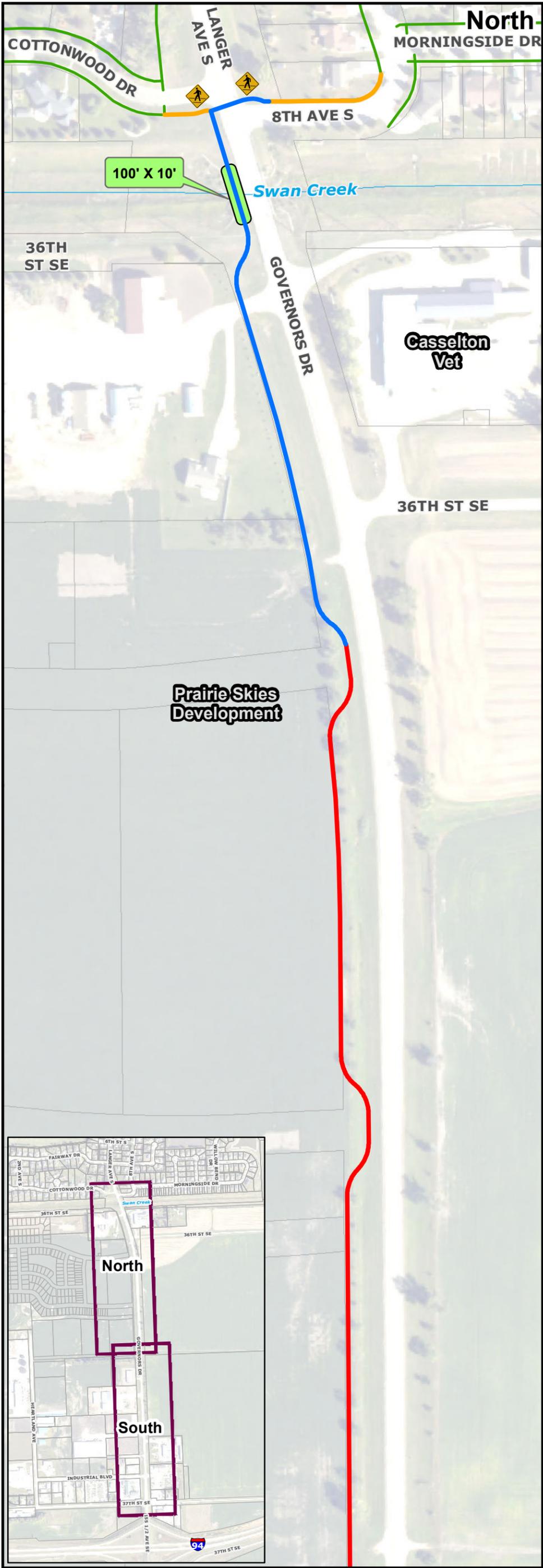
Michael Faught, Mayor

MPO Official:

Ben Griffin, Executive Director

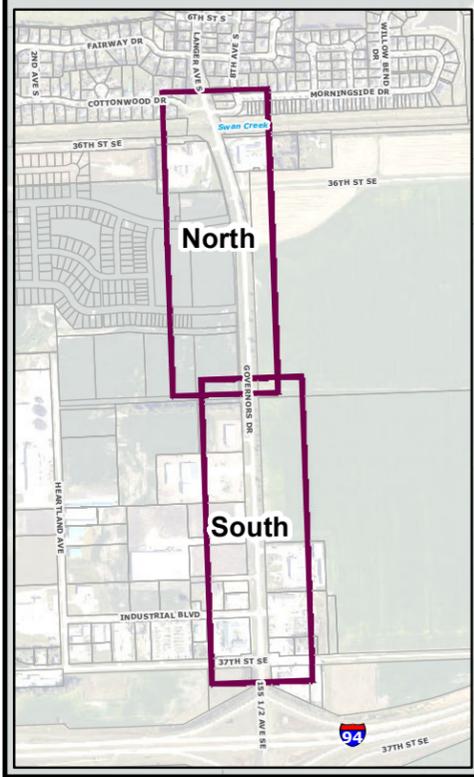
Appendix

- Project General Layout
- Preliminary Cost Estimate
- Letters of Support



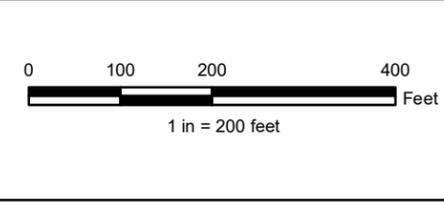
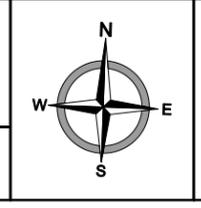
Legend

-  Proposed RRFB
-  Proposed 10' SUP - Phase 1
-  Proposed 10' SUP - Phase 2
-  Proposed 4' Sidewalk
-  Proposed Ped Bridge
-  Existing Sidewalk
-  Parcels



**GENERAL LAYOUT
GOVERNOR'S DRIVE SHARED USE PATH
CASSELTON, NORTH DAKOTA**

Created By: TJS Date Created: 04/14/23 Date Saved: 07/06/23 Date Plotted: 01/27/16 Date Exported: 07/06/23
Plotted By: Tanner Schmidt Parcel Date: 03/03/23 Aerial Image: 2022 County NAIP SIDS Elevation Data: Lidar
Horizontal Datum: NAD 1983 StatePlane North Dakota South FIPS 3302 Feet Vertical Datum: NAVD1988
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**PATH IMPROVEMENT DISTRICT NO. 2024-1
GOVERNOR'S DRIVE SHARED USE PATH - PHASE 2 (SOUTH)
CASSELTON, ND**

Engineer's Preliminary Opinion of Probable Cost

<i>BID ITEM NO. & DESCRIPTION</i>	<i>UNIT</i>	<i>QUANTITY</i>	<i>UNIT PRICE</i>		<i>TOTAL</i>
1. Contract Bond	L SUM	1	\$	7,500.00	\$ 7,500.00
2. Mobilization	L SUM	1	\$	50,000.00	\$ 50,000.00
3. Embankment	L SUM	1	\$	40,000.00	\$ 40,000.00
4. Pavement Removal	SY	350	\$	25.00	\$ 8,750.00
5. Drainage Improvements	L SUM	1	\$	50,000.00	\$ 50,000.00
6. Sidewalk Concrete - 5"	SY	5000	\$	85.00	\$ 425,000.00
7. Detectable Warning Panel	SF	220	\$	70.00	\$ 15,400.00
8. Curb & Gutter	LF	250	\$	70.00	\$ 17,500.00
9. Asphalt Driveway 7"	TON	60	\$	400.00	\$ 24,000.00
10. Topsoil, Seeding, & Hydraulic Mulch	L SUM	1	\$	25,000.00	\$ 25,000.00
11. Striping (4 crossings)	L SUM	1	\$	35,000.00	\$ 35,000.00
12. RRFBs (1 crossing)	L SUM	1	\$	20,000.00	\$ 20,000.00
13. Traffic Control	L SUM	1	\$	10,000.00	\$ 10,000.00

Construction Subtotal	\$	728,150.00
Contingencies (~40%)	\$	295,100.00

Total Construction \$ 1,023,250.00

5% Inflation to 2026 \$1,130,000.00

80.93% \$914,509.00

**Cass Co (Kindred) Application
County Rd 15 Shared Use Path**



Highway Department

Telephone: 701-298-2370

Fax: 701-298-2395

SMB-HWY@casscountynd.gov

12/6/23

Pam Wenger
Transportation Alternatives & Special Programs
NDDOT

Subject:

TA Application

Project Name:

Cass County Road 15 Shared Use Path

Project Location:

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

Project Contact:

Cass County Highway Department

Contact Person:

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

Project Sponsor:

Cass County Commission

Sponsoring Official:

Jason Benon, PE, County Engineer
1201 Main Ave West
West Fargo, ND 58078
701-298-2370

Project Description:

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



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

The reconstruction will include removing existing 8' wide asphalt path and replacing it in the same location with a 10' wide, 5" thick Concrete shared use path with ADA compliant ramps at intersections adjacent to Cass County Road 15, in Kindred ND. The Project runs North and South for approximately 5,500' along the east side of Cass County Road 15 from State Highway 46 (South) to the Kindred Elementary School (North). The North end of the project will connect into the existing sidewalk facilities throughout the City of Kindred. The South end of the project dead ends, however it will accommodate the subdivision south of State Highway 46 with access to Kindred by way of a path.

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

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

When the project is completed, it will greatly improve pedestrian connectivity from the south end to the north end of Kindred.

Project Cost:

The Project is estimated to have a total construction cost of \$945,110.00. See attachment 4 for the Engineers estimate.

- A. 80% Federal = \$756,088.00
- B. 20% Local = \$189,022.00
- C. The Preliminary Engineering and Construction Engineering will be done with Cass County forces, we will not be asking for any reimbursement for this portion of the project.

What TA category best fits your project?:

- A. Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and**



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other safety-related infrastructure, and transportation projects to achieve compliance with Americans with Disabilities Act of 1990.

- B. Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.
- C. Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- D. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- E. Construction of turnouts, overlooks, and viewing areas.
- F. Community improvement activities, including:
 - Historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose;
 - Vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - Archaeological activities relating to impacts from implementation of a transportation project; and
 - Streetscape improvements and corridor landscaping.
- G. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - Address storm water management, control and water pollution User prevention or abatement related to highway construction or due to highway runoff, including activities described in 23 U.S.C. 133(b)(11), 328(a), and 329; or
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitat.

Supporting Data:

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

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

- 1) The Cass County Comprehensive & Transportation Plan adopted in 2018 identifies the need for continued safety improvements and preservation to existing county facilities.
- 2) The Cass County Comprehensive Highway & Bridge 5 Year Plan from 2024-2028



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identifies the mission as stated “To provide and maintain an efficient, safe, environmentally responsible, and cost-effective county road system that effectively meets the citizen’s needs for personal mobility and the movement of freight consistent with the importance of the economy.”

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

No, this is a standalone project.

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

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

4. Provide documentation of governmental agencies that are in support of this project.

Also, please provide documentation of support, if any, from general public, other groups, and organizations.

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

Public Accessibility:

Cass County will be the owner of the project once completed and the public will have access to path at all times. Cass County also works with the City of Kindred during winter months to clear snow to keep path accessible.

Matching Funds Provided By:

Cass County.

Will Right of Way for this Project be Needed?

No.

Maintenance of this Project Will Be Provided By:

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

Environmental Impacts:



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- **Land Use - Describe changes or potential changes this project will have upon land use in the vicinity.**
This project enhances existing land uses in the vicinity by providing for increased transportation choices between the City's newest housing development, the schools, commercial zones, and the old town area. Increased multi-modal infrastructure and transportation choices are proven to foster higher land values and promote the highest and best uses of undeveloped and underdeveloped land.
- **Farmland - If any farmlands are to be used for this project, identify what their present usage is.**
N/A
- **Social - Describe the project's impact upon the neighborhood and community.**
Increasing choices for walking and biking to schools and amenities has broad social benefits. In particular, this project has 1) public health benefits as it expands the network in which one can walk or bike, and 2) promotes equity by enhancing transportation options to access services for those who cannot drive a car.
- **Section 4(f) & 6(f) - Are there any impacts to Section 4(f) or Section 6(f) properties?**
No.
- **Economic - Describe the project's economic impact.**
This project creates opportunities for residents to safely access commercial amenities without having to drive, as the pathway directly connects the Kindred School District and Kindred Parks facilities to residential developments south of town. The economic impact of this is threefold:
 1. The project will make city amenities more accessible, promoting equity and choice.
 2. Public investment in facilities that foster more walkable communities increases land value, thus promoting higher quality development.
 3. Enhanced the City's sustainability through a balanced transportation system, which will lessen the maintenance costs on other facilities.
- **Relocation - Will this project require the displacement of any people or businesses?**
No.
- **Wetlands - Will this project result in fill material being placed in any wetlands?**
No.
- **Floodplain - Is this project within a floodplain?**
No.



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- **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.

Required Signatures and Dates:



Highway Department

Telephone: 701-298-2370

Fax: 701-298-2395

SMB-HWY@casscountynd.gov

Kyle Litchy

Digitally signed by Kyle Litchy
DN: G=US, E=litchyk@casscountynd.gov,
O=Cass County, OU=Highway Department,
CN=Kyle Litchy
Date: 2023.12.07 14:58:14-06'00'

Contact Person:

12/6/23

Date:

Responsible Official:

12/6/23

Date:

MPO Official:

Date:

Attachments:



Highway Department

Telephone: 701-298-2370

Fax: 701-298-2395

SMB-HWY@casscountynd.gov

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



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, Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatasysteisen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

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

Cass County Road 15 Shared Use Path

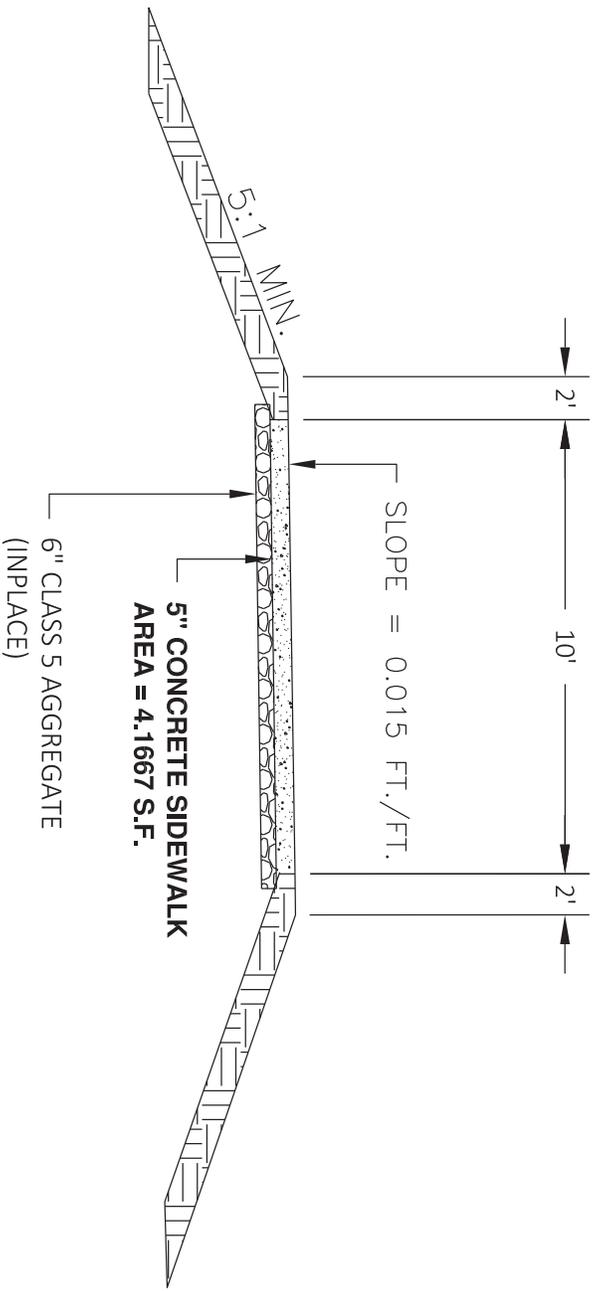
Date: 10/12/2023

Cass County Government



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

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



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

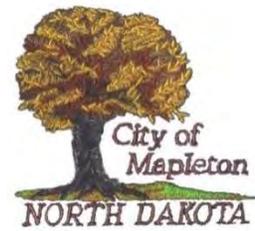
CASS COUNTY HIGHWAY DEPARTMENT									
TA GRANT APPLICATION									
GRADING, CEMENT TREATED BASE, & AGGREGATE SURFACING									
KINDRED, ND SHARED USE PATH									
ITEM	SPEC NO.	CODE NO.	DESCRIPTION	UNITS	ESTIMATED QUANTITIES	UNIT COST	TOTAL	ENGINEER'S ESTIMATE	
1	103	100	CONTRACT BOND	L SUM	1	\$15,000.00	\$15,000.00		
2	202	114	REMOVAL OF CONCRETE PAVEMENT	SY	75	\$30.00	\$2,250.00		
3	202	132	REMOVAL OF BITUMINOUS SURFACING	SY	5,000	\$30.00	\$150,000.00		
4	202	170	REMOVAL OF PIPES ALL TYPES & SIZES	LF	84	\$40.00	\$3,360.00		
5	203	125	REMOVE & SALVAGE TOPSOIL	CY	750	\$10.00	\$7,500.00		
6	251	300	SEEDING CLASS III	ACRE	1.25	\$1,200.00	\$1,500.00		
7	253	201	HYDRAULIC MULCH	ACRE	1.25	\$1,200.00	\$1,500.00		
8	261	112	FIBER ROLL 12IN	LF	200	\$5.00	\$1,000.00		
9	302	407	RESHAPE AGGREGATE BASE COURSE	STA	550	\$250.00	\$137,500.00		
10	430	500	COMMERCIAL GRADE HOT MIX ASPHALT	TON	150	\$200.00	\$30,000.00		
11	702	100	MOBILIZATION	L SUM	1	\$50,000.00	\$50,000.00		
12	704	1000	TRAFFIC CONTROL SIGNS	UNIT	500	\$8.00	\$4,000.00		
13	704	1054	SIDEWALK BARRICADE	EA	10	\$50.00	\$500.00		
14	704	1060	DELINIATER DRUMS	EA	40	\$30.00	\$1,200.00		
15	714	5200	PIPE CORR STEEL .079IN 24IN	LF	84	\$75.00	\$6,300.00		
16	714	5820	END SECT CORR STEEL .064IN 24IN	EA	6	\$300.00	\$1,800.00		
17	750	120	SIDEWALK CONCRETE 5IN REINF	SY	6,150	\$80.00	\$492,000.00		
18	750	1016	DRIVEWAY CONCRETE 6IN REINFORCED	SY	250	\$130.00	\$32,500.00		
19	750	2115	DETECTABLE WARNING PANELS	SF	120	\$60.00	\$7,200.00		
						TOTAL =	\$945,110.00		

20% LOCAL SHARE= \$189,022.00

80% FEDERAL SHARE= \$756,088.00

**Mapleton Application
Pedestrian Safety Improvements**

City of Mapleton, North Dakota



Pedestrian Safety Improvements Sunset Drive & Carlsbad Avenue

*North Dakota Department of Transportation
Transportation Alternative Program (TAP)*

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1. Project Name

Pedestrian Safety Improvements
Sunset Drive and Carlsbad Avenue Speed Tables

2. Project Location

The City of Mapleton is located in the central region of Cass County, North Dakota in Sections 1 and 6, Township 139N, and Range 51W and Sections 36 and 31, Township 140N and Range 50W. Mapleton is served by Interstate 94 and is located approximately 10 miles west of West Fargo, ND and 10 miles east of Casselton, ND. A state and county map can be found in Appendix A.

3. Project Contact

Andrew Draeger, Mayor
(701) 282-6992
adraeger@meridianseeds.com
City of Mapleton
PO Box 9
651 2nd St
Mapleton, ND 58059

4. Contact Person

Brandon Oye, City Engineer
(701) 282-4962
brandon.oye@mooreengineeringinc.com
Moore Engineering, Inc.
925 10th Avenue East
West Fargo, ND 58078

5. Project Sponsor

City of Mapleton
PO Box 9
651 2nd St
Mapleton, ND 58059

6. Sponsoring Official

Andrew Draeger, Mayor
(701) 282-6992
adraeger@meridianseeds.com
City of Mapleton
PO Box 9
651 2nd St
Mapleton, ND 58059

7. Project Background

The City of Mapleton is currently studying the cost and scope of improving the safety of pedestrians that use the City's sidewalks and shared-use path network. The City has received numerous complaints regarding pedestrian safety issues involving vehicles throughout town. The complaints received have been concentrated around the Ashmoor Glen 1st Addition neighborhood on Sunset Drive and around the Mapleton Elementary School on 1st St and the adjacent Carlsbad Avenue.

Sunset Drive is a local residential roadway that also serves as the only access to the adjacent Maple River Golf Course. As a result, the road sees significant traffic during the summer months. Sunrise Drive currently has sidewalks, however there are no safe and

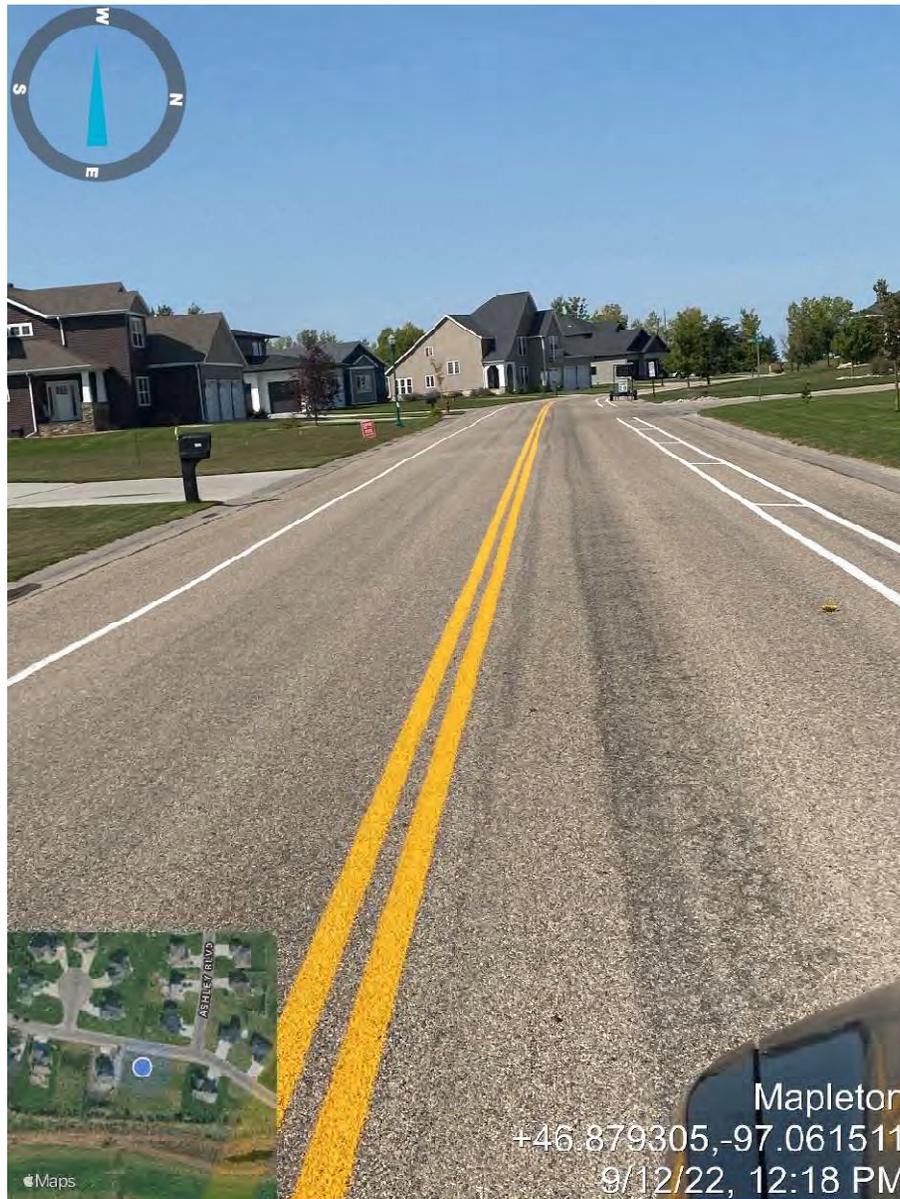


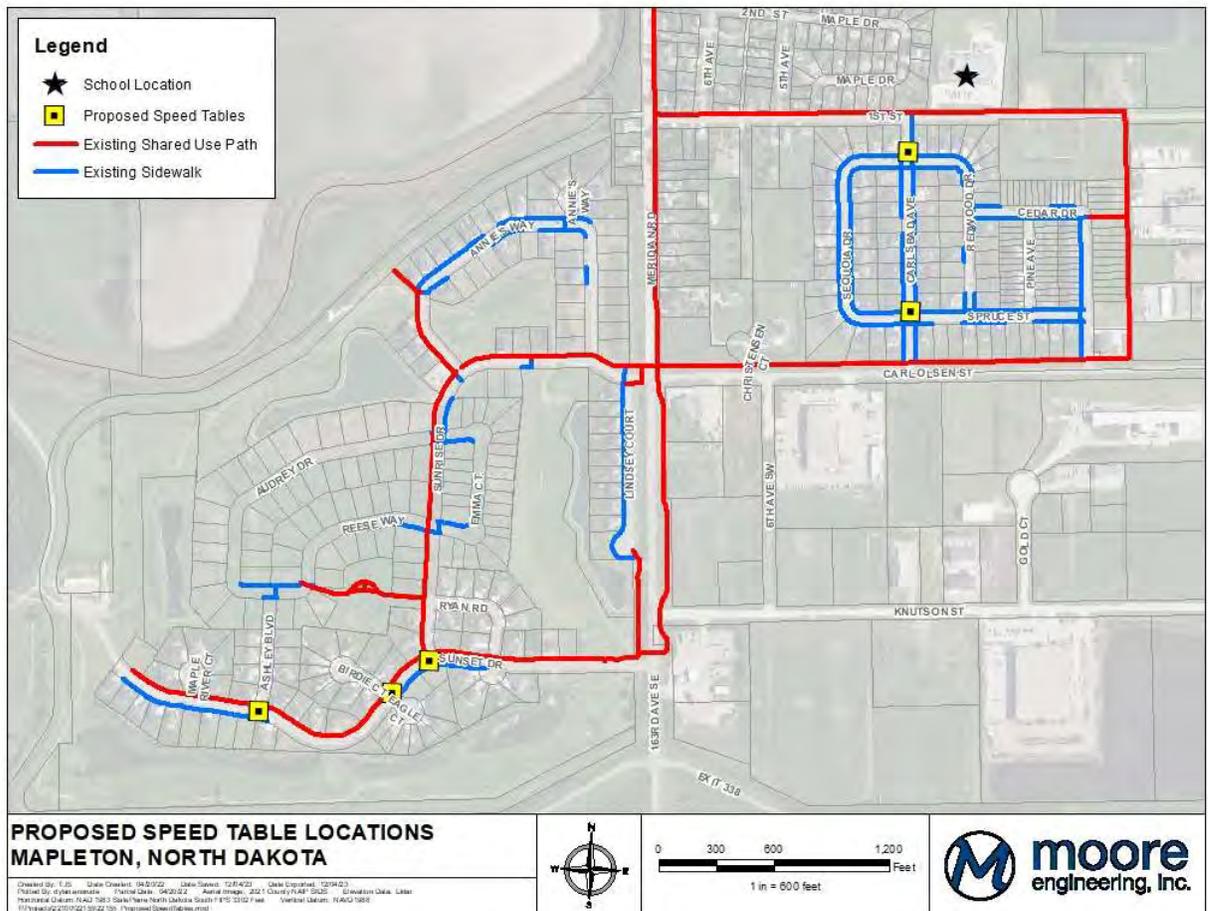
Figure 1: Sunset Drive - Existing Striping

designated locations for pedestrians to cross Sunset Drive, partly due to high vehicle speeds, and partly due to the existing bike lane within the street. While there haven't yet been any pedestrian accidents involving vehicles, there have been close calls, and the City is focused on providing a safe alternative before an accident takes place. The City has engaged the Cass County Sheriff's Office for additional patrols and mobile radar speed enforcement, but are limited by available resources.

Carlsbad Avenue is another local residential roadway within close proximity to the elementary school. Carlsbad Avenue serves as the main thoroughfare in the Meridian Grove neighborhood and is a busy pedestrian corridor for parents and children traveling to and from the elementary school. While there is an established sidewalk network in this neighborhood, pedestrians have trouble safely crossing the street due to the vehicle traffic.

8. Project Description

The proposed project includes installing concrete speed tables at strategic locations along Sunset Drive and Carlsbad Avenue. The speed tables will provide safe locations for pedestrians to cross both Sunset Drive and Carlsbad Avenue at critical pedestrian nodes and force traveling vehicles to reduce their speed, further increasing the safety of



pedestrians. The Public Works Department has been consulted about the proposed speed

tables, and it has been noted that the speed tables will not conflict with snow removal or street cleaning equipment. A map showing preliminary locations for the speed tables is below and can also be found in Appendix A.

9. Project Cost

The costs for the proposed improvements are outlined in the Engineer's Opinion of Probable Cost which can be found in Appendix B. The total eligible construction cost for the proposed shared-use path improvements is \$653,000 adjusted for inflation to fiscal year 2026. The City of Mapleton is requesting the maximum allowable financial participation amount of \$528,472.90.

The Engineer's Opinion of Probable Cost was prepared by:
Dylan Ensrude, PE - Assistant City Engineer
(701) 282-4962

dylan.ensrude@mooreengineeringinc.com

Moore Engineering, Inc.
925 10th Avenue East
West Fargo, ND 58078

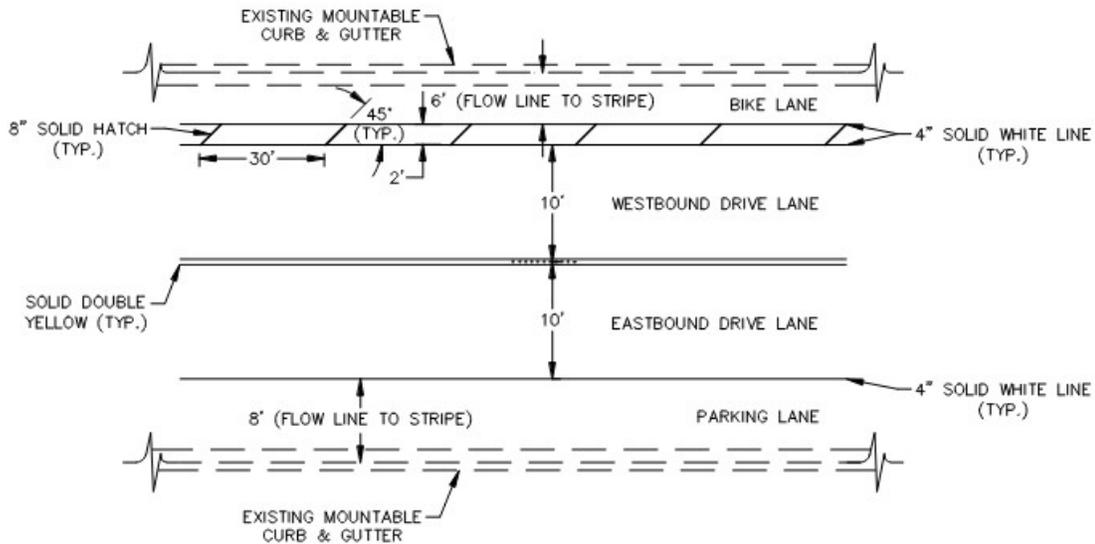
10. TAP Category Best Fits Proposed Project

"A" - Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrians 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.

11. Supporting Data

The proposed project is intended to bolster the City's existing shared-use path and sidewalk network by providing additional safety measures for pedestrians. The City is extremely proactive when it comes to maintaining and improving infrastructure to build a stronger community. The proposed safety improvements are a crucial part to the City's overall improvement plan. The Public Works department currently maintains one speed table on 1st Street near the school, and is comfortable taking on the maintenance of the additional speed tables.

The proposed speed tables on Sunset Drive tie together with a project completed in the Fall of 2023 that installed sidewalks on both sides of Sunset Drive, and eliminated the existing pedestrian space within the roadway. The sidewalk project established an ADA compliant route along Sunset Drive, with ramps at crossing locations. These crossing locations would be modified to accommodate the speed tables. Additionally, the existing striping on Sunset Drive has been updated per Figure 2 below in an effort to slow down traffic.



SUNSET DRIVE STRIPING

NO SCALE

Figure 2: Existing Striping - Sunset Drive

The proposed project will smoothly integrate within the similar completed projects within the City. Over the past several years, the City of Mapleton has worked diligently to provide the residents with a safe and ubiquitous pedestrian path and sidewalk network. As the City has continued to grow, so has the traffic volume and the need to increase the safety of the existing pedestrian routes. The City of Mapleton's rapid growth is exciting, but brings with it many challenges, that include a financial burden that many existing residents are unable to handle. This grant will help the City keep up with many of the needs that a growing community experiences.

Previously, the City of Mapleton has collaborated with Cass County on multiple projects to install shared-use paths along Meridian Road, which is also Cass County Road 11, the most recent of which was constructed this summer. These projects were completed in order to provide a safe pedestrian route along the county highway as part of an overall plan which provides a pedestrian route between the City's park system, school system, and other destinations within the city that are frequently accessed.

12. Public Accessibility

The owner of the proposed shared-use path improvement project will be the City of Mapleton. The proposed improvements will be exclusively provided for and accessible by the public.

13. Matching Funds Provided By

- 13.1. Finance construction costs by Improvement and Revenue Bonds or Bank of North Dakota Infrastructure Loan Fund
- 13.2. Repayment by Cash on Hand

14. Right-of-Way Needed

No additional right-of-way will be needed. All proposed improvements will be located in existing street right-of-way.

15. Maintenance of This Project will be provided by

City of Mapleton
Tom Pederson, Public Works Director
701-630-1821
PO Box 9
651 2nd St
Mapleton, ND 58059

16. Environmental Impacts

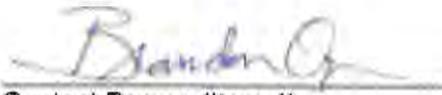
- 16.1. Land Use: No changes or potential changes regarding land use in the vicinity will take place with this project.
- 16.2. Farmland: No farmlands are to be used for this project.
- 16.3. Social: By completing the proposed project, which includes improving pedestrian safety throughout the community, this will strengthen the bond within the community, increase community involvement and offer more access possibilities to different areas of the growing city. The use of safe shared-use paths and sidewalk networks encourage the use of the City's parks, recreation areas, and generate a welcoming environment for new and current residents.
- 16.4. Economic: As surrounding cities become established and options for new home building decreases in those areas, Mapleton is determined to provide an accommodating community with similar recreational features and safe access throughout their shared-use paths and sidewalk networks. New businesses will develop to accommodate the future growth and will also entice new residents to become established in the City.
- 16.5. Relocation: The proposed project will not require any relocation or displacement of and people or businesses.

- 16.6. Wetlands: The proposed project will not result in fill material being placed in any known wetlands.
- 16.7. Floodplain: The proposed project is not within a flood plain.
- 16.8. Threatened or Endangered Species: There are no threatened or endangered species known to be in the project vicinity.
- 16.9. Cultural Resources: There are no properties on or eligible to be on the National Register of Historic Places in the project vicinity.
- 16.10. Hazardous Waste: There are no hazardous waste sites known to be located in the proposed project area.

17. Signatures



Project Contact (Item 3)
Andrew Draeger, Mayor
City of Mapleton



Contact Person (Item 4)
Brandon Oye, City Engineer
Moore Engineering, Inc.



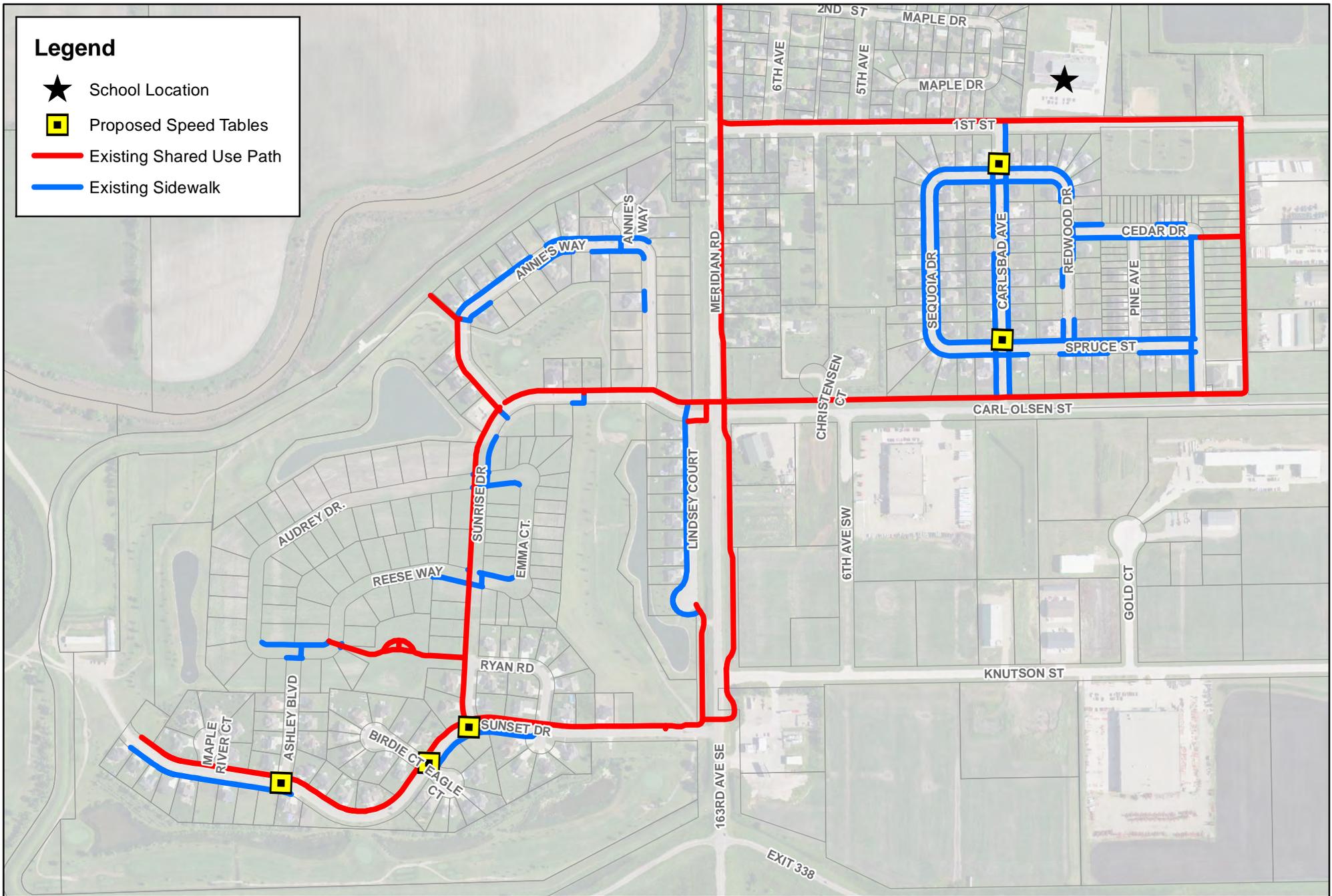
MPO Director
Ben Griffith, Executive Director
F-M Metropolitan Council of Governments

18. Attachments

Appendix A: Maps

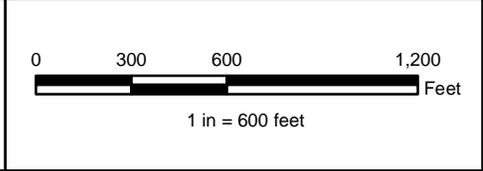
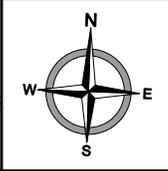
Legend

- ★ School Location
- ▣ Proposed Speed Tables
- Existing Shared Use Path
- Existing Sidewalk



**PROPOSED SPEED TABLE LOCATIONS
MAPLETON, NORTH DAKOTA**

Created By: TJS Date Created: 04/20/22 Date Saved: 12/04/23 Date Exported: 12/04/23
 Plotted By: dylan.ensrude Parcel Date: 04/20/22 Aerial Image: 2021 County NAIP SIDS Elevation Data: Lidar
 Horizontal Datum: NAD 1983 StatePlane North Dakota South FIPS 3302 Feet Vertical Datum: NAVD1988
 T:\Projects\22100\22155\22155_ProposedSpeedTables.mxd



Appendix B: Project Cost

**PEDESTRIAN SAFETY IMPROVEMENTS
SUNSET DRIVE AND CARLSBAD AVENUE SPEED TABLES
MAPLETON, NORTH DAKOTA**

Engineer's Preliminary Opinion of Probable Cost

<i>BID ITEM NO. & DESCRIPTION</i>	<i>UNIT</i>	<i>QUANTITY</i>	<i>UNIT PRICE</i>	<i>TOTAL</i>
<u>Base Bid</u>				
1. Mobilization	LSUM	1	\$44,000.00	\$44,000.00
2. Removal of Curb and Gutter	LF	400	\$22.00	\$8,800.00
3. Removal of Bituminous Surfacing	SY	980	\$11.00	\$10,780.00
4. Storm Sewer - 15In	LF	200	\$88.00	\$17,600.00
5. Storm Sewer - 18In	LF	90	\$110.00	\$9,900.00
6. Inlet - Type 2	EA	8	\$5,500.00	\$44,000.00
7. Concrete Speed Table	EA	5	\$33,000.00	\$165,000.00
8. Curb Ramp	SY	50	\$110.00	\$5,500.00
9. Curb & Gutter - Type 1	LF	400	\$82.50	\$33,000.00
10. Detectable Warning Panels	SF	64	\$55.00	\$3,520.00
11. Geotextile Fabric	SY	387	\$5.50	\$2,126.67
12. Aggregate Base Course - CI5	SY	340	\$55.00	\$18,700.00
13. Superpave FAA42	TON	160	\$192.50	\$30,800.00
14. Striping	L SUM	1	\$3,300.00	\$3,300.00
15. Signing	L SUM	1	\$3,300.00	\$3,300.00
16. Traffic Control	L SUM	1	\$8,250.00	\$8,250.00
17. Turf Establishment	L SUM	1	\$5,500.00	\$5,500.00

Construction Subtotal	\$414,076.67
Contingencies	\$166,437.96
TOTAL CONSTRUCTION	\$580,514.62
TOTAL CONSTRUCTION (FY2026)	\$653,000.00
Non-Construction Costs	\$155,000.00
Non-Construction Costs (FY2026)	\$177,000.00
TOTAL PROJECT COST (FY2026)	\$830,000.00

Eligible Construction:

<i>Federal Share (80.93%)</i>	\$528,472.90
<i>Local Share (19.07%)</i>	\$124,527.10

Non-Participating:

Local Share (Non-Construction)	\$177,000.00
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Note: Inflation was calculated using a 4% inflation rate per year to the year 2026.