

**561<sup>st</sup> Transportation Technical Committee**  
**Fargo-Moorhead Metropolitan Council of Governments**  
**THURSDAY, December 12, 2024 – 10:00 AM**  
**Metro COG Conference Room**

## AGENDA

1. Call to Order and Introductions
2. Approve the Agenda Action Item
3. Consider Minutes of the November 14, 2024 TTC Meeting Action Item
4. Public Input Opportunity Public Input
5. Minnesota EV Infrastructure Needs Assessment (MnEVINA) Information Only
6. 2025-2028 TIP Amendment 2 **Action Item**
7. Moorhead Functional Classification **Action Item**
8. ND Rural Transportation Alternatives (TA) Applications **Action Item**
9. ND Highway Safety Improvement Program (HSIP) Applications **Action Item**
10. ND Urban Grants Program (UGP) Applications **Action Item**
11. ND Urban Regional Highway System (RHS) Applications **Action Item**
12. Additions of Transit Appendix to 2050 MTP **Action Item**
13. Agency Updates Discussion Item
  - a. City of Fargo
  - b. City of Moorhead
  - c. City of West Fargo
  - d. City of Dilworth
  - e. City of Horace
  - f. Cass County
  - g. Clay County
  - h. Other Member Jurisdictions
14. Additional Business Information Item
15. Adjourn

REMINDER: The next TTC meeting will be held **Thursday, January 09, 2025** at 10:00 AM.

Metro COG is encouraging citizens to provide their comments on agenda items via email to [brumbaugh@fmmetrocog.org](mailto:brumbaugh@fmmetrocog.org). To ensure your comments are received prior to the meeting, please submit them by 8:00 AM on the day of the meeting and reference which agenda item your comments address. If you would like to appear via video or audio link for comments or questions on a regular agenda or public hearing item, please provide your e-mail address and contact information to the above e-mail at least one business day before the meeting.

**For Public Participation, please REGISTER with the following link:**

[https://us02web.zoom.us/webinar/register/WN\\_dISd4WBsS1Kb6foN0Sdv5A](https://us02web.zoom.us/webinar/register/WN_dISd4WBsS1Kb6foN0Sdv5A)

**Bolded** Action Items require roll call votes.

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

Metro COG is committed to ensuring all individuals, regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, and/or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Angela Brumbaugh at 701-532-5100 at least five days in advance of the meeting if any special accommodations are required for any member of the public to be able to participate in the meeting.

PLANNING ORGANIZATION SERVING

FARGO, WEST FARGO, HORACE, CASS COUNTY, NORTH DAKOTA AND MOORHEAD, DILWORTH, CLAY COUNTY, MINNESOTA

**560<sup>th</sup> Meeting of the  
FM Metro COG Transportation Technical Committee  
Thursday, November 14, 2024 – 10:00 AM  
Metro COG Conference Room**

Maegin	Elshaug	City of Fargo Planning (Alt. for Nicole Crutchfield)
Jeremy	Gorden	City of Fargo Transportation Engineering
Ben	Griffith	Metro COG
Cole	Hansen	Cass County Planning
Jace	Hellman	City of Horace – Community Development Director
Forrest	Steinhoff	City of Moorhead Planning (Alt. for Robin Huston)
Don	Lorsung	City of Dilworth Community Development
Kyle	McCamy	City of West Fargo Engineering
Sarah	Orr	Concordia College
Aaron	Nelson	West Fargo City Planning
Joe	Raso	GFMEDC
Mary	Safgren	MnDOT – District 4
Tom	Soucy	Cass County Highway (Alt. for Jason Benson)
Jordan	Smith	MATBUS
Brit	Stevens	NDSU – Transportation Manager
Tom	Trowbridge	City of Moorhead
Andrew	Wrucke	City of West Fargo Engineering
Wayne	Zacher	NDDOT – Local Government Division

**Members Absent:**

Jason	Benson	Cass County Highway Engineer (Alternate present)
Nicole	Crutchfield	City of Fargo Planning (Alternate present)
Robin	Huston	City of Moorhead Planning (Alternate present)
Matthew	Jacobson	Clay County Planning
Kelly	Krapu	Freight Representative - TrueNorth Compliance Service
Justin	Sorum	Clay County Engineering
Lori	Van Beek	City of Moorhead, MATBUS

**Others Present:**

Adam	Altenburg	Metro COG
Paul	Bervik	Metro COG
Karissa	Beierle Pavcek	Metro COG
Angela	Brumbaugh	Metro COG
Dan	Farnsworth	Metro COG
Aiden	Jung	Metro COG
Michael	Maddox	Metro COG
Mackenzie	Mueller	Metro COG
Will	Hutchings	NDDOT - Local Government Division
Jonathan	Atkins	City of Moorhead Traffic Engineering
Luke	Champa	SRF Consulting Group
Dylan	Dunn	Moore Engineering

**1. CALL TO ORDER AND INTRODUCTIONS**

The meeting was called to order at 10:00 am, on November 14, 2024 by Chair Griffith. A quorum was present.

**2. Approve the 560<sup>th</sup> TTC Meeting Agenda**

Chair Griffith asked if there were any questions or changes to the November 14, 2024 TTC Meeting Agenda.

**Motion: Approve the November 14, 2024 TTC Meeting Agenda.**

**Ms. Bommelman moved, seconded by Mr. Trowbridge.**

**MOTION, PASSED.**

**Motion carried unanimously.**

**3. APPROVE October 10, 2024 TTC MEETING MINUTES**

Chair Griffith asked if there were any questions or changes regarding the October 10, 2024 TTC Meeting Minutes.

**Motion: Approve the October 10, 2024 TTC Minutes.**

**Mr. Trowbridge moved, seconded by Mr. Lorsung.**

**MOTION, PASSED**

**Motion carried unanimously.**

**4. Public Comment Opportunity**

No public comments were provided or received.

**5. 2024-2027 Transportation Improvement Program (TIP) Amendment 12**

Mr. Bervik presented Amendment 12 regarding the 2024-2027 Transportation Improvement Program (TIP). A public notice was published on Wednesday, October 30, 2024, and comments accepted until 12:00 noon on Thursday, November 14, 2024. As of the date of the memo, no comments were received.

The proposed Amendment to the 2024-2027 TIP is as follows:

1. **Modification of Project 9220039:** NDDOT installation of high-tension cable median guardrail (2026). Moving the project year from 2024 to 2026.
2. **Modification of Project 9210005:** NDDOT installation of high-tension cable median guardrail (2026). Moving the project year from 2025 to 2026.
3. **Modification of Project 9231004:** NDDOT revising signals within West Fargo (2025). Updating Project Cost.
4. **Modification of Project 9240052:** NDDOT removing negative left turn offsets at various locations (2025). Updating Project Cost.
5. **New Project 0247073:** Metro COG flexing STBG funding to Metro COG Planning (2025).
6. **New Project 9242074:** NDDOT pavement marking at various locations throughout the Fargo District (2025).

**Motion: Recommend approval of Amendment 12 of the Metro COG 2024-2027 Transportation Improvement Program (TIP) to the Policy Board.**

**Mr. Trowbridge moved, seconded by Mr. Gorden.**

**MOTION, PASSED**

**Motion carried unanimously.**

**6. 2025-2028 Transportation Improvement Program (TIP) Amendment 1**

Mr. Bervik presented Amendment 1 regarding the 2025-2028 Transportation Improvement Program (TIP). A public notice was published on Wednesday, October 30, 2024, and comments accepted until 12:00 noon on Thursday, November 14, 2024. As of the date of the memo, no comments were received.

The proposed amendment to the 2025-2028 TIP is as follows:

1. **Modification of Project 9231004:** NDDOT revising signals within West Fargo (2025). Updating Project Cost.
2. **Modification of Project 9240052:** NDDOT removing negative left turn offsets at various locations (2025). Updating Project Cost.
3. **Modification of Project 9210005:** NDDOT installation of high-tension cable median guardrail (2026). Moving the project year from 2025 to 2026.
4. **Modification of Project 9220039:** NDDOT installation of high-tension cable median guardrail (2026). Moving the project year from 2024 to 2026.
5. **New Project 0247073:** Metro COG flexing STBG funding to Metro COG Planning (2025).
6. **New Project 9242074:** NDDOT pavement marking at various locations throughout the Fargo District (2025).

**Motion: Recommend approval of Amendment 1 of the Metro COG 2025-2028 Transportation Improvement Program (TIP) to the Policy Board contingent upon approval of the 2025-2028 TIP.**

**Mr. Gorden moved, seconded by Mr. McCamy.**

**MOTION, PASSED**

**Motion carried unanimously.**

**7. 2024 Metro Profile**

A recorded power point was presented showing the latest details for the Metropolitan profile for 2024. The report is divided into five sections:

- Community Profile –
  - The population has increased by 3,957 for a total of 262,620.
  - Horace has the fastest growing population
  - Unemployment rate as of 2022 is 1.81% which is less than the United States (3.63%)
  - 10.2% work from home compared to 13.8% of the U.S.
- Roadways
  - Vehicle miles have increased by 5%
  - There were 60 TIP projects in 2023 with a total cost of \$86,065,822
- Freight
  - Amtrak station ridership for 2023 was 17,545 an increase of 19.17%
- Bike & Pedestrian
  - There is 253 miles of bikeway paths
  - University Drive has the largest hourly pedestrian counts
- Transit
  - There were 1,295,317 MATBUS passengers in 2023

**Motion: Recommend Policy Board approval of the 2024 Metropolitan Profile.**

**Mr. Trowbridge moved, seconded by Mr. Lorsung.**

**MOTION, PASSED**

**Motion carried unanimously.**

**8. Regional Comprehensive Safety Action Plan (SS4A) Final Report**

Mr. Altenburg stated SS4A is the first safety action plan aimed at reducing and eliminating serious injuries and fatalities on the region's transportation network.

Mr. Champa of SRF presented the information for the Comprehensive Safety Action Plan explaining the plan is intended to provide Metro COG and local jurisdictions with strategies to address safety risks on the roadway network using analyses of historic crash information. The plan establishes a vision of 55 % reduction of fatalities on roadways by 2040 and will be measured annually beginning in 2025.

In the spring of 2025 Metro COG will be able to apply for grants with the US DOT. Typically, smaller projects under \$10 million are more successful than larger projects. A narrative about fatal and serious injuries would need to be included. Mr. Zacher stated NDDOT needs to approve it before it can go to the next step.

Mr. Trowbridge stated the plan has a lot of implementations, but the plan does not call out any specific projects. Mr. Champa responded that at the regional level that is the outcome, and the jurisdictions can do their analysis.

Mr. Atkins questioned, as Fargo and West Fargo start tackling some of the areas does the High Injury Network get adjusted for other areas to help get funding for them also. Mr. Champa stated the US DOT wants the update completed annually. It can be accomplished with the Metro Profile. Mr. Lorusong stated a statement could be added regarding it will be done annually. Mr. Altenburg stated it may be a good idea to enlist the GIS committee.

**Motion: Recommend Policy Board approval of the Regional Comprehensive Safety Action Plan with the inclusion of an updated map and SS4A eligible map.**

**Mr. Trowbridge moved, seconded by Ms. Elshaug**

**MOTION, PASSED**

**Motion carried unanimously.**

**9. EV Readiness Study Final Report**

Mr. Altenburg presented the Electric Vehicle Readiness Study. The study is aimed at providing clarity and direction for increased EV adoption in the region.

The study was done with the assistance of HDR. A working group was developed and area utility companies were involved. By 2035, there will be between 11,000 and 18,000 electric vehicles and between 1600 and 1900 public chargers in our community. Strategy workshops focused more on community charging.

DOTs are tracking EV Registrations and EVSE installations. Mr. Hutchings stated that per ND state statute charging areas are not for parking. Ms. Safgren stated there are funding grants, with the application period starting October 14<sup>th</sup> and closing January 3<sup>rd</sup>.

**Motion: Recommend Policy Board approval of the EV Readiness Study**

**Ms. Bommelman moved, seconded by Mr. Steinhoff.**

**MOTION, PASSED**

**Motion carried unanimously.**

**10. Fargo Transportation Plan (FTP)**

Mr. Maddox presented the Fargo Transportation Plan. He stated the first FTP study started in 2021. The Fargo City Commission received it last month and approved the adoption.

The plan is comprised of four different areas and guides how the infrastructure is completed. The plan takes policy and information from other plans and combines it into one, including road infrastructure, land use, and bicycle needs.

**Motion: Recommend Policy Board approval of the Final Fargo Transportation Plan.**

**Mr. Gordon moved, seconded by Mr. Trowbridge.**

**MOTION, PASSED**

**Motion carried unanimously**

**11. Agency Updates**

- a. NDDOT - Will Hutchings will be our new NDDOT representative
- b. MnDOT – 2025-2028 STIP plan is approved and open
- c. Dilworth Planning – Two open houses next week for the 8<sup>th</sup> Avenue and 15<sup>th</sup> Avenue Studies

**12. Additional Business**

Mr. Griffith welcomed new Concordia College representative Sarah Orr who was attending her first TTC meeting in person. He reminded everyone that TA applications are due tomorrow. He also noted that Chelsea Levorsen was leaving Metro COG to take a planning position with the City of Fargo.

**13. Adjourn**

The 560<sup>th</sup> Regular Meeting of the TTC was adjourned on November 14, 2024 at 11:50 AM.

**Mr. Atkinson moved to Adjourn; Mr. Trowbridge seconded**

**THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING WILL BE HELD DECEMBER 12, 2024, 10:00 AM.**

Respectfully Submitted,

Angela Brumbaugh  
Office Manager

DRAFT

**To:** Transportation Technical Committee  
**From:** Adam Altenburg, AICP  
**Date:** December 5, 2024  
**Re:** **Minnesota EV Infrastructure Needs Assessment (MnEVINA)**

The Minnesota Electric Vehicle Infrastructure Needs Assessment (MnEVINA) will identify priority areas for EV charging infrastructure throughout Minnesota. Part of the federal Bipartisan Infrastructure Law provides funds for states to install fast chargers for EVs. The State of Minnesota expects to invest about \$68 million from this federal program over five years. These investments will be led in part by the opinions and needs of passenger vehicle drivers throughout the state.

Beth Kallestad, Principal Sustainability Planner from MnDOT's Office of Sustainability and Public Health, will present more information on this program at the TTC meeting.

More information can be found at the link below:

<https://talk.dot.state.mn.us/mnevina>

**Requested Action:** None – information only.

**To:** Transportation Technical Committee  
**From:** Paul Bervik, PE, Assistant Transportation Planner  
**Date:** December 6, 2024  
**Re:** **2025-2028 Transportation Improvement Program (TIP) Amendment 2**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) will hold a public meeting both in person and via Zoom Video Communications on Thursday, December 12, 2024 at 10:00 AM to consider public comments regarding a proposed amendment to the 2025-2028 Transportation Improvement Program (TIP) for the FM Metropolitan Area. The proposed amendment to the 2025-2028 TIP reflects modified federally funded projects within the Metropolitan Planning Area (MPA).

A public notice was published in the Forum of Fargo-Moorhead on Wednesday, November 27, 2024, which advertised the public meeting, detailed how to request more information, and provided information on how to make public comments regarding the proposed amendment. The public notice advertised that public comments will be accepted until 12:00 noon on Thursday, December 12, 2024. As of the writing of this memo, no written comments have been received.

The proposed amendment to the 2025-2028 TIP is as follows:

1. **Modification of Project 5250035:** Moorhead MATBUS purchase of one (1) class 400 bus and related equipment (2025). Update funding source.
2. **New Project 8251043:** MnDOT districtwide guard rail installation. (2025)
3. **New Project 8251044:** MnDOT installation of a NEVI charging station along I-94. (2025)

See **Attachment 1** for more detailed project information.

**Requested Action:** Recommend approval of Amendment 2 of the Metro COG 2025-2028 Transportation Improvement Program (TIP) to the Policy Board.

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits From To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
-------------	---------------------------	--------------	------------------	--------	------------------------	---------------------	------------------	--------------------	------------------------	----------------------	---------

Amendment 2 - 2025-2028 Metro COG TIP

Existing projects with no change in cost

Moorhead Transit	5250035 TRF-0034-25J	2025	Transit			CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 400 BUS AND RELATED EQUIPMENT	Transit Capital	\$225,000	FTA 5310 <del>FTA 5307</del>	Local	\$191,250 \$33,750
------------------	----------------------	------	---------	--	--	--	-----------------	-----------	---------------------------------	-------	-----------------------

Amendment 2 - 2025-2028 Metro COG TIP

New project

MNDOT	8251043 8824-235	2025	Various Locations			ON US 10 AND I-94, DISTRICTWIDE GUARDRAIL REPAIR, VARIOUS LOCATIONS	Safety	\$500,000	STBGP	State	\$407,100 \$92,900
MNDOT	825044 8824-260	2025	I-94		Within 1 miles of 22, 24, or 38	**NEVI**DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 22, 24, OR 38 ON I94	New Construction	\$820,000	NEVI	State Local	\$656,000 \$82,000 \$82,000



**To:** Transportation Technical Committee  
**From:** Karissa Beierle Pavek  
**Date:** December 6, 2024  
**Re:** **MnDOT Federal Functional Classification Update**

The City of Moorhead initiated a request to upgrade the Federal Functional Classification of 40<sup>th</sup> Avenue S. FM Metro COG conducted an initial review of the system in the area and determined that upgrades were justified. These changes will complement the process of reviewing the Federal Functional Classification of the Minnesota portion of our Adjusted Urbanized Area Boundary (AZUA) that will occur in the following months. Reviewing the entirety of our AZUA Federal Functional Classification is a substantial undertaking. Due to this reason, the request to update the segment of the roadway prior to the completion of FM Metro COG's review is warranted.

As with the other parts of the FM Area, South Moorhead has undergone population growth and significant housing development. The speed limit of 40<sup>th</sup> Avenue S is 40 mph, and the ADT is over 3,000. Restricted access to neighborhoods in turn creates less traffic friction and increases mobility of the roadway. The Moorhead Soccer Complex, other parks and SGR contribute to the community using this roadway as a significant portion of their daily trips. The road is also a section line road connecting Highway 75 to Highway 52. With FM Metro COG being the primary contact for processing local requests to the Federal Functional Classification System we recommend the following changes on behalf of The City of Moorhead:

**Table 1**

Change	Road Name	Segment	Proposed FFC
1	40 <sup>th</sup> Ave S	From 16 <sup>th</sup> St S to 28 <sup>th</sup> St S	Major Collector
2	40 <sup>th</sup> Ave S	From 28 <sup>th</sup> St S to 40 <sup>th</sup> St S	Major Collector
3	40 <sup>th</sup> St S	From 40 <sup>th</sup> Ave S to 34 <sup>th</sup> St S	Major Collector
4	34 <sup>th</sup> Ave S	From 40 <sup>th</sup> St S to Hwy 52	Major Collector

**Requested Action:** Recommend Policy Board approval of the 2024 MnDOT Federal Functional Classification update.

**Date Request Initiated: September 3, 2024**

**Local Government Requesting Change: The City of Moorhead**

**Instructions:** Complete the following information for each roadway segment that requires a change in functional classification. Use additional sheets as necessary.

#	Description of Road Segment	Reason for Change	
1	Road No. & Termini: <u>40th Ave S from 16th St S to 28th St S</u> Mileage: <u>0.625085 miles</u> Current FC: <u>Minor Collector</u> Proposed FC: <u>Major Collector</u>	State Proj # (if applicable):  Circle one: Proposed Rd/ <b>Existing Rd</b>	Roadway has significant AADT, connection to various community spaces and crosses a Minor Collector.
2	Road No. & Termini: <u>40th Ave S from 28th St S to 40th St S</u> Mileage: <u>0.868831 miles</u> Current FC: <u>Local</u> Proposed FC: <u>Major Collector</u>		State Proj # (if applicable):  Circle one: Proposed Rd/ <b>Existing Rd</b>
3	Road No. & Termini: <u>40th St S from 40th Ave S to 34th Ave S</u> Mileage: <u>0.868831 miles</u> Current FC: <u>Minor Collector</u> Proposed FC: <u>Major Collector</u>	State Proj # (if applicable):  Circle one: Proposed Rd/ <b>Existing Rd</b>	Upgrade determined based on connectivity of the system and connection to State Hwy 52.
4	Road No. & Termini: <u>34th Ave S from 40th St S to Hwy 52</u> Mileage: <u>0.128283 miles</u> Current FC: <u>Minor Collector</u> Proposed FC: <u>Major Collector</u>		State Proj # (if applicable):  Circle one: Proposed Rd/ <b>Existing Rd</b>

**Summary of Requested Changes:**

For each request, summarize the change in functional classification mileage. Include miles added and miles deleted for each affected classification type.

Request #	Principal Arterial	Major Collector	Minor Collector	Local Road
1		0.625085	- 0.625085	
2		0.868831		- 0.868831
3		0.212793	- 0.212793	
4		0.128283	- 0.128283	
<b>Total</b>	<b>0</b>	<b>1.834992</b>	<b>- 0.966161</b>	<b>- 0.868831</b>

**Describe the impact of these changes on functional classification percentages in the jurisdiction and the plan for maintaining balance.**

This change has no significant change to the overall percentages of the Federal Functional Classification System to this jurisdiction. The percentage of miles classified as Major Collectors increases from 10.98% to 11.50%. This is within the FHWA guidelines of 7-15%.

<b>City/County Engineer Signature</b>	Date
<b>RDC/MPO Board Review Signatures</b>	Date
<b>District Planner/District State Aid Engineer</b>	Date
<b>Next Steps for MnDOT District:</b>	
1. Scan Signed Document to PDF format	
2. Email PDF file to:	
* City/County and RDC/MPO who initiated the request and any others as appropriate	
* MnDOT State Aid Contact (As of July 2021, Kim DeLaRosa, State Aid, Kimberlie.delarosa@state.mn.us)	

\* MnDOT Functional Class Change Contact (As of February 2024, Erika Shepard, OTSM, erika.shepard@state.mn.us)

**A copy of the map showing the Change in Functional Classification should be attached to the email.**

# MnDOT Proposed FFC Change Request

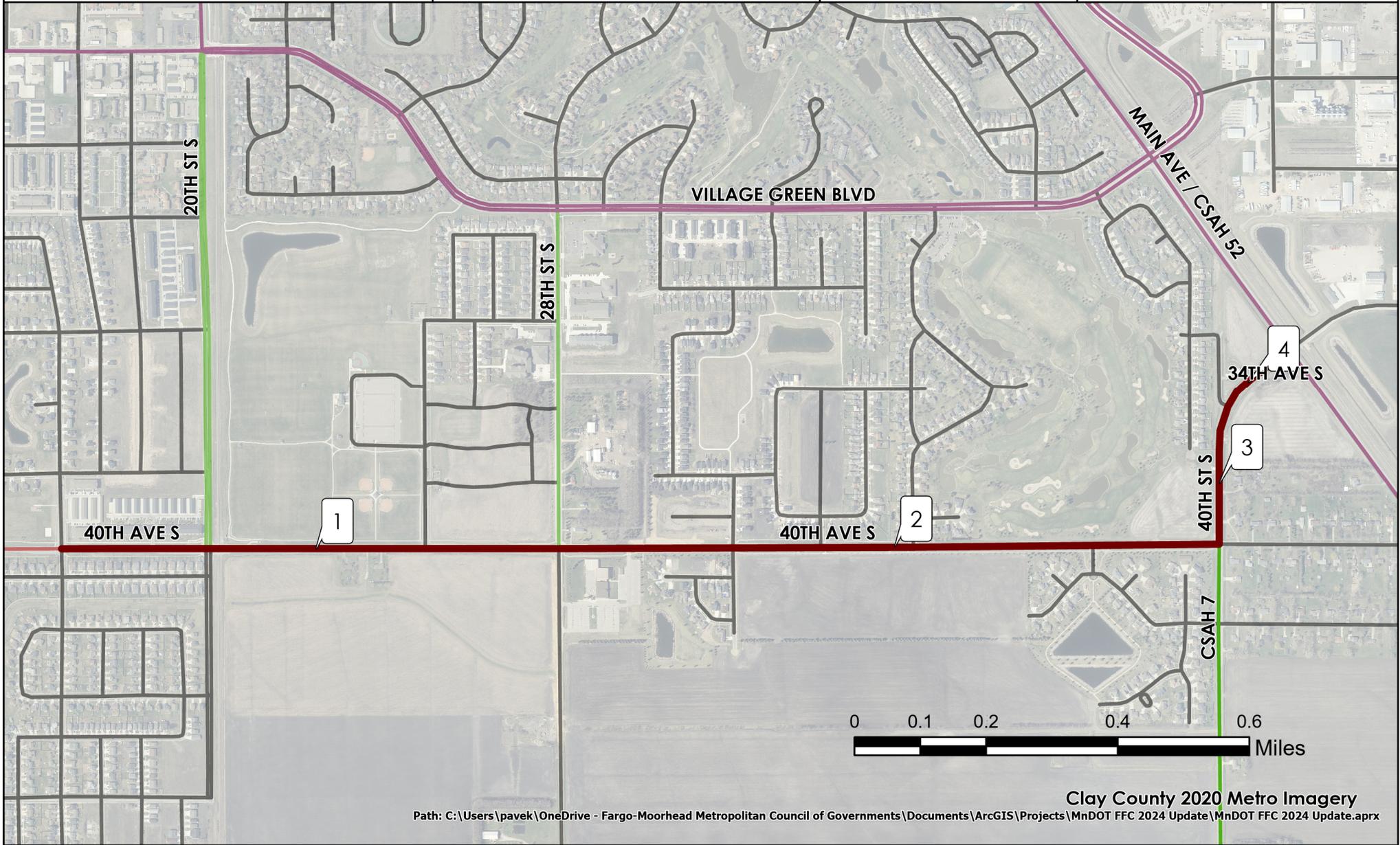


December 2024

Moorhead MN

## Legend

- 7 - Local
- 6 - Minor Collector
- 5 - Major Collector
- 4 - Minor Arterial
- 3 - Principal Arterial - Other
- 2 - Principal Arterial - Other Freeway
- 1 - Principal Arterial - Interstate
- <all other values>



**To:** Transportation Technical Committee  
**From:** Paul Bervik, PE, Assistant Transportation Planner  
**Date:** December 6, 2024  
**Re:** **Rural Transportation Alternatives Application**

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

Applying jurisdictions within Metro COG's planning area are required to submit their applications to Metro COG. For rural applications (outside Metro COG's urbanized boundary) Metro COG reviews and submits applications to the respective state Departments of Transportation (DOTs). For urban projects (inside Metro COG's urbanized boundary) Metro COG scores, ranks, and awards projects internally. Metro COG will bring the urban projects to the TTC and Policy Board in January or February 2025.

Metro COG received a total of one rural TA application located on the ND side of Metro COG's planning area. Below is a description of the application along with the scoring of the application as scored by the Bicycle & Pedestrian Committee at the December 4<sup>th</sup> meeting. **Attached** is the scoring table showing the scoring of the application. Also, **attached** is the full application.

**Cass County (within City of Kindred) - County Road 15 Shared Use Path**  
**Score: 55 points**

Cass County is seeking funding to reconstruct a shared use path along the east side of County Road 15 from Kindred Elementary School (Linden Street) to ND Highway 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-foot-wide asphalt path. This project would replace it with a 10-foot-wide concrete path. An RRFB (Rectangular Rapid Flashing Beacon) will be installed at 53<sup>rd</sup> Street SE. There is also an option for an installation of an RRFB at the Highway 46 crossing.

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

**Requested Action:**

Recommend approval of the attached Transportation Alternatives (TA) application and associated scoring to Policy Board prior to submittal to NDDOT.

## TA Project Evaluation - Rural

2045 MTP Goal	TA Evaluation Criteria				North Dakota	
	Question	Evaluation instructions	Source of criteria	Points	Jurisdiction	Jurisdiction
System Safety	Is the project located where crashes involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 9 years?	<i>Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.</i>	2045 MTP	One crash: 5 pts Multiple crashes: 10 pts	0	No Crashes
	Is the project located within 1/2 mile radius of a K-8 public school?	<i>Measure from outermost perimeter of school building.</i>	2045 MTP	10	10	Kindred Elementary School is adjacent to project
Travel Efficiency and Reliability	Does the project directly connect two existing bicycle and/or pedestrian facilities with a similar facility? OR	<i>Examples of similar facilities: shared use path connecting directly to shared use path(s), sidewalk connecting directly to sidewalk(s), bike lane connecting directly to bike lane(s)</i>	2045 MTP	10	10	Connects to Shared Use Path at School and RRFB at 53rd St SE
	Does the project directly connect to an existing bicycle and/or pedestrian facility with a similar facility?			5		
	Is the project within a 1/4 mile of existing commercial AND multi-dwelling residential (3-plexes or greater) zoning districts?	<i>Per jurisdiction's zoning maps</i>	(2045 MTP)	10	10	Within 1/4 mile of existing commercial and multi-dwelling (3-plex or greater)
Walking and Bicycling	Is the project consistent with recommendations of a corridor, comprehensive, or other planning study?	<i>These would be studies or plans that would be approved by a governing body, and would ideally have obtained public input as part of the study or plan.</i>	2045 MTP	10		
Maintain Transportation Infrastructure	Does the project maintain/rehabilitate an existing facility?	<i>Full points are intended for projects with the majority of the work entailing rehab/maintenance. For projects with rehab/maintenance as a smaller component of the overall project, partial points can be considered.</i>	2045 MTP	10	10	The project does maintain and existing Shared Use Path and build new shared use path.
Economic Development and Transportation Decisions	Does the project connect residential area(s) to commercial or industrial area(s)?	<i>Defer to Bicycle &amp; Pedestrian Committee's judgement at time of scoring.</i>	2045 MTP	10	10	Yes. Isn't this redundant with the
	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	Yes. Park adjacent to project
<b>Total Points</b>					55	0



**Highway Department**

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

---

10/31/24

Pam Wenger  
Transportation Alternatives & Special Programs  
NDDOT

**Subject:**

TA Application

**Project Name:**

Cass County Road 15 Shared Use Path

**Project Location:**

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

**Project Contact:**

Cass County Highway Department

**Contact Person:**

Kyle Litchy  
1201 Main Ave West  
West Fargo, ND 58078  
701-298-2380  
[litchyk@casscountynd.gov](mailto:litchyk@casscountynd.gov)

**Project Sponsor:**

Cass County Commission

**Sponsoring Official:**

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

**Project Description:**

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



## Highway Department

Telephone: 701-298-2370

Fax: 701-298-2395

SMB-HWY@casscountynd.gov

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

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

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

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

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

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



## Highway Department

Telephone: 701-298-2370

Fax: 701-298-2395

SMB-HWY@casscountynd.gov

### Project Cost:

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

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

### What TA category best fits your project?:

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



## Highway Department

Telephone: 701-298-2370

Fax: 701-298-2395

SMB-HWY@casscountynd.gov

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

### **Supporting Data:**

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

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

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

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

No, this is a standalone project.

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

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

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

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

### **Public Accessibility:**

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



## Highway Department

Telephone: 701-298-2370

Fax: 701-298-2395

SMB-HWY@casscountynd.gov

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

### **Matching Funds Provided By:**

Cass County & City of Kindred

### **Will Right of Way for this Project be Needed?**

No.

### **Maintenance of this Project Will Be Provided By:**

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

### **Environmental Impacts:**

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



## Highway Department

Telephone: 701-298-2370

Fax: 701-298-2395

SMB-HWY@casscountynd.gov

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

1. The project will make city amenities more accessible, promoting equity and choice.
  2. Public investment in facilities that foster more walkable communities increases land value, thus promoting higher quality development.
  3. Enhanced the City's sustainability through a balanced transportation system, which will lessen the maintenance costs on other facilities.
- **Relocation - Will this project require the displacement of any people or businesses?**  
No.
  - **Wetlands - Will this project result in fill material being placed in any wetlands?**  
No.
  - **Floodplain - Is this project within a floodplain?**  
No.
  - **Threatened or Endangered Species - Are there any threatened or endangered species in the project vicinity?**  
No.
  - **Cultural Resources - Are there any properties on or eligible to be on the National Register of Historic Places in the project vicinity?**  
No.
  - **Hazardous Waste - Are there any hazardous waste sites in the area?**  
No.



**Highway Department**

Telephone: 701-298-2370

Fax: 701-298-2395

SMB-HWY@casscountynd.gov

**Required Signatures and Dates:**

**Contact Person:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**Responsible Official:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**MPO Official:** \_\_\_\_\_

**Date:** \_\_\_\_\_



## Highway Department

Telephone: 701-298-2370

Fax: 701-298-2395

SMB-HWY@casscountynd.gov

### **Attachments:**

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



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

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.

# TA GRANT APPLICATION

Date: 11/14/2024

Cass County Government



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

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

**To:** Transportation Technical Committee  
**From:** Paul Bervik, PE, Assistant Transportation Planner  
**Date:** December 6, 2024  
**Re:** **Approval of Proposed Highway Safety Improvement Program (HSIP) Projects**

The North Dakota Department of Transportation (NDDOT) recently solicited applications for annual Highway Safety Improvement Program (HSIP) grants. HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal lands.

All applicants with projects within Metro COG's planning area are required to submit their applications to Metro COG for review and approval by Metro COG's Policy Board. Three applications were submitted.

#### HSIP Projects

- Cass County – Proposed roundabout and intersection improvements to County Road 20 and 45<sup>th</sup> Street North
- Fargo – Auxiliary Lane on southbound 45<sup>th</sup> Street at 1-94 interchange.
- Fargo – Study to analyze the 22 top urban crash intersections within the City of Fargo as well as 28 other high crash intersections to come up with an infrastructure plan to improve these locations in the future.

See attached applications for additional information on each proposed project.

#### **Requested Action:**

Recommend approval of the North Dakota HSIP applications as provided in the attachments to the Policy Board.



## Highway Department

Telephone: 701-298-2370

Fax: 701-298-2395

SMB-HWY@casscountynd.gov

---

October 24, 2024

Mr. Justin Schlosser  
Highway Safety Improvement Program  
Bismarck, ND

SUBJECT: County Project No. CH2602  
County Road 20 & 45<sup>th</sup> St N Intersection Improvement Application  
Cass County, North Dakota

Dear Mr. Schlosser:

Enclosed is the following for the above referenced project:

- Highway Safety Improvement Program Application Packet

Please contact our office with any questions you may have.

Sincerely,

Kyle Litchy  
Cass County Highway Department

J:\Admin-Eng\Grants\2025\HSIP Grant\Ltr to Justin Schlosser for HSIP Application.docx

# HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation, Programming  
SFN 59959 (3-2023)

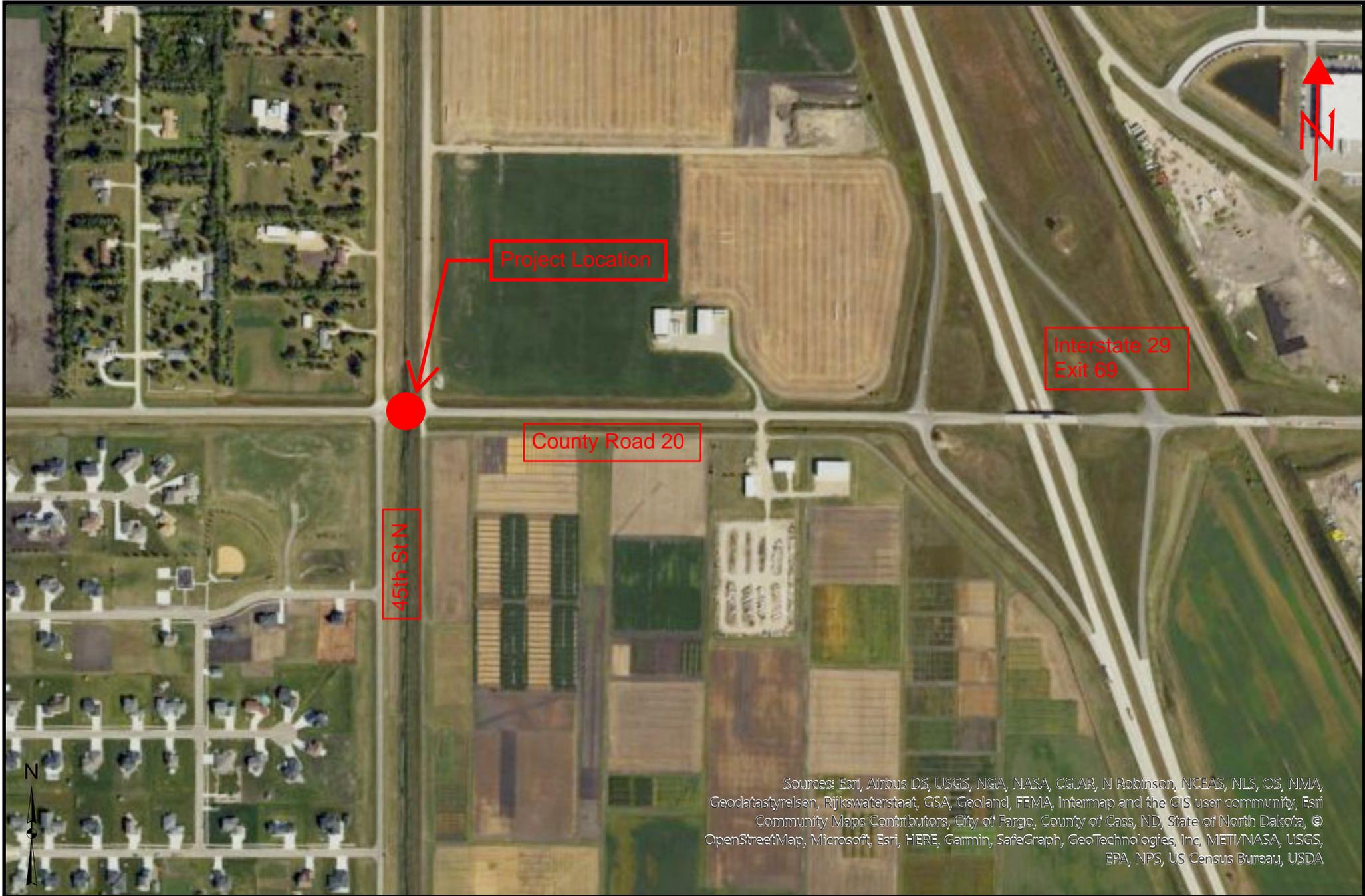
**23 USC § 407 Documents  
NDDOT Reserves All Objections**

Please attach a location map(s). You may use additional sheets to further describe your project.

Agency Name Cass County Highway Department		NDDOT District Fargo	
Contact Name Kyle Litchy		Current Date 12/6/2024	
Email Address litchyk@casscountynd.gov		Telephone Number 701-298-2380	Project Cost Estimate (attach detailed copy) 4,083,132.50
Location Description The intersection of County Road 20 and 45th St N by Reile's Acres, NO	Roadway Ownership <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> City <input type="checkbox"/> Tribe	Vision Zero Emphasis Area (check all that apply) <input checked="" type="checkbox"/> Younger Drivers <input checked="" type="checkbox"/> Speeding or Aggressive Drivers <input checked="" type="checkbox"/> Alcohol-Related <input checked="" type="checkbox"/> Unbelted Vehicle Occupants <input checked="" type="checkbox"/> Lane Departure <input checked="" type="checkbox"/> Intersections	Functional Class <input type="checkbox"/> Local Road or Street <input type="checkbox"/> Minor Collector <input checked="" type="checkbox"/> Major Collector <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Principal Arterial
Improvement Category (check all that apply)			
<input type="checkbox"/> Access Management	<input checked="" type="checkbox"/> Intersection Geometry	<input type="checkbox"/> Parking	<input type="checkbox"/> Roadway Delineation
<input type="checkbox"/> Advanced Technology & ITS	<input checked="" type="checkbox"/> Intersection Traffic Control	<input type="checkbox"/> Pedestrians & Bicyclists	<input type="checkbox"/> Roadway Signs & Traffic Control
<input type="checkbox"/> Alignment	<input checked="" type="checkbox"/> Lighting	<input type="checkbox"/> Railroad Grade Crossings	<input checked="" type="checkbox"/> Shoulder Treatments
<input type="checkbox"/> Animal Related	<input type="checkbox"/> Miscellaneous	<input type="checkbox"/> Roadside	<input type="checkbox"/> Speed Management
<input type="checkbox"/> Interchange Design	<input type="checkbox"/> Non-infrastructure	<input checked="" type="checkbox"/> Roadway	<input type="checkbox"/> Work Zone
Describe Current Safety Issues The existing intersection where County Road 20 and 45th St N intersect is a 4 way intersection with a 2 way stop condition from north and south. This intersection is very busy, and with recent development in the area we are seeing traffic counts of 3,000 ADT on County Road 20 and 650 ADT on 45th St N. This intersection also sees additional traffic with being only 1/2 Mile from Interstate 29. In March of 2023 the NO DOT in cooperation with Stantec Consulting Services did a study of the Interstate 29 and County Road 20 interchange and surrounding intersections. This study showed that the intersection of County Road 20 and 45th St N tested very poorly with LOS of E & Fin AM and PM peak scenarios. With the growing traffic on County Road 20 there becomes safety issues for the traffic entering and exiting County Road 20 at 45th St N. This has become more apparent with the crash data that has popped up in this area. In recent years there has been 6 recored crashes at this intersection including one fatality in 2016. Due to the increased traffic and crashes at this location we lowered the speed from 55MPH to 40MPH in 2020. However, there still have been continued crashes since the change in speed.			
Describe Proposed Safety Improvements In the near future the interchange 1/2 mile east of the intersection of County Road 20 and 45th St N will be improved to a Dumbbell Interchange following the recommendations that the study that was mentioned above had shown. The Interstate 29 Study also mentioned that a roundabout at this intersection tested the best with the chosen interchange that is planned to be constructed. This is also reflected in the Northwest Metro Transportation Plan that was completed in September 2020. The Northwest Metro Transportation Plan references that a roundabout is the best intersection improvement due to the clear safety benefits and that something would need to be done at this intersection within 5-10 years of the study. With all the stated reference material above Cass County is proposing to construct a roundabout at the intersection of County Road 20 and 45th St N as outlined in the study. This roundabout will be designed to accommodate the current traffic as well as future growth in the area. With this project we would also be looking to improve the roadway to the east towards Interstate 29 by adding shoulders to County Road 20. Adding shoulders to this section of roadway would help increase safety as well as give pedestrians a path out of the driving lane to travel.			

For questions or comments contact:  
Justin Schlosser  
701-328-2673  
jjschlosser@nd.gov

Please email completed form to this address: hsip@nd.gov



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

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.

# COUNTY ROAD 20 & 45TH ST N INTERSECTION IMPROVEMENT

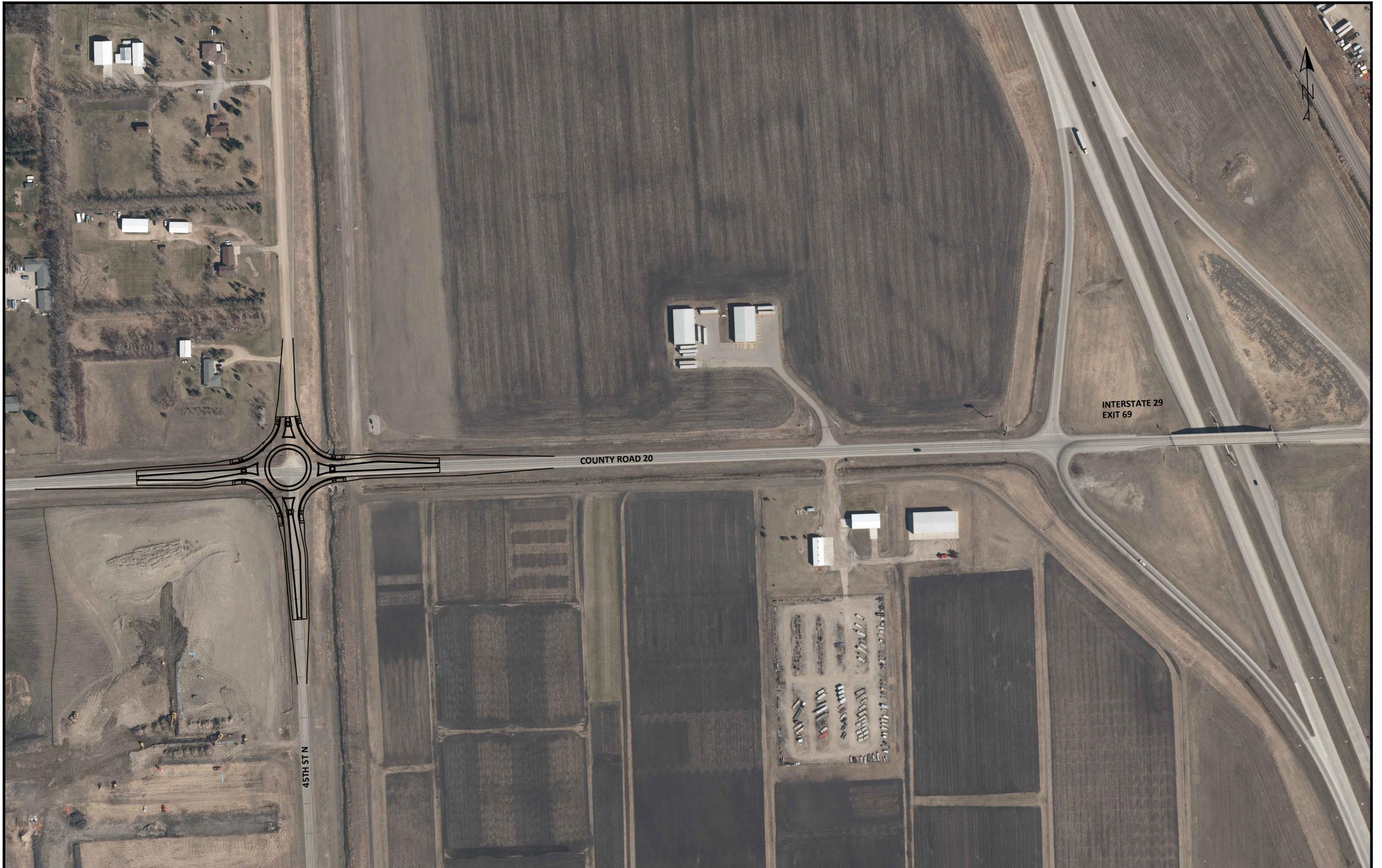
Date: 11/2/2023

Cass County Government



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

J:\Admin-Eng\Projects\20 Roundabouts from I29 to I17\HSIP Grant\HSIP APPLICATION.dwg-Cross Section 20 Scale-11/2/2023 4:58 PM-(litchyk)



CASS COUNTY HIGHWAY DEPARTMENT							
PROJECT NO. CH2602 HSIP APPLICATION - INTERSECTION IMPROVEMENT COUNTY ROAD 20 & 45TH ST N INTERSECTION				ESTIMATED QUANTITIES		ENGINEER'S ESTIMATE	
ITEM	SPEC NO.	DESCRIPTION	UNIT	APPROX. QTY	UNIT COST	TOTAL	
1	103	CONTRACT BOND	L SUM	1	\$30,000.00	\$30,000.00	
2	201	CLEARING & GRUBBING	L SUM	1	\$5,000.00	\$5,000.00	
3	202	REMOVAL OF STRUCTURE	L SUM	1	\$15,000.00	\$15,000.00	
4	202	REMOVAL OF BITUMINOUS SURFACING	SY	500	\$15.00	\$7,500.00	
5	202	SAW BITUMINOUS SURFACING - FULL DEPTH	LF	300	\$5.00	\$1,500.00	
6	202	REMOVAL OF CULVERTS - ALL TYPES & SIZES	LF	360	\$25.00	\$9,000.00	
7	203	COMMON EXCAVATION - TYPE A	CY	20,000	\$8.00	\$160,000.00	
8	203	COMMON EXCAVATION - WASTE	CY	2,500	\$10.00	\$25,000.00	
9	203	TOPSOIL	CY	7,500	\$8.00	\$60,000.00	
10	203	TOPSOIL - IMPORTED	CY	1,000	\$15.00	\$15,000.00	
11	203	BORROW - EXCAVATION	CY	5,000	\$15.00	\$75,000.00	
12	210	BOX CULVERT EXCAVATION	EA	1	\$10,000.00	\$10,000.00	
13	210	FOUNDATION FILL	CY	1,200	\$40.00	\$48,000.00	
14	210	FOUNDATION PREPARATION - BOX CULVERT	EA	1	\$10,000.00	\$10,000.00	
15	251	SEEDING CLASS III	ACRE	8.00	\$1,000.00	\$8,000.00	
16	253	HYDRAULIC MULCH	ACRE	8.00	\$2,000.00	\$16,000.00	
17	255	ECB TYPE 1	SY	150	\$5.00	\$750.00	
18	255	TRM TYPE 1	SY	100	\$8.00	\$800.00	
19	256	RIPRAP - SALVAGE	CY	50	\$50.00	\$2,500.00	
20	256	RIPRAP GRADE III	CY	200	\$120.00	\$24,000.00	
21	261	FIBER ROLLS 12IN	LF	2,000	\$3.00	\$6,000.00	
22	261	REMOVE FIBER ROLLS 12IN	LF	1,000	\$1.00	\$1,000.00	
23	302	SALVAGED BITUMINOUS BASE COURSE	CY	4,000	\$15.00	\$60,000.00	
24	302	CRUSHED CONCRETE	TON	6,000	\$25.00	\$150,000.00	
25	302	AGGREGATE SURFACE COURSE CL 13	TON	500	\$33.00	\$16,500.00	
26	302	COURSE AGGREGATE BEDDING	CY	200	\$85.00	\$17,000.00	
27	411	MILLING PAVMENT SURFACE - FULL DEPTH	SY	8,000	\$5.00	\$40,000.00	
28	411	MILLING PAVMENT SURFACE - 2IN	SY	5,000	\$3.00	\$15,000.00	
29	430	RAP - SUPERPAVE FAA 43	TON	2,500	\$105.00	\$262,500.00	
30	430	CORED SAMPLE	EA	10	\$80.00	\$800.00	
31	550	8IN NON - REINF CONCRETE PVMT CL AE - DOWELED	SY	5,300	\$105.00	\$556,500.00	
32	606	14FT X 7FT PRECAST RCB CULVERT INSTALLATION	LF	220	\$2,500.00	\$550,000.00	
33	606	14FT X 7FT PRECAST RCB END SECTION INSTALLATION	EA	4	\$25,000.00	\$100,000.00	
34	702	MOBILIZATION	L SUM	1	\$250,000.00	\$250,000.00	
35	704	TRAFFIC CONTROL SIGNS	UNITS	2,000	\$2.50	\$5,000.00	
36	704	TYPE III BARRICADE	EA	10	\$105.00	\$1,050.00	
37	704	DELINEATOR DRUMS	EA	25	\$30.00	\$750.00	
38	704	TUBULAR MARKERS	EA	25	\$12.00	\$300.00	
39	704	PORTABLE CHANGEABLE MESSAGE SIGN	EA	2	\$3,000.00	\$6,000.00	

CASS COUNTY HIGHWAY DEPARTMENT							
PROJECT NO. CH2602 HSIP APPLICATION - INTERSECTION IMPROVEMENT COUNTY ROAD 20 & 45TH ST N INTERSECTION				ESTIMATED QUANTITIES		ENGINEER'S ESTIMATE	
40	706	BITUMINOUS LABORATORY	EA	1	\$2,500.00	\$2,500.00	
41	706	CONTRACTOR'S LABORATORY	EA	1	\$2,500.00	\$2,500.00	
42	709	GEOSYNTHETIC MATERIAL TYPE G	SY	600	\$6.00	\$3,600.00	
43	709	GEOSYNTHETIC MATERIAL TYPE R1	SY	15,000	\$4.00	\$60,000.00	
44	709	GEOSYNTHETIC MATERIAL TYPE RR	SY	250	\$5.00	\$1,250.00	
45	709	GEOSYNTHETIC MATERIAL TYPE S1	SY	500	\$5.00	\$2,500.00	
46	714	PIPE CONC REINF 24IN CL III	LF	160	\$150.00	\$24,000.00	
47	714	END SECT - CONC REINF 24IN	EA	4	\$2,000.00	\$8,000.00	
48	714	HEADWALL - PRECAST CONCRETE 4IN	EA	4	\$1,000.00	\$4,000.00	
49	714	PIPE CORR STEEL .079IN 24IN	LF	450	\$100.00	\$45,000.00	
50	714	END SECT CORR STEEL .064IN 24IN	EA	10	\$750.00	\$7,500.00	
51	714	PIPE PVC 4IN DRAIN	LF	975	\$10.00	\$9,750.00	
52	748	CURB & GUTTER - TYPE 1	LF	2,400	\$30.00	\$72,000.00	
53	748	CURB & GUTTER - TYPE 1 EXTENSION	SY	100	\$100.00	\$10,000.00	
54	748	MOUNTABLE CURB & GUTTER - 2IN	LF	415	\$20.00	\$8,300.00	
55	748	MOUNTABLE CURB & GUTTER - 6IN	LF	700	\$30.00	\$21,000.00	
56	748	MOUNTABLE CURB & GUTTER - 6IN EXTENSION	SY	40	\$100.00	\$4,000.00	
57	750	DECORATIVE PAVED BOULEVARD	SY	150	\$130.00	\$19,500.00	
58	750	SIDEWALK CONCRETE 5IN REINF	SY	950	\$60.00	\$57,000.00	
59	750	CONCRETE MEDIAN NOSE PAVING	SY	120	\$125.00	\$15,000.00	
60	750	CONCRETE MEDIAN PAVING COLORED W/PATTERN	SY	2,000	\$130.00	\$260,000.00	
61	750	DETECTABLE WARING PANNELS	SF	350	\$65.00	\$22,750.00	
62	754	FLAT SHEET FOR SIGNS - TYPE XI REFL SHEETING	SF	322	\$25.00	\$8,050.00	
63	754	FLAT SHEET FOR SIGNS - TYPE IV REFL SHEETING	SF	6	\$25.00	\$150.00	
64	754	STEEL GALV POSTS - TELESCOPING PERFORATED TUBE	LF	625	\$20.00	\$12,500.00	
65	762	PREFORMED PATTERNED PVMT MK - MESSAGE (GROOVED)	SF	650	\$30.00	\$19,500.00	
66	762	SHORT TERM 4IN BROKEN LINE - PNT TAPE OR RSD MRK	LF	1,000	\$0.25	\$250.00	
67	762	SHORT TERM 4IN LINE NPZ - PN TP OR RS MRK	LF	5,000	\$0.25	\$1,250.00	
68	762	PVMT MK PAINTED 4IN LINE	LF	20,000	\$0.25	\$5,000.00	
69	762	PVMT MK PAINTED 24IN LINE	LF	1,000	\$8.00	\$8,000.00	
70	762	PREFORMED PATTERNED PVMT MK 4IN LINE - GROOVED	LF	1,600	\$6.00	\$9,600.00	
71	762	PREFORMED PATTERNED PVMT MK 24IN LINE - GROOVED	LF	320	\$50.00	\$16,000.00	
72	770	7FT CONCRETE BASE	EA	12	\$700.00	\$8,400.00	
73	770	2IN INNERDUCT INSTALLED	LF	4,500	\$8.00	\$36,000.00	
74	770	IN-GROUND JUNCTION BOX	EA	1	\$1,000.00	\$1,000.00	
75	770	#4 USE CU. CONDUCTOR	LF	18,000	\$2.50	\$45,000.00	
76	770	#6 USE CU. CONDUCTOR	LF	4,500	\$2.50	\$11,250.00	
77	770	TYPE A POLE & LUMINAIRE - STANDARD FINISH	EA	12	\$6,000.00	\$72,000.00	
78	990	TEMPORARY ACCESS	L SUM	1	\$25,000.00	\$25,000.00	
79	-	ROUNDAABOUT LANDSCAPING	L SUM	1	\$50,000.00	\$50,000.00	
					TOTAL =	\$3,550,550.00	
					15% CONTINGENCY=	\$532,582.50	
					<b>GRAND TOTAL=</b>	<b>\$4,083,132.50</b>	

# HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation, Programming  
SFN 59959 (3-2023)

**23 USC § 407 Documents  
NDDOT Reserves All Objections**

Please attach a location map(s). You may use additional sheets to further describe your project.

Agency Name City of Fargo		NDDOT District 8 - Fargo	
Contact Name Jeremy Gorden		Current Date 12/2/24	
Email Address jgorden@fargond.gov	Telephone Number 241-1529	Project Cost Estimate (attach detailed copy) \$1,526,180.00	
Location Description On southbound 45th Street between 19th Ave S and the I-94 interchange.	Roadway Ownership <input type="checkbox"/> State <input type="checkbox"/> County <input checked="" type="checkbox"/> City <input type="checkbox"/> Tribe	Vision Zero Emphasis Area (check all that apply) <input type="checkbox"/> Younger Drivers <input type="checkbox"/> Speeding or Aggressive Drivers <input type="checkbox"/> Alcohol-Related <input type="checkbox"/> Unbelted Vehicle Occupants <input type="checkbox"/> Lane Departure <input checked="" type="checkbox"/> Intersections	Functional Class <input type="checkbox"/> Local Road or Street <input type="checkbox"/> Minor Collector <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Principal Arterial
Improvement Category (check all that apply)			
<input type="checkbox"/> Access Management	<input checked="" type="checkbox"/> Intersection Geometry	<input type="checkbox"/> Parking	<input type="checkbox"/> Roadway Delineation
<input type="checkbox"/> Advanced Technology & ITS	<input type="checkbox"/> Intersection Traffic Control	<input type="checkbox"/> Pedestrians & Bicyclists	<input type="checkbox"/> Roadway Signs & Traffic Control
<input type="checkbox"/> Alignment	<input type="checkbox"/> Lighting	<input type="checkbox"/> Railroad Grade Crossings	<input type="checkbox"/> Shoulder Treatments
<input type="checkbox"/> Animal Related	<input type="checkbox"/> Miscellaneous	<input type="checkbox"/> Roadside	<input type="checkbox"/> Speed Management
<input checked="" type="checkbox"/> Interchange Design	<input type="checkbox"/> Non-infrastructure	<input checked="" type="checkbox"/> Roadway	<input type="checkbox"/> Work Zone
Describe Current Safety Issues			
Please refer to attached document.			
Describe Proposed Safety Improvements			
Please refer to attached document.			

For questions or comments contact:

Justin Schlosser  
701-328-2673  
jjschlosser@nd.gov

Please email completed form to this address: [hsip@nd.gov](mailto:hsip@nd.gov)

### **Describe Current Safety Issues**

45<sup>th</sup> Street is our most retail commercial corridor within the city. Daily traffic counts range from 42,100 at I-94 to 28,240 near the Fargo Scheels store in the 1500 block of 45<sup>th</sup> Street. The corridor is busy all day long, every day of the year. As such, we have traffic signals controlling intersection right of way every ¼ mile. North of I-94, we have traffic signals at the north ramp with I-94, at 19<sup>th</sup> Avenue S, 17<sup>th</sup> Avenue S, 15<sup>th</sup> Avenue S and at 13<sup>th</sup> Avenue S. We run traffic signal cycle lengths of 95 seconds, 110 seconds, and 130 seconds in the peak periods. As much as we try to optimize our traffic signal operations, there undoubtedly are times with vehicles queue up at the intersections. Southbound 45<sup>th</sup> street is a 3-lane cross section roadway with right and left turn lanes at most signalized intersections. There is a desire for southbound vehicles starting at 15<sup>th</sup> Avenue S to stay in the rightmost through lane all the way to I-94 because they want to use the loop ramp in the southwest quadrant at I-94 to go east on I-94. This driving behavior has led to unbalanced lane utilization in the southbound direction, making the 3 southbound lanes essentially two through lanes and a slow moving, saturated right lane waiting to turn onto eastbound I-94. This long queue of vehicle increases the chances of rear and side collisions from traffic abruptly stopping or changing lanes, and the statistics reflect that. This corridor north of I-94 has consistency been on the high crash intersection list for years and years, most notably at 17<sup>th</sup> Avenue S (ranked 4<sup>th</sup> on current high crash list), at 15<sup>th</sup> Avenue S (ranked 8<sup>th</sup>), and at the north I-94 ramp intersection (ranked 46<sup>th</sup>).

### **Describe Proposed Safety Improvements**

The proposed project would be relatively small in scale but would have tremendous benefits. Simply put, we would free the southbound log jam between 19<sup>th</sup> Avenue S and the I-94 bridge. The plan would be to construct an axillary lane for the southbound traffic between 19<sup>th</sup> Avenue South and the I-94 bridge, and replace the southbound right turn lane to go west on I-94. By making this minor modification, this would add much needed capacity for a very important short stretch of roadway. The total length of the added lanes is 750', measured from the I-94 bridge to just south of 19<sup>th</sup> Avenue S intersection.

I've attached an example of a similar project we completed in 2017. We made a similar modification on eastbound 32<sup>nd</sup> Avenue S between 39<sup>th</sup> Street and the west I-29 ramp in and the result is that vehicular queues are manageable in this segment, and the crash stats in the eastbound direction have decreased.

These streets are owned by the City of Fargo and NDDOT.

Please refer to the attachments for design details.

**Engineer's Opinion of Cost**  
**Concrete Pavement Widening - Auxillary Lane SB 45th St / 19th Ave S & I-94 Bridge**  
**Highway Safety Improvement Program**  
**November 26 2024**

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$8,600.00	1	\$8,600
202	130	REMOVAL OF CURB & GUTTER	LF	\$50.00	510	\$25,500
202	114	REMOVAL OF CONCRETE PAVEMENT	SY	\$50.00	60	\$3,000
203	101	COMMON EXCAVATION-TYPE A	CY	\$50.00	460	\$23,000
203	109	TOPSOIL	CY	\$50.00	260	\$13,000
251	100	SEEDING CLASS 1	ACRE	\$10,000.00	0.24	\$2,400
253	201	HYDRAULIC MULCH	ACRE	\$10,000.00	0.24	\$2,400
302	121	AGGREGATE BASE COURSE CL 5	CY	\$100.00	312	\$31,170
550	112	8IN NON-REINF CONCRETE PAVEMENT CL AE	SY	\$225.00	737	\$165,758
702	100	MOBILIZATION	L SUM	\$100,000.00	1	\$100,000
704	1100	TRAFFIC CONTROL	L SUM	\$100,000.00	1	\$100,000
708	1540	INLET PROTECTION-SPECIAL	EA	\$1,000.00	2	\$2,000
748	140	CURB & GUTTER-TYPE I	LF	\$100.00	510	\$51,000
754	9095	SIGNING	L SUM	\$10,000.00	1	\$10,000
754	-	REMOVE & RESET OVERHEAD SIGN STR CANTILEVER	EA	\$100,000.00	1	\$100,000
762	1309	PREFORMED PATTERNED PVMT MK 8IN LINE-GROOVED	LF	\$25.00	510	\$12,750.00
764	9011	ATTENUATING CRASH CUSHION TL-3	EA	\$75,000.00	1	\$75,000.00
770	-	PULL BOX + CONDUIT + WIRING	EA	\$50,000.00	1	\$50,000.00
770	20	CONCRETE FOUNDATION-HIGHWAY LIGHTING	EA	\$25,000.00	2	\$50,000.00
770	4540	RELOCATE LIGHT STANDARD	EA	\$10,000.00	1	\$10,000.00
770	4582	REMOVE CONCRETE FOUNDATION	EA	\$15,000.00	2	\$30,000.00

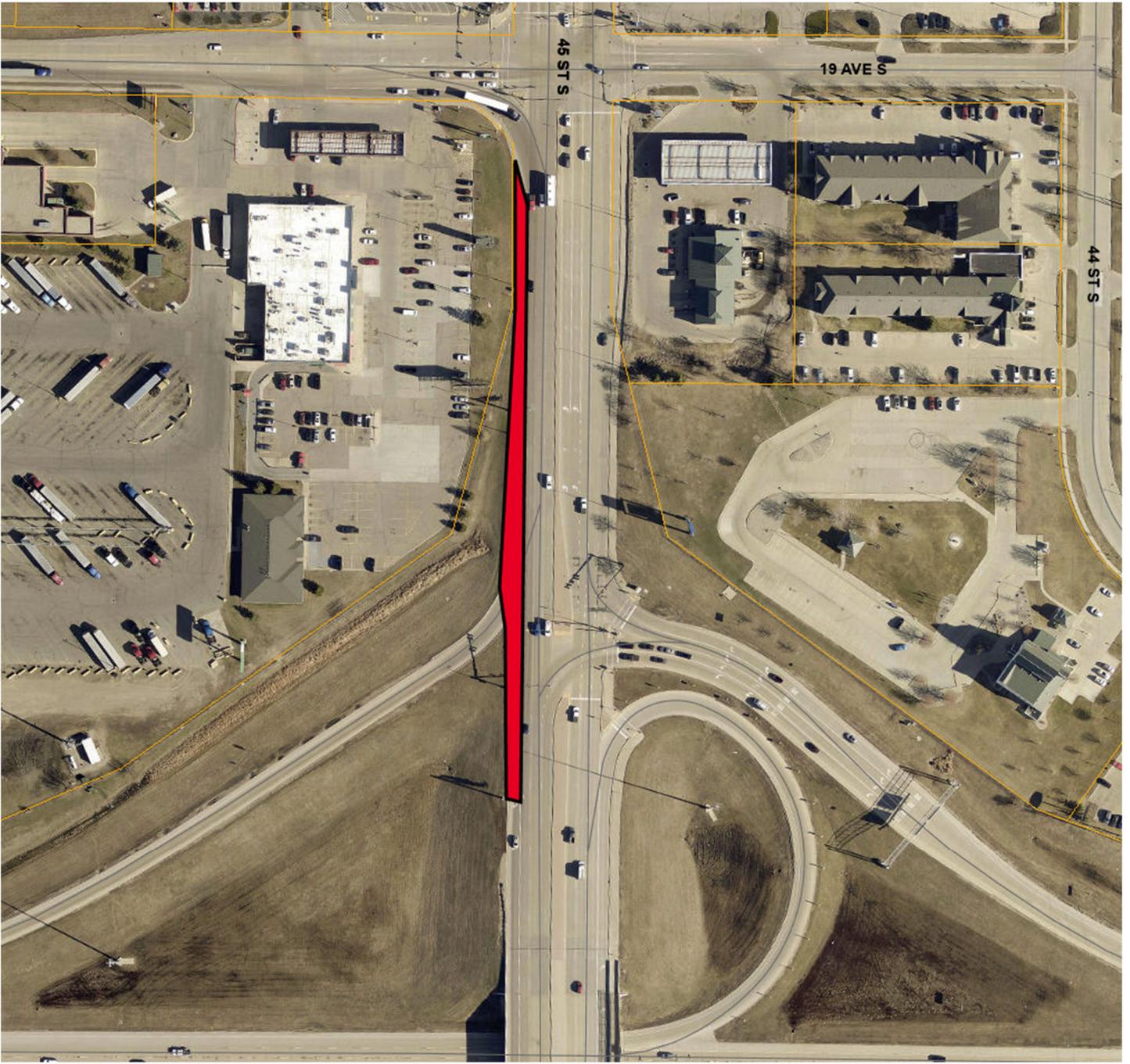
Total \$865,578  
 Contingency (20%) \$173,116  
 Total Estimated Cost \$1,038,693 2024 funds  
 Total Estimated Cost **\$1,526,180.79 2029 funds**

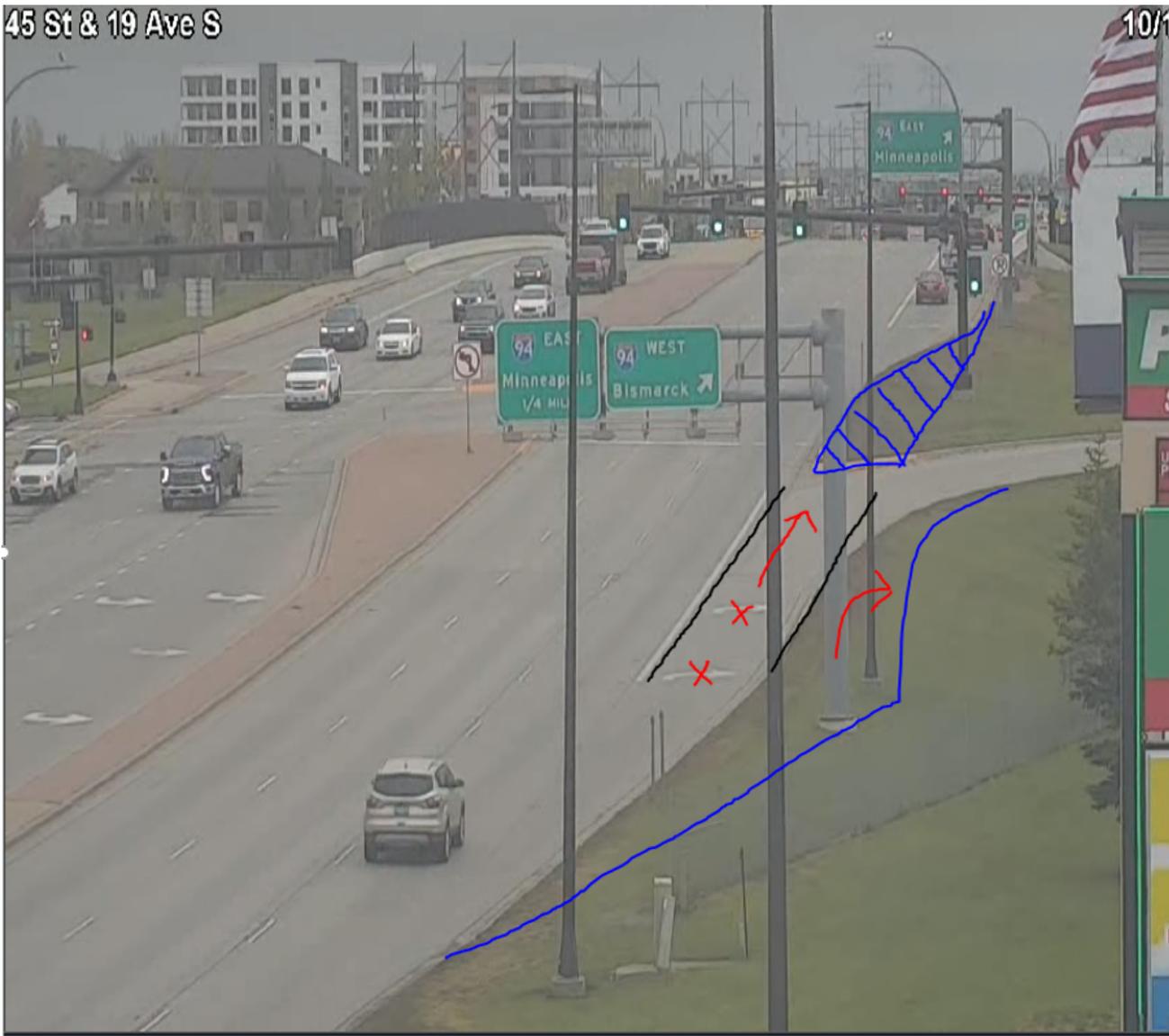
\$1,235,138 federal funds  
 \$291,043 local

Project Location Maps

Highway Safety Program

45<sup>th</sup> Street Auxillary Lane near I-94





**Example of Eastbound 32<sup>nd</sup> Avenue S lane assignments at I-29**



# HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation, Programming  
SFN 59959 (3-2023)

**23 USC § 407 Documents  
NDDOT Reserves All Objections**

Please attach a location map(s). You may use additional sheets to further describe your project.

Agency Name City of Fargo		NDDOT District 8 - Fargo	
Contact Name Jeremy Gorden		Current Date 12/3/24	
Email Address jgorden@fargond.gov		Telephone Number 241-1545	Project Cost Estimate (attach detailed copy) \$150,000.00
Location Description Planning Study on top 50 high crash locations in Fargo with plan for countermeasures to be implemented at a later date.	Roadway Ownership <input type="checkbox"/> State <input type="checkbox"/> County <input checked="" type="checkbox"/> City <input type="checkbox"/> Tribe	Vision Zero Emphasis Area (check all that apply) <input type="checkbox"/> Younger Drivers <input type="checkbox"/> Speeding or Aggressive Drivers <input type="checkbox"/> Alcohol-Related <input type="checkbox"/> Unbelted Vehicle Occupants <input type="checkbox"/> Lane Departure <input checked="" type="checkbox"/> Intersections	Functional Class <input type="checkbox"/> Local Road or Street <input type="checkbox"/> Minor Collector <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Principal Arterial
Improvement Category (check all that apply)			
<input type="checkbox"/> Access Management	<input type="checkbox"/> Intersection Geometry	<input type="checkbox"/> Parking	<input type="checkbox"/> Roadway Delineation
<input type="checkbox"/> Advanced Technology & ITS	<input type="checkbox"/> Intersection Traffic Control	<input type="checkbox"/> Pedestrians & Bicyclists	<input type="checkbox"/> Roadway Signs & Traffic Control
<input type="checkbox"/> Alignment	<input type="checkbox"/> Lighting	<input type="checkbox"/> Railroad Grade Crossings	<input type="checkbox"/> Shoulder Treatments
<input type="checkbox"/> Animal Related	<input type="checkbox"/> Miscellaneous	<input type="checkbox"/> Roadside	<input type="checkbox"/> Speed Management
<input type="checkbox"/> Interchange Design	<input checked="" type="checkbox"/> Non-infrastructure	<input type="checkbox"/> Roadway	<input type="checkbox"/> Work Zone
Describe Current Safety Issues The City of Fargo currently has 22 of the top urban crash intersections in North Dakota. We would like to procure an engineering firm to examine these locations as well as 28 other locations that have high crashes and come up with an infrastructure plan to improve these locations in the future. We want to make safety priority #1 and this planning study would help us go a long ways in improving things in Fargo.			
Describe Proposed Safety Improvements Non-Infrastructure today, but results would lead to potential infrastructure requests in fall of 2025.			

For questions or comments contact:  
Justin Schlosser  
701-328-2673  
jjschlosser@nd.gov

Please email completed form to this address: hsip@nd.gov

**To:** Transportation Technical Committee  
**From:** Paul Bervik, PE, Assistant Transportation Planner  
**Date:** December 6, 2024  
**Re:** **NDDOT Urban Grant Program (UGP) Approval of Proposed Project**

The North Dakota Department of Transportation (NDDOT) recently solicited applications for the annual grant Urban Grant Program (UGP). UGP provides an opportunity for cities with populations over 5,000 to make transportation infrastructure improvements within core business districts. Improvements are intended to promote multimodal transportation.

All applicants with projects within Metro COG's planning area are required to submit their applications to Metro COG for review and approval by Metro COG's Policy Board. One application was submitted.

UGP Project:

- Fargo – Reconstruction of 1<sup>st</sup> Avenue North from 3<sup>rd</sup> Street to 10<sup>th</sup> Street is already programmed in the TIP and STIP in 2028. The roadway design will include intersection bulb-outs, reduced drive lane widths, and a center turn lane, which will improve safety along the corridor. The City of Fargo is requesting UGP funding to supplement the design in the furnishing zone along the corridor. This zone is the 2-4-foot-wide zone, located directly behind the curb, and within the intersection bulb-outs. Items included in this zone would be trees, tree grates, decorative streetlights, landscaping, colored & stamped concrete, and street furniture, such as benches, trash receptacles, and bike racks.

See attached application for additional information on the proposed project.

**Requested Action:**

Recommend approval of the North Dakota UGP application as provided in the attachment to the Policy Board.

# Urban Grant Program Application

## Coversheet

### LPA

City of Fargo

### Contact Person (Name and Title)

Jeremy Gorden

### Address

225 4<sup>th</sup> Street N

### Telephone

241-1545

### Email

jgorden@fargond.gov

### Project Name

1<sup>st</sup> Avenue N Furnishing Zone Enhancement Project

### LPA Applicant Signature (Highest Elected Official)

---

### NDDOT District Engineer Signature if project is located on/impacts a State Highway

---

### Date Submitted

12/10/2024

### Required Attachments:

Relevant excerpts from adopted plans    Project location map    Cross Section of Roadway/facility

Map of underground utilities (water, sanitary sewer)

### Optional Attachments:

Other Attachments (describe)    Relevant supporting data, pictures, graphics, and/or visual aids

Construction Cost Estimate.

### For NDDOT use only:

Date Received \_\_\_\_\_

Is this Project Title 23 Code of Federal Regulation Eligible including location on a federal aid route?

Yes

No

## General Project Information

### Project Description (include location and scope of work)

Reconstruction of First Avenue North, from 3<sup>rd</sup> Street North to 10<sup>th</sup> Street North, is programmed for 2028 for STBG funds. The roadway design will include intersection bulb-outs, reduced drive lane widths, and a center turn lane, which will improve safety along the corridor. The City of Fargo requests UGP funding to supplement the design in the furnishing zone along the corridor. This zone is the 2'-4' wide zone directly behind the curb, and in the intersection bulb outs. Items included in this zone would be trees, tree grates, decorative street lights, landscaping, colored & stamped concrete, and street furniture, such as benches, trash receptacles, and bike racks. This design enhancement will help be a catalyst for improving the economic vitality of this underutilized area of downtown. Economic Development in Downtown is reinforced by improving the look and feel of Downtown's streets. Attached in Appendix B are copies of the project applications that were completed in fall of 2023 for FM Metro COG's use in selection of the projects.

In summary, the request would:

- Improve pedestrian safety by shortening crossing distances, reducing speeds by enhanced streetscape, and providing buffers of trees, plantings and material change between pedestrians and vehicles;
- Provide an improved pedestrian experience to encourage walking and alternative modes of transportation for users of all ages and abilities;
- Help to encourage infill redevelopment of surrounding underutilized properties, such as surface parking lots, which have access to existing utilities and public infrastructure.

### Total Project Cost

\$2,211,596 construction total

### Amount of Grant Funds Requested (cannot exceed 80% of total project cost)

\$1,789,845 federal, \$421,751 local

## Competitive Criteria

1. **Community Need for Project:** Explain why the project is needed including appropriate detail. Include any 100% locally funded components of the project. Documentation of information to support the need such as relevant data, existing and projected conditions, and any related analysis through studies or reports would be appropriate to identify in this section. Attachments such as but not limited to: maps, pictures, other graphics; and supporting data demonstrating the need for the project is encouraged.

The project is needed in order to enhance the vitality of the City's core by improving the pedestrian circulation network and improving the safety of those users.

The City of Fargo's *Downtown InFocus* plan, a comprehensive plan for downtown, included robust public participation component, which included:

- over 50 one-on-one interviews;
- six stakeholder working committee meetings;
- 2,100 unique visitors to the project website;
- 519 completed surveys;
- several discussion forums with elected City Commissioners;
- three public open house events totaling approximately 600 attendees; and
- ten focus group discussions.

One of the major goals resulting from the Downtown InFocus plan is to encourage alternative transportation modes in order to support a walkable, dense downtown. Some of the specific objectives identified to advance that goal include the establishment of a modal street hierarchy (to identifying pedestrian-, bicycle-, and vehicle-focused streets for use in future street design) and the creation of a downtown bicycle network.

Downtown InFocus establishes a street hierarchy, which proposes to include pedestrian enhancements along 1<sup>st</sup> Avenue North, particularly between 4<sup>th</sup> Street North and 7<sup>th</sup> Street North. Providing streetscape enhancements, such as street trees, plantings, benches and color and texture change of surfaces, pedestrians will feel safer and more comfortable having further separation from vehicular traffic.

Furthermore, 1<sup>st</sup> Avenue North provides an important connection east-west to Moorhead, particularly for commuting. Providing an enhanced streetscape will encourage more pedestrians to connect to Downtown from the east.

2. **Community Impact of Project:** Describe how the project will offer significant long-term value to the community specifically in addressing the following program objectives (a-f):

**a) Preserve existing transportation assets**

The overall infrastructure project with roadway redesign will maintain roadway capacity and travel time, while improving safety. This project seeks enhancements to increase pedestrian safety and maintain the Downtown experience through use of trees, plantings, curb lines, benches and bike racks.

**b) Ensure safety of all users of the transportation system**

Safety for pedestrians will be increased by shorter crossing distance at intersections, reducing the amount of time of pedestrian-vehicle conflict; by reduced traffic speeds due to reduction in lane widths and visual cues, such as trees and landscaping, and curb and material changes.

**c) Improve multi-modal transportation options such as walking, bicycling, and public transportation**

The project seeks to improve walking by increasing safety and the pedestrian experience through streetscape enhancements.

**d) Enhance the economic vitality of the area by providing transportation assets that support: revitalization efforts; development of vacant or underutilized parcels within existing urban areas; and/or redevelopment of established portions of communities**

Economic Development in Downtown is reinforced by improving the look and feel of Downtown's streets. The project seeks to enhance the safety and pedestrian experience, encouraging more trips by foot and drawing people from connecting areas such as Downtown Moorhead to support Downtown businesses.

There are several surface parking lots and other underutilized properties within the immediate vicinity of the project area. Once complete, the improvements and amenities would help to encourage and support the redevelopment of these underutilized properties to higher and better uses.

**e) Support economically sustainable growth, lessening the need for outward expansion of community transportation infrastructure and associated services**

This project will support larger efforts to create connections and a more desirable experience Downtown. The types of enhancements and amenities add to the livability of the downtown urban environment and, as a result, promote increased residential density and business activity in the surrounding area. Increased density and infill development within the urban core makes efficient use of existing infrastructure and reduces the demand for outward expansion.

3. **Consistency with an LPA Associated Plan:** Document linkage between the proposed project and a publicly accepted/adopted plan(s) and/or public involvement process. Clear linkage should be demonstrated between the proposed project and the associated public acceptance/support which would include documenting the reference(s) in the plan and/or public involvement process and attach relevant excerpts. Examples of publicly accepted/adopted plans include but are not limited to: Community Comprehensive Plan; Downtown Master Plan; Neighborhood/Subarea/Corridor Plan; Bicycle/Pedestrian Plan; Housing Plan; Long Range Transportation Plan; Transit Development Plan; and/or Renaissance Zone Plan. A stand-alone public involvement process which demonstrates community support for the specific project is also acceptable and should be documented in the application.

This project will implement initiatives identified in several comprehensive plans that included robust community engagement. Below includes portions that support the request and attached are relevant excerpts from those plans.

#### Go2030 (2012)

- Initiative 1: Bicycle and Pedestrian Infrastructure. Continue to invest in comprehensive pedestrian infrastructure that makes walking a priority by providing pedestrian infrastructure on reconstructed streets.
- Initiative 2: Complete Streets. Providing a continuous network that enables walking and providing more choice about how to move around the City.
- Downtown is identified as a walkable mixed-use center, having high quality infrastructure that supports pedestrians, cyclists, cars, and transit and will feature public art and landscaping. Several benefits of walkable mixed-use center identified in the Plan include greater economic development potential, stronger sense of community, and greater safety.

#### Downtown InFocus (2018)

- Encourage alternative transportation modes in order to support a walkable, dense downtown. Established modal street hierarchy (to identifying pedestrian-, bicycle-, and vehicle-focused streets for use in future street design) and the creation of a downtown bicycle network.
- Goal 5: Complete Streets. Complete streets will be commonplace and encourage trips by foot, bicycle and bus, as well as car. Changing the look, feel and function of streets can shift behaviors to support alternative transportation choices.
  - Downtown InFocus establishes a street hierarchy to inform reconstruction projects, which proposes to include pedestrian enhancements along 1<sup>st</sup> Avenue North, particularly between 4<sup>th</sup> Street North and 7<sup>th</sup> Street North.
  - Prioritize safety for the slowest speeds first, improving pedestrian safety throughout Downtown and retrofit streets to calm traffic.

#### Fargo Transportation Plan (2024)

- Goal: Safety. Improve safety for all roadway users through data-driven design. Fargo takes a safety-centered approach to all infrastructure projects.
- Goal: Complete Streets. Develop a transportation network that provides opportunities for multiple modes

of travel and users of all ages and abilities.

Fargo-Moorhead Metropolitan Bicycle & Pedestrian Plan (2022)

- Goal 1: Health and Safety. Transportation systems proactively promote the comprehensive health and wellbeing of all community members through active transportation facilities that equitably connect users to key destinations, including reducing vehicle speeds and prioritizing safety in design investments.
  - Within the Pedestrian Improvements section, the plan recommends updating and reconstruction to address safety, accessibility and convenience.
  - Within the Design Guidelines section, the plan notes to that along with the physical facilities, projects must also consider effects on aesthetic, social, economic and environmental values, needs, constraints and opportunities.
4. **Project Support of Urban Core/Central Business District:** Projects which directly support the urban core/central business district (CBD) will be given preferential consideration. Identify the project location and how it will support the urban core/CBD. (Attach 8.5" x 11" or 11" x 17" color map depicting project location in relation to urban core/CBD)

Project Location Map and Map of Underground Municipal Utilities are included in Appendix C.

5. **Projects that Maximize the Return on Investment from Public Funds:** Projects which can demonstrate a positive private return on investment of public funds will be given preferential consideration. Examples of this may include but not be limited to increased retail sales, new jobs, and/or new dwelling units anticipated as a direct result of the proposed project.

[Click here to enter text.](#)

## Existing Conditions

(information requested in this section may not be appropriate for all project types)

**Functional Classification of Roadway**

Minor arterial

**Cross Section of Roadway (attach graphics depicting current dimensions and key roadway elements)**

3 lane roadway with parking on both sides, with 10-12' sidewalks on each side of road.

**Pavement rating or condition**

Very poor condition.

**Year of Last Federal Investment at this Location**

Unknown.

**When was the current section built?**

1st Ave N from 3rd Street to Roberts Street was originally constructed in 1915, then saw maintenance work in 1950, 1959, 1986 and in 2002. The half block on each side of Broadway was reconstructed in 2002 with 10" of doweled concrete pavement.

**Year last surfaced or received maintenance?**

2002. The half block on each side of Broadway was reconstructed in 2002 with 10" of doweled concrete pavement.

**Lighting**

There is existing street lighting along the entire stretch from 3<sup>rd</sup> Street to 10<sup>th</sup> Street, but it needs to be replaced.

**Signals**

Traffic signals exist and will need to exist at 5 of the intersections from 3<sup>rd</sup> Street to 10<sup>th</sup> Street.

**Crash Rate or Number of Crashes?**

Unknown, but not on the NDDOT High Crash Location Map.

**Other Known Safety Concerns?**

No.

**Is parking allowed and what type?**

Street Parking is allowed on both sides of street, and it is parallel parking, with time zones during the day.

**Are there any bridges, box culverts, etc. within the project corridor?**

No.

**What is the condition of the existing sanitary sewer, storm sewer, and water lines?**

All 3 utility lines will need to be replaced as part of the project. They are very old and have lived to the end of their useful lives.

**Are there any Access points to adjoining property that present a special concern?**

No.

**Bicycle/Pedestrian Facilities (Sidewalk, shared use paths, bicycle lanes)?**

We would focus on the sidewalks for pedestrian activities. As outlined in our Downtown Playbook from the In-Focus Plan, the two parallel avenues, NP Avenue and 2<sup>nd</sup> Avenue N are slated to be the bicycle avenues in this part of downtown Fargo.

**Is there an existing transit or other public transportation facility or route located within the project limits?**

There is. The Ground Transportation Center is situated along 5<sup>th</sup> Street a block south of 1<sup>st</sup> Avenue N, but when they leave the GTC they utilize 1<sup>st</sup> Avenue N to go west on their routes.

**Does a RR crossing or RR facility exist within the project limits?**

No.

**Proposed Improvements**

(information requested in this section may not be appropriate for all project types)

**What are the proposed Improvements (specific scope of work)?**

The overall project includes full reconstruction of the roadway, but for this application, we are specifically looking to enhance the overall design simply located in the street furnishing zone. Included in Appendix D are design examples and pictures of what we did on our Main Avenue reconstruction that we completed in downtown Fargo in 2019 and 2020 from the Red River to University Drive.

**Proposed Length**

2625'

**Proposed Cross Section (attach graphics depicting current dimensions and key roadway elements)**

The proposed cross section of the roadway will basically match what exists today, three 11’ driving lanes, two 8’ parking lanes, a furnishing zone 2’-4’ wide, and an 8’-10’ sidewalk. Refer to Appendix B to see the Downtown In-Focus Playbook for the proposed street cross section.

**Proposed Surfacing Type**

10” concrete pavement.

**Proposed Lighting, if applicable**

Decorative street lighting, with 26’-30’ poles and LED fixtures.

**Proposed Traffic Signals or Pedestrian Beacons**

There will be traffic signals at the locations that existing today; at 4<sup>th</sup> Street, 5<sup>th</sup> Street, Broadway, Roberts, and 10<sup>th</sup> Street.

**Proposed Safety Improvements**

The proposed safety improvements would be subtle, narrowing the street from 12’ lanes to 11’ lanes, and then at the intersections, we would plan on bulbing the curbs out, thus reducing the pedestrian walking distance from curb to curb around 16’ total (8’ per side).

**Proposed Intersection Improvements**

Traffic signals would get replaced, the bulbing out of the curbs would be an intersection improvement.

**Proposed Traffic Calming Measures**

The narrower lanes and the bulbing out of the curbs would be considered a traffic calming measure.

**Will parking be allowed and type?**

Yes, on both sides and it will be parallel.

**Will any bridges, box culverts, etc. be built/replaced within the project corridor and how will they be modified?**

No.

**Will any private or public utilities, water lines, sanitary sewer, and/or storm sewer lines need to be replaced or worked on with this project? Have private utilities been coordinated with?**

Yes, water, sewer and storm sewer will be replaced, and we are beginning discussions with the private utility coordinators as the main CenturyLink building is located on the corridor, at 4<sup>th</sup> Street.

**Are there any access points along the project corridor that need to be addressed for mobility or safety concerns?**

No.

**Will a Sidewalk, shared use path, or biker lane be installed or replaced?**

A wide sidewalk will be included on both sides of the avenue.

**Proposed ADA improvements**

Yes, we will replace all ADA curb ramps along the corridor.

**Proposed transit improvements**

Not really.

**Proposed Railroad Crossing Work**

No.

### Proposed Aesthetic Improvements

As stated previously, we are requesting this funding to supplement the design in the furnishing zone along the corridor. This zone is the 2'-4' wide zone directly behind the curb, and in the intersection bulb outs. Items included in this zone would be trees, tree grates, decorative street lights, landscaping, colored & stamped concrete, and street furniture, such as benches, trash receptacles, and bike racks.

## Environmental/Cultural Issues on the proposed Projects

Identify *Yes*, *No*, or *Unknown* for each environmental/cultural issue. If *Yes*, provide a brief description of the issue in the *Comments* box.

### Agricultural, Archeological sites, and/or Historical sites

No.

### Lakes, waterways, floodplains, wetlands

No.

### Stormwater management

No.

### Hazardous materials

No.

### Endangered/threatened/migratory species

No.

**Section 4(f)** (Refers to the use of publicly owned park and recreational lands, wildlife and waterfowl refuges, and significant historical or archeological sites in transportation project development.)

No.

**Section 6(f)** (Refers to Land and Water Conservation Fund (LWCF) Act - the conversion to other use of lands or facilities acquired with LWCF Act funds and requires replacement of used land with lands of equal value and use.)

No.

### Through/adjacent to tribal land

No.

### Additional comments on Environmental/Cultural Issues section

N/A

## Miscellaneous Issues of Proposed Improvements

### Construction Restrictions (*migratory bird, local events, etc.*)

We will need to coordinate for events on Broadway, and we will plan on having a sidewalk open to access local businesses along the corridor during construction.

**Right-of-Way Required (parcels, owners, relocations, etc.)** (NOTE: It is recommended that local funds be used to acquire right-of-way on the LPA system.)

Unknown, but most likely only temporary construction easements.

### Proposed Traffic Control during Construction

Sidewalks will remain open to access local businesses, but the road will be closed and detoured.

### Ineligible Project Items

None.

**Additional comments on Miscellaneous Issues section**

N/A

**Cost Estimate**

**Itemized Project Cost Estimate (For roadway projects this might include things like preliminary engineering, right-of-way, utilities, construction, construction engineering, bridges, and miscellaneous. For other types of projects include relevant items. Rows can be added as to the following table as necessary).**

<b>Item</b>	<b>Total</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
Please see attached Cost Estimate in Appendix E				
<b>Totals</b>				

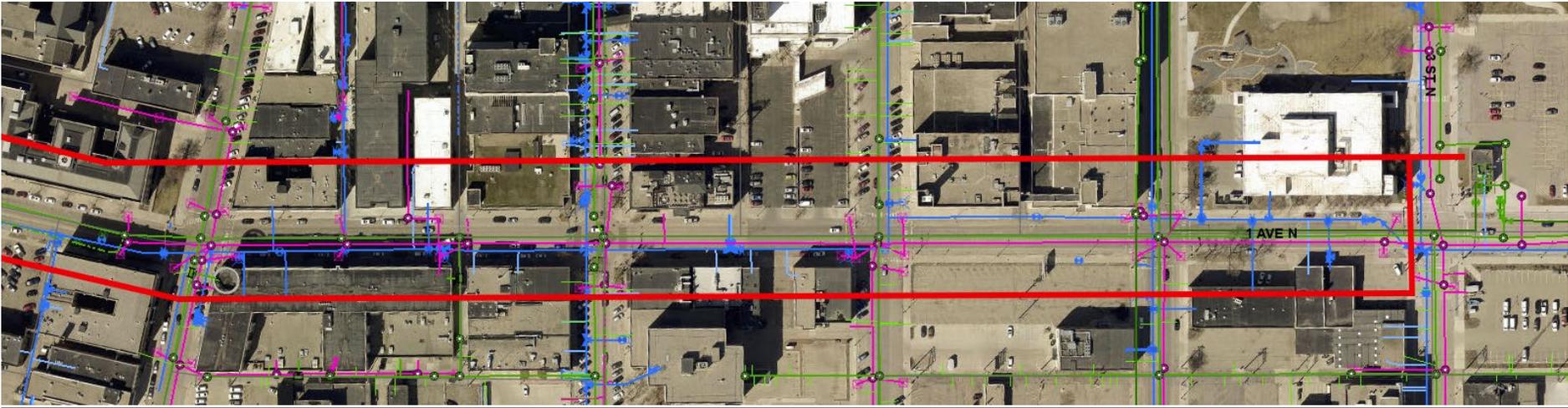
**What is the source of the local funds?**

Infrastructure Sales Tax and/or Special Assessments.

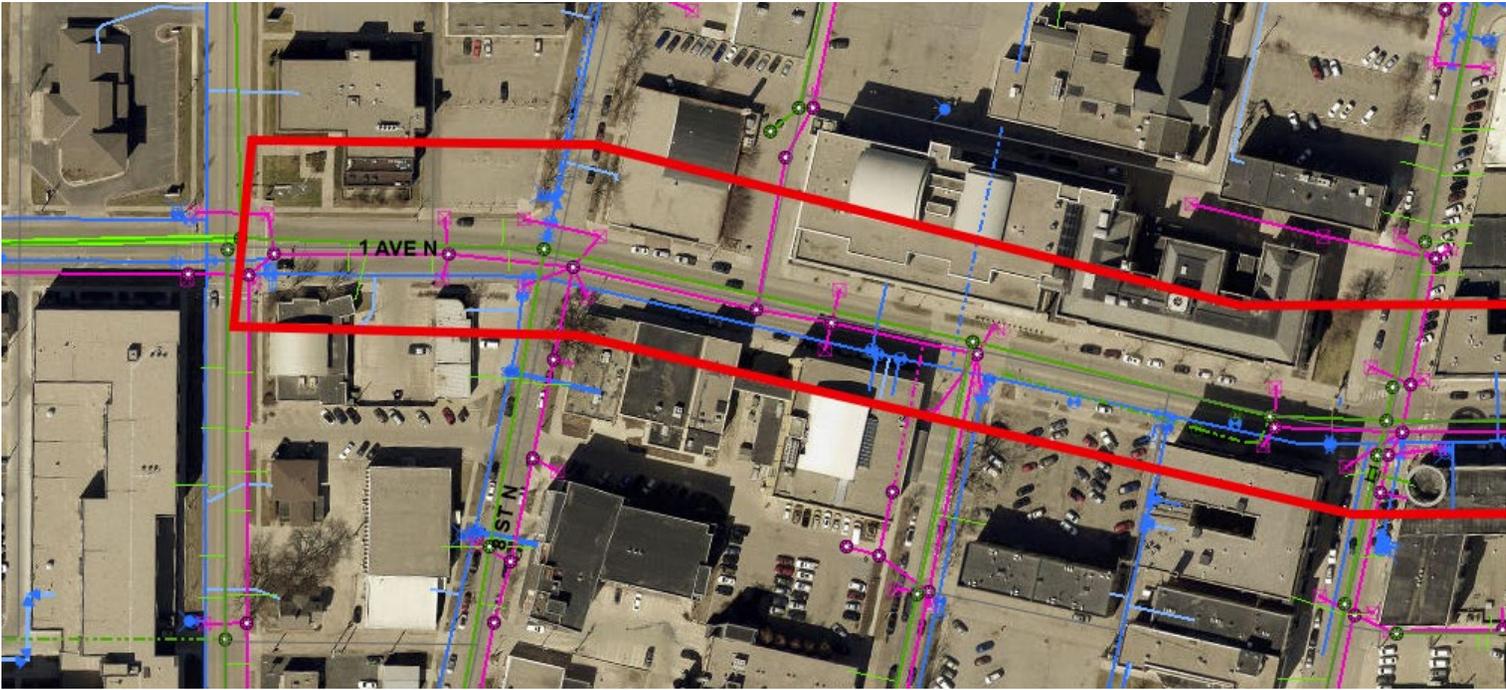


**Map of Underground Municipal Utilities**

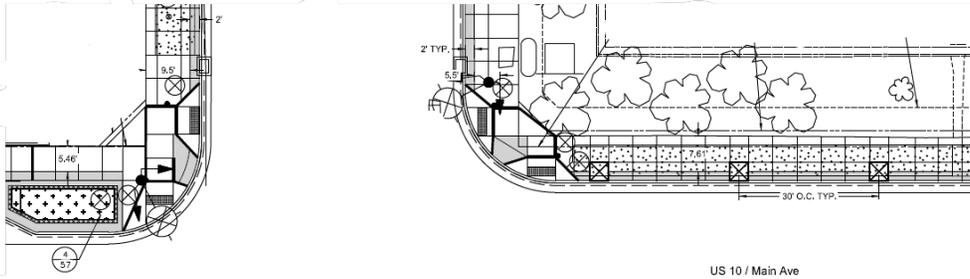
**3<sup>rd</sup> Street to Roberts**



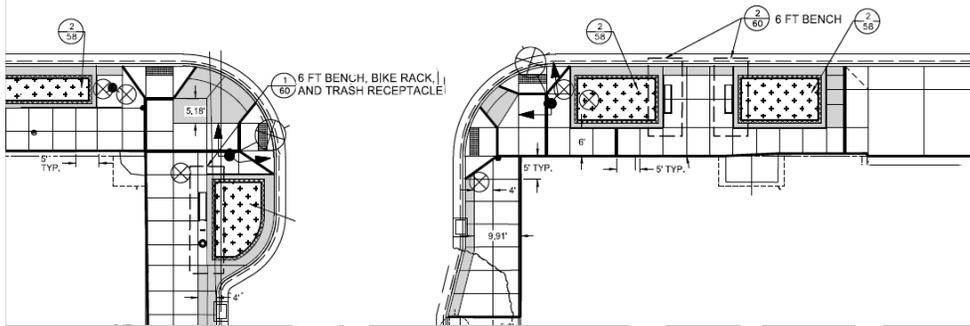
**Roberts to 10<sup>th</sup> Street**



# Main Avenue Sample Design and Aerial Photos of Corridor

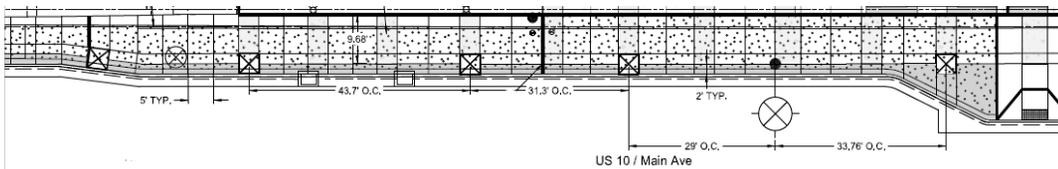


US 10 / Main Ave



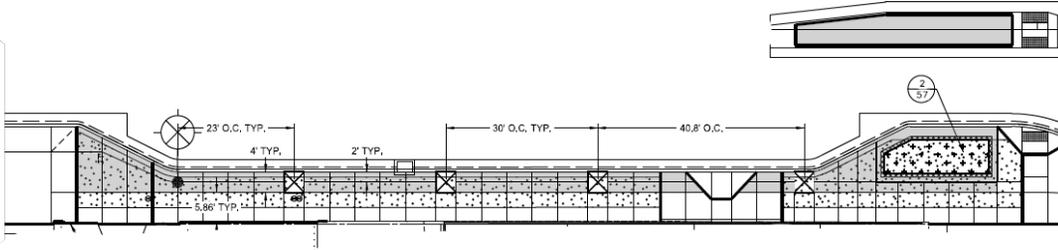
**URBAN DESIGN PLAN LEGEND**

- PIGMENTED IMPRINTED CONCRETE
- SLOPED PLANTER CURB (CURB CONC MEDIAN)
- PLANTER BED - TOPSOIL (IMPORT SPECIAL (PLANTING SOIL))
- STRUCTURAL SOIL
- CAST IRON TREE GRATE
- CONTRACTION JOINT
- EXPANSION JOINT
- STREET LIGHT - FOR REFERENCE ONLY (SEE LIGHTING PLANS)



US 10 / Main Ave

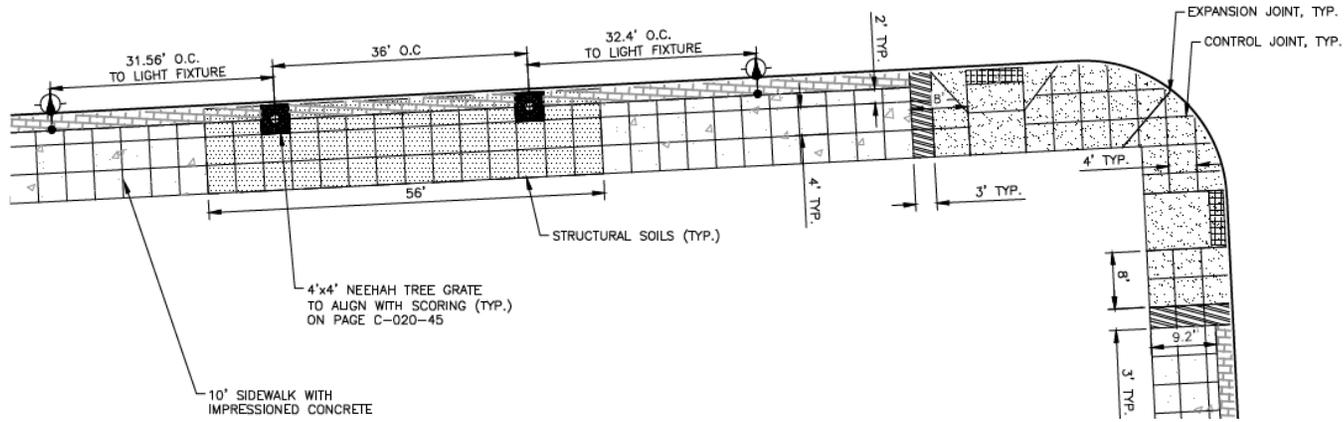
2115

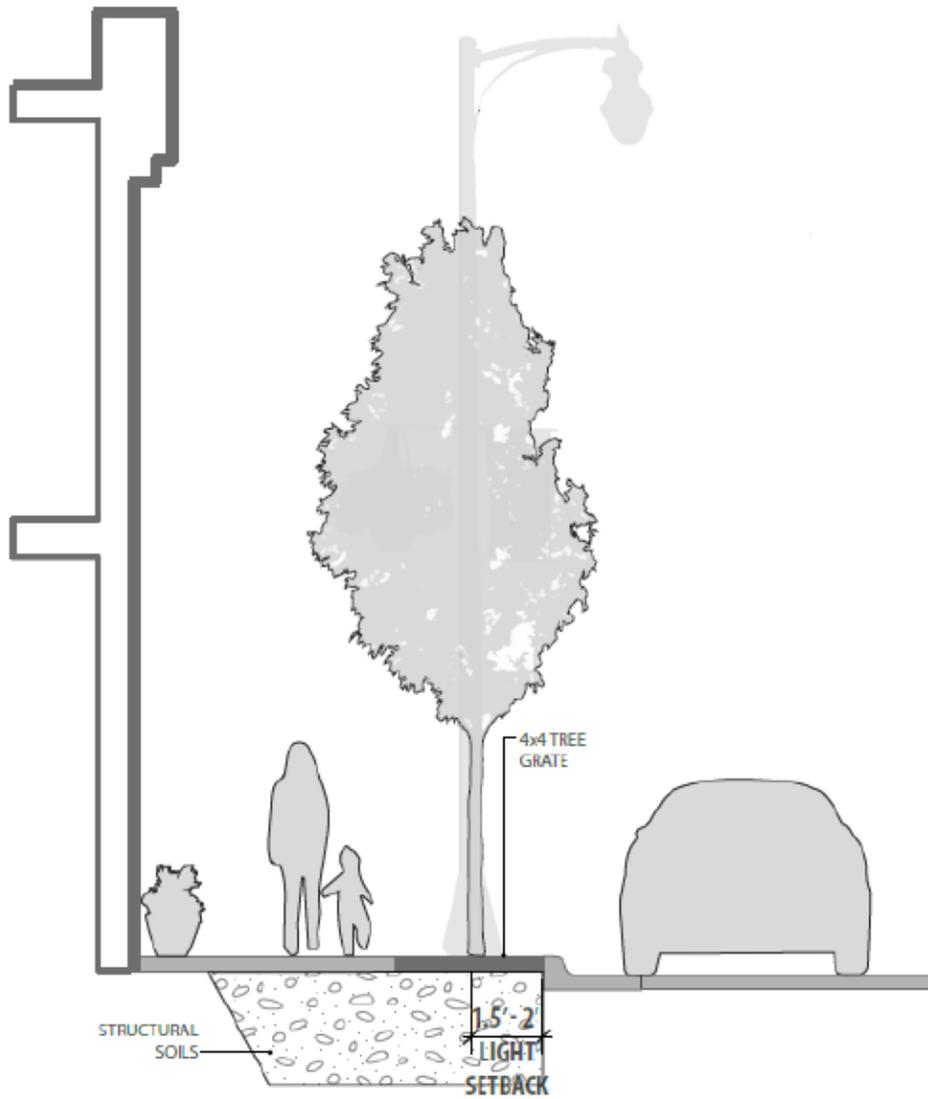


**URBAN DESIGN PLAN LEGEND**

- PIGMENTED IMPRINTED CONCRETE
- SLOPED PLANTER CURB (CURB CONC MEDIAN)
- PLANTER BED - TOPSOIL (IMPORT SPECIAL (PLANTING SOIL))
- STRUCTURAL SOIL
- CAST IRON TREE GRATE - TYPE A
- CAST IRON TREE GRATE - TYPE B
- CONTRACTION JOINT
- EXPANSION JOINT
- STREET LIGHT - FOR REFERENCE ONLY (SEE LIGHTING PLANS)
- CONSTRUCTION LIMITS

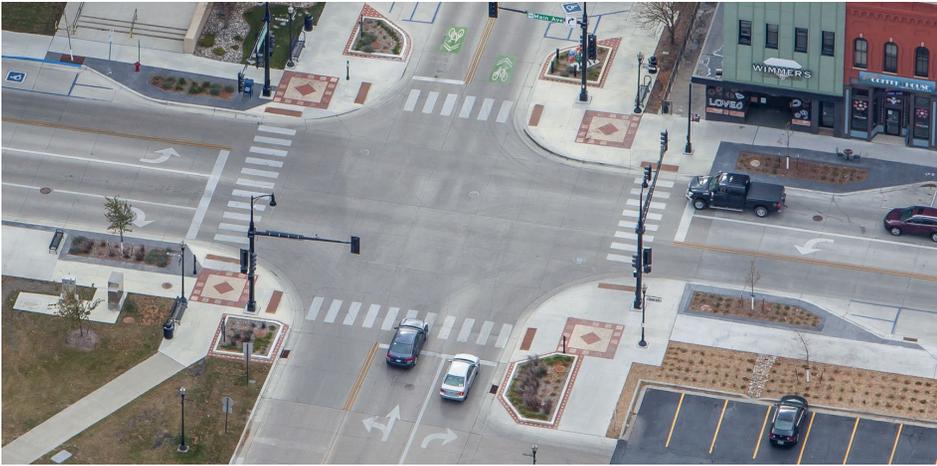
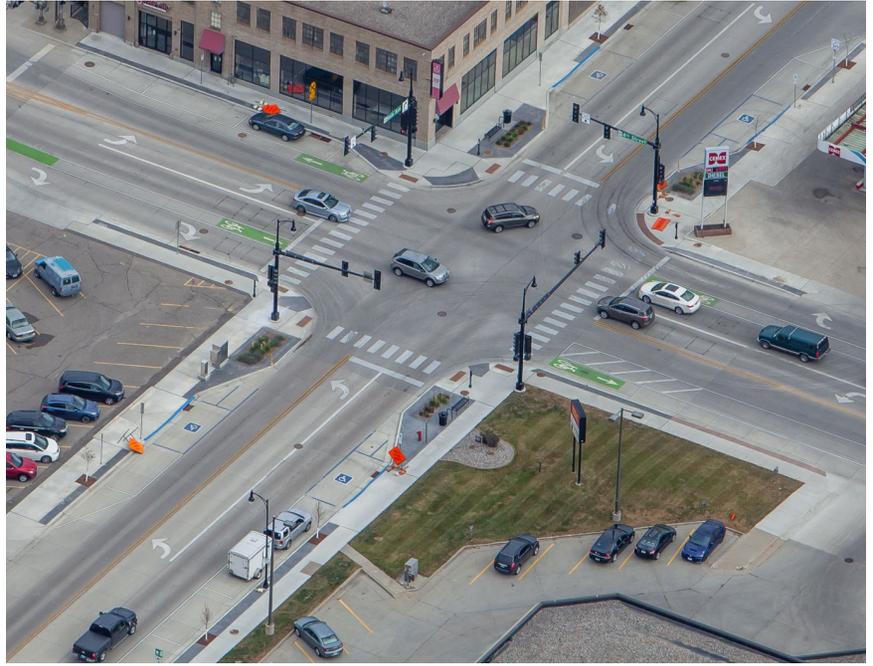
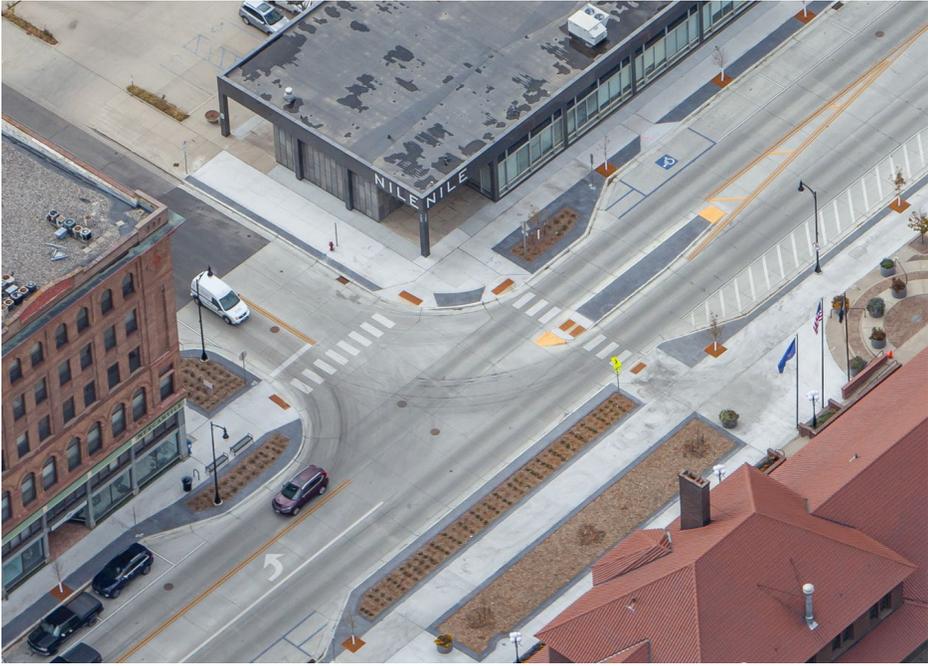
1 AVE N





2' FRONTAGE ZONE    5' PEDESTRIAN ZONE    4' FURNITURE ZONE    PARKING OR POSSIBLE ENHANCEMENT / BUFFER ZONE

TYPICAL SIDEWALK





## **Appendix E**

### Construction Cost Estimate

**Cost Estimate for Furnishing Zone Work - 1st Avenue North from 3rd Street to 10th Street**

<u>Spec</u>	<u>Code</u>	<u>Item Description</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total Cost</u>
702	100	MOBILIZATION	L SUM	1	\$136,834	\$136,834
748	141	CURB & GUTTER-TYPE 1 SPECIAL	LF	624	\$15	\$9,360
750	30	PIGMENTED IMPRINTED CONCRETE	SY	2,004	\$180	\$360,800
770	20	CONCRETE FOUNDATION-HIGHWAY LIGHTING	EA	50	\$2,000	\$100,000
770	1003	ORNAMENTAL LIGHT STANDARD	EA	50	\$7,500	\$375,000
770	4210	LED LUMINARIE	EA	50	\$2,500	\$125,000
770	4582	REMOVE CONCRETE FOUNDATION	EA	50	\$1,500	\$75,000
970	3	LANDSCAPE FABRIC	SY	101	\$10	\$1,011
970	8	LANDSCAPE PREPARATION	SY	101	\$50	\$5,056
970	60	PLANTING SOIL	CY	34	\$150	\$5,056
970	95	HERBICIDE WEED CONTROL	ACRE	0.021	\$10,000	\$209
970	300	BENCH	EA	14	\$3,000	\$42,000
970	320	TRASH RECPETACLE	EA	10	\$1,600	\$16,000
970	450	BIKE RACKS	EA	10	\$750	\$7,500
970	600	CAST IRON TREE GRATES	EA	65	\$2,500	\$162,500
970	1000	TREES	EA	65	\$1,000	\$65,000
970	1012	SHRUBS	EA	50	\$65	\$3,250
970	1030	PERENNIALS	EA	520	\$30	\$15,600

2024 Dollars = \$1,505,175

**2029 Dollars = \$2,211,596**

**\$1,789,845** 0.8093  
**\$421,751** 0.1907

**To:** Transportation Technical Committee  
**From:** Paul Bervik, PE, Assistant Transportation Planner  
**Date:** December 6, 2024  
**Re:** **NDDOT Urban Regional Highway System (RHS) Approval of Proposed Projects**

The North Dakota Department of Transportation (NDDOT) recently solicited applications for the annual Urban Regional Highway System (RHS) grant. NDDOT's Local Government Division and NDDOT District Offices work with the applicable Local Public Agencies to program improvements based on the available funding. NDDOT conducts an annual solicitation for qualifying projects.

All applicants with projects within Metro COG's planning area are required to submit their applications to Metro COG for review and approval by Metro COG's Policy Board. Six applications were submitted.

RHS Projects:

- Fargo – Reconstruction of University Drive South from 13<sup>th</sup> Avenue S to 18<sup>th</sup> Avenue S
- Fargo – Reconstruction of 10<sup>th</sup> Street North from NP Avenue N to 4<sup>th</sup> Avenue N
- Fargo – Reconstruction of University Drive North from 12<sup>th</sup> Avenue N to 19<sup>th</sup> Avenue N
- Fargo – Reconstruction of University Drive North from 1<sup>st</sup> Avenue N to 12<sup>th</sup> Avenue N
- Fargo – Concrete Pavement Repair on 52<sup>nd</sup> Avenue South from Timber Parkway to University Drive S
- Fargo – Reconstruction of 19<sup>th</sup> Avenue North from 18<sup>th</sup> Street N to Dakota Drive

See attached applications for additional information on the proposed projects.

**Requested Action:**

Recommend approval of the North Dakota RHS applications as provided in the attachments to the Policy Board.

**URBAN REGIONAL  
PROJECT SCOPING WORKSHEET**

**Date:** 12-2-24

**Priority #:** 1

**City:** Fargo

**County:** Cass

**Street:** University Drive S – 13<sup>th</sup> Avenue S to 18<sup>th</sup> Avenue S

**Length:** 3490'

**Proposed Improvement:** Full street reconstruction including water, sewer and storm sewer improvements.

**Cost Estimate (in \$1,000's)**

Preliminary Engineering:	1,220
Construction Engineering:	1,220
ROW:	0
Utility Relocations:	0
Construction Cost (Participating):	26,413
Bridge Cost:	0
<u>Non-Participating Costs:</u>	<u>7,396</u>
<b>Total:</b>	<b>36,249</b>

**Existing Road**

**Surface Width:** 85' near 18<sup>th</sup> Avenue S, 62' near 16<sup>th</sup> Avenue S, 74' near 13<sup>th</sup> Avenue S

**Surface Type:** Concrete from 13<sup>th</sup> Ave S to 14<sup>th</sup> Ave S; Asphalt over concrete from 14<sup>th</sup> Ave S to 18<sup>th</sup> Ave S

**ADT Present:** 27,400

**ADT Year:** 2022

**On-Street Parking Situation:**

Existing:	<b><u>None</u></b>	One Side	Both Sides	Angle	Parallel
Proposed:	<b><u>None</u></b>	One Side	Both Sides	Angle	Parallel

**Proposed Improvements**

**Travel Way Width:** 11' lanes

**ADT Design:** 35,000

**Design year:** 2052

**No. of Lanes:** 5 lanes north of 17<sup>th</sup> Ave S; 7 lanes south of 17<sup>th</sup> Ave S

**Design Speed:** 40 mph

**Roadway Width:** 59' - 81'

**Maximum Curve:** NA

**Maximum Grade:** NA

**Min. R/W Width:** 100'

**Right of Way**

<b>Will Additional ROW or easement be acquired?</b>	Yes	<b><u>No</u></b>
<b>ROW acquisition by:</b>	City	<b><u>NDDOT</u></b>
<b>Has any ROW easements been acquired since 7-1-72:</b>	<b><u>Yes</u></b>	No
<b>ROW Condemnation by:</b>	City	<b><u>NDDOT</u></b>
<b>Est. No. of occupied family dwelling to be displaced?</b>	0	
<b>Est. No. business to be displaced?</b>	0	

**Impacts**

**Will there be any additional Impacts (Cultural and Environmental Resources):** None anticipated

**Will there be any impacts to 4(f) or 6(f) properties:** No

**Airports:** No

**Public Hearings:** No

**Environmental Classification (Cat-Ex, EA, EIS):** Documented Cat-Ex anticipated

**Transportation Enhancements:** Shared use path on one side, sidewalk on other side

**Intermodal:** No

**Pedestrian Needs:** Yes, ADA ramps, push buttons at traffic signals, shared use path, and sidewalk

**Highway/Railroad Crossings:** No

RR Name:

No. of Crossings:

No. of Tracks & Type of Crossing:

Daily Train Movements:

Train Speed:

Present Protection:

Proposed Protection:

**Purpose and Need Statement**

This roadway was originally constructed in the 1960's and has had a number of asphalt overlays since that time. The roadway has outlived its useful life and is in need of replacement. The plan would be to remove and replace

what is currently in place, and we'd plan on matching the 5 lanes north of 17th Ave S and going to 7 lanes south of 17th Ave S. We would replace the existing sidewalks, street lights and traffic signals. We would plan on replacing most of the old clay tile sanitary sewer lines, and rehabbing the existing storm sewer lines. The existing watermain is PVC and would only need gates and hydrants replaced. The purpose and need of the project would be to keep our transportation infrastructure in state of good repair.

### **Existing Conditions**

#### **When was the current street section built?**

1960

#### **Has there been any additional maintenance to the street section?**

The street was reconstructed as part of the 10<sup>th</sup> Street and University Drive street reconstruction project in the very early 2000's down to 14<sup>th</sup> Avenue S. There have been multiple asphalt overlays on it south of 14<sup>th</sup> Avenue S.

#### **How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?**

There are 5 lanes north of 17th Ave S and 7 lanes south of 17th Ave S, and the driving lanes are 12' each.

#### **If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?**

NA

#### **If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking?**

The concrete pavement base is in poor condition, and the asphalt overlay has cracking at the joints of the concrete slabs below. There are also numerous potholes that need hot mix from time to time.

#### **Any existing geometric concerns?**

No.

#### **Are there any access points to adjoining properties that present a special concern?**

Yes, there are several and we plan on addressing those as we complete project development activities.

#### **Are there any existing sidewalks or shared use path in place?**

Yes, both sides of the street have sidewalks, and we plan on replacing and widening the west side to a 10' wide shared use path, and the other to a 6' sidewalk.

**What is the condition of the existing storm sewer?**

Good condition with minimal work anticipated.

**Will any additional storm sewer work need to be done along with this project?**

None anticipated.

**What is the condition of the city's water and sewer line?**

The existing watermain was replaced in the last 20 years, so that is in good condition. The existing sanitary sewer is made of clay tile and would be replaced with this project.

**Will any work have to be done to the city's water and sewer lines along with this project?**

Yes, the sewer line will be replaced with this project.

**Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?**

40' high highway poles with LED fixtures. The plan would be to replace the poles and reuse the LED fixtures.

**What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?**

There are traffic signals at 13th Ave S, 15th Ave S, 17th Ave S and at 18th Ave S. Our project would stop before the 18th Ave S intersection. I don't believe there are high crash rate intersections, and we don't plan on adding turn lanes.

**Remarks:**

City Engineer: \_\_\_\_\_

Date: \_\_\_\_\_

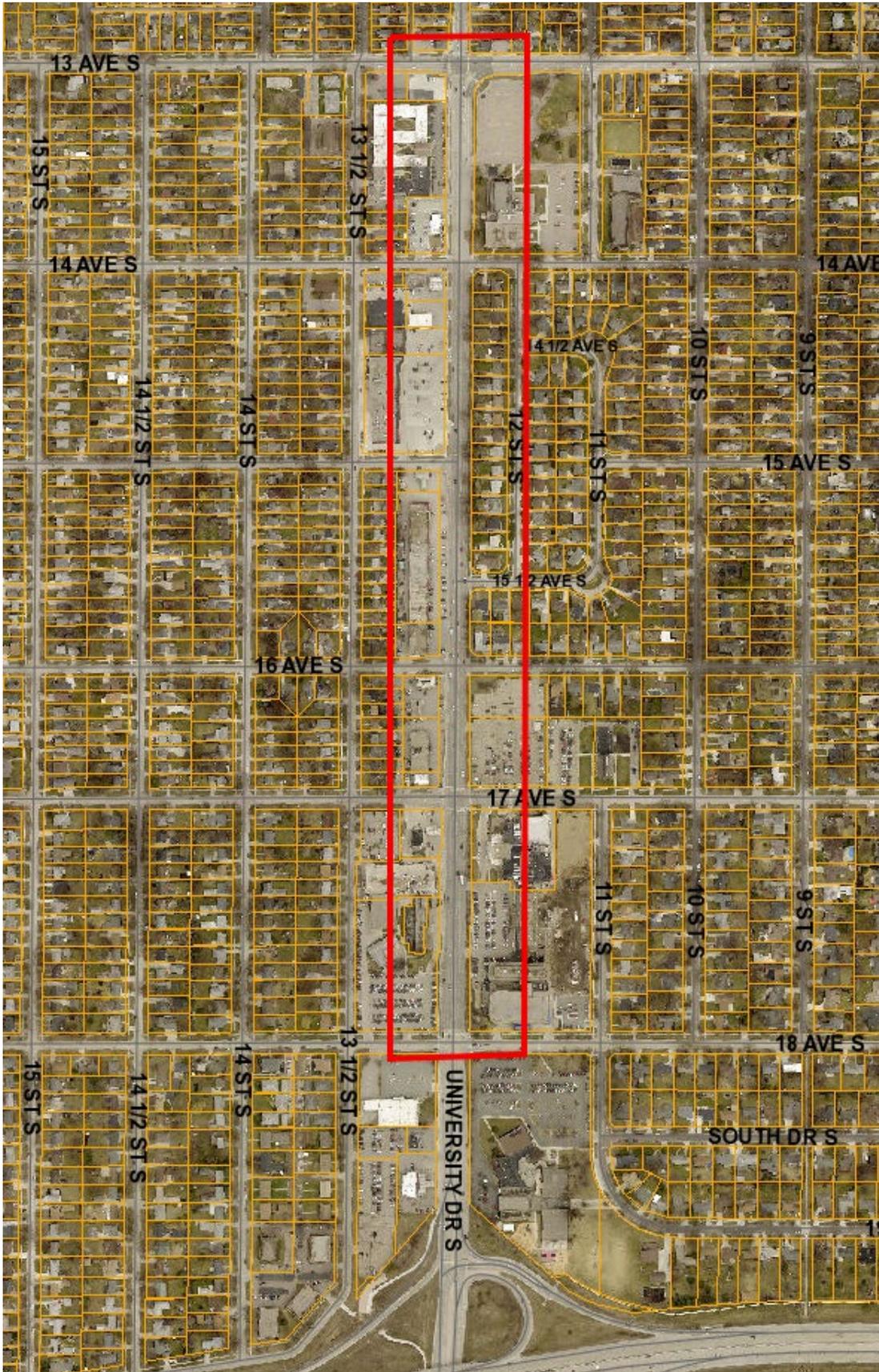
District Engineer: \_\_\_\_\_

Date: \_\_\_\_\_

**Note:** Please attach a map showing location and extent of the project, detailed cost estimate, and any additional supporting documents.

**Project Location Map**

S University Drive – 13<sup>th</sup> Ave S to 18<sup>th</sup> Ave S



13<sup>th</sup> Ave S Intersection



17<sup>th</sup> Ave S Intersection



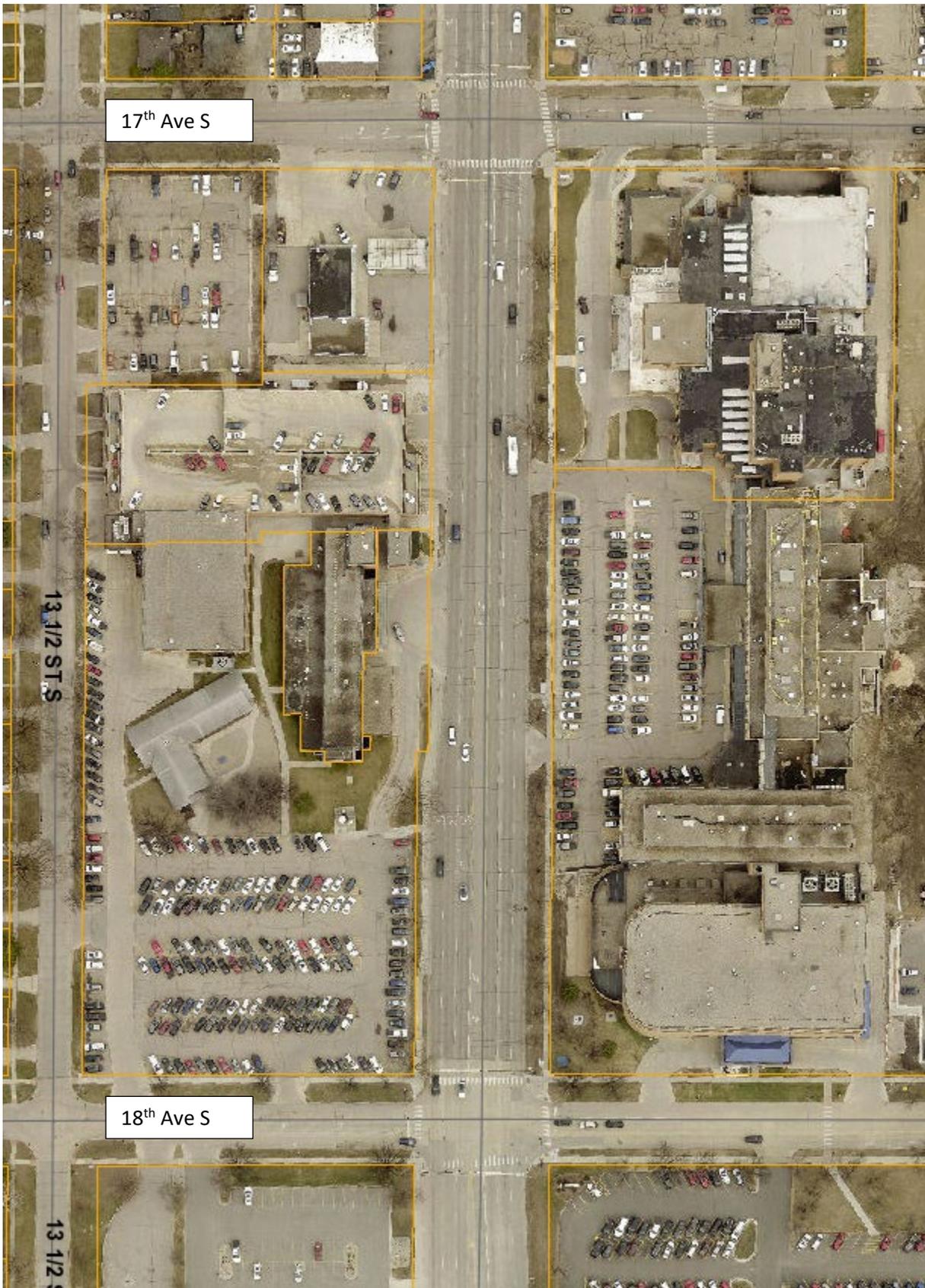
13<sup>th</sup> Ave S to 15<sup>th</sup> Ave S



15<sup>th</sup> Ave S to 17<sup>th</sup> Ave S



17<sup>th</sup> Ave S to 18<sup>th</sup> Ave S





ENGINEER'S PRELIMINARY ESTIMATE

8%

PAVING AND UTILITY REHAB/RECONSTRUCTION IMPROVEMENT DISTRICT NO. BR-28-XX  
South University from 13th Ave S to 18th Ave S

Line	Name	Quantity	Unit	Unit Value \$	2022 Costs	2029
<b>Sanitary Sewer</b>						
	Remove Pipe All Sizes All Types	7000	LF	\$ 20.00	\$ 140,000	\$ 239,935
	Remove Manhole	28	EA	\$ 2,000.00	\$ 56,000	\$ 95,974
	F&I Manhole 4' Dia Reinf Conc	28	EA	\$ 7,500.00	\$ 210,000	\$ 359,903
	F&I Pipe w/GB SDR 26 - 6" Dia PVC	1500	LF	\$ 100.00	\$ 150,000	\$ 257,074
	F&I Pipe w/GB SDR 26 - 8" Dia PVC	7000	LF	\$ 150.00	\$ 1,050,000	\$ 1,799,515
	Connect Sewer Service	50	EA	\$ 3,000.00	\$ 150,000	\$ 257,074
	Connect Pipe to Exist Structure	6	EA	\$ 5,000.00	\$ 30,000	\$ 51,415
	Clean Pipe All Sizes All Types	7000	LF	\$ 10.00	\$ 70,000	\$ 119,968
	F&I Controlled Density Fill	2.25	CY	\$ 500.00	\$ 1,125	\$ 1,928
				<b>Sanitary Sewer Total</b>	<b>\$ 1,857,125</b>	<b>\$ 3,182,786</b>
<b>Water Main</b>						
	Remove Pipe All Sizes All Types	6880	LF	\$ 15.00	\$ 103,200	\$ 176,867
	F&I Fittings C153 Ductile Iron	12000	LB	\$ 12.00	\$ 144,000	\$ 246,791
	F&I Hydrant	12	EA	\$ 7,500.00	\$ 90,000	\$ 154,244
	F&I Pipe w/GB C900 DR 18 - 4" Dia PVC	2500	LF	\$ 150.00	\$ 375,000	\$ 642,684
	F&I Pipe w/GB C900 DR 18 - 6" Dia PVC	480	LF	\$ 150.00	\$ 72,000	\$ 123,395
	F&I Pipe w/GB C900 DR 18 - 8" Dia PVC	400	LF	\$ 200.00	\$ 80,000	\$ 137,106
	F&I Pipe w/GB C900 DR 18 - 16" Dia PVC	3500	LF	\$ 250.00	\$ 875,000	\$ 1,499,596
	F&I Gate Valve 4" Dia	50	EA	\$ 2,700.00	\$ 135,000	\$ 231,366
	F&I Gate Valve 6" Dia	12	EA	\$ 3,300.00	\$ 39,600	\$ 67,867
	F&I Gate Valve 8" Dia	10	EA	\$ 4,800.00	\$ 48,000	\$ 82,264
	F&I Gate Valve 16" Dia	10	EA	\$ 17,200.00	\$ 172,000	\$ 294,778
	Furnish Temp Water Svc	50	EA	\$ 4,000.00	\$ 200,000	\$ 342,765
	F&I Casting Water Service	50	EA	\$ 500.00	\$ 25,000	\$ 42,846
	Connect Water Service	50	EA	\$ 2,000.00	\$ 100,000	\$ 171,382
				<b>Water Main Total</b>	<b>\$ 2,458,800</b>	<b>\$ 4,213,951</b>
<b>Storm Sewer</b>						
	Remove Manhole	21	EA	\$ 2,500.00	\$ 52,500	\$ 89,976
	Remove Inlet	27	EA	\$ 750.00	\$ 20,250	\$ 34,705
	Remove Pipe All Sizes All Types	6100	LF	\$ 30.00	\$ 183,000	\$ 313,630
	F&I Manhole 4' Dia Reinf Conc	6	EA	\$ 8,000.00	\$ 48,000	\$ 82,264
	F&I Manhole 6' Dia Reinf Conc	6	EA	\$ 15,000.00	\$ 90,000	\$ 154,244
	F&I Manhole 8' Dia Reinf Conc	13	EA	\$ 30,000.00	\$ 390,000	\$ 668,391
	F&I Inlet - Single Box (SBI) Reinf Conc	10	EA	\$ 6,500.00	\$ 65,000	\$ 111,399
	F&I Inlet - Double Box (DBI) Reinf Conc	30	EA	\$ 9,500.00	\$ 285,000	\$ 488,440
	F&I Pipe w/GB 15" Dia Reinf Conc	800	LF	\$ 208.00	\$ 166,400	\$ 285,180
	F&I Pipe w/GB 18" Dia Reinf Conc	800	LF	\$ 165.00	\$ 132,000	\$ 226,225
	F&I Pipe w/GB 36" Dia Reinf Conc	300	LF	\$ 350.00	\$ 105,000	\$ 179,952
	F&I Pipe w/GB 42" Dia Reinf Conc	420	LF	\$ 735.00	\$ 308,700	\$ 529,058
	F&I Pipe w/GB 60" Dia Reinf Conc	2070	LF	\$ 954.00	\$ 1,974,780	\$ 3,384,426
	F&I Pipe w/GB 72" Dia Reinf Conc	830	LF	\$ 1,280.00	\$ 1,062,400	\$ 1,820,767
	Connect Pipe to Exist Pipe	4	EA	\$ 2,500.00	\$ 10,000	\$ 17,138
	Connect Pipe to Exist Structure	2	EA	\$ 3,500.00	\$ 7,000	\$ 11,997
				<b>Storm Sewer Total</b>	<b>\$ 4,900,030</b>	<b>\$ 8,397,790</b>
<b>Paving</b>						
	Contract Bond	1	LS	\$ 80,000.00	\$ 80,000	\$ 137,106
	Critical Path Method Schedule	1	LS	\$ 20,000.00	\$ 20,000	\$ 34,276
	Removal of Trees	20	EA	\$ 1,000.00	\$ 20,000	\$ 34,276
	Removal of Pavement	29275	SY	\$ 22.00	\$ 644,043	\$ 1,103,776
	Common Excavation - Type A	12000	CY	\$ 20.00	\$ 240,000	\$ 411,318
	Topsoil	1500	CY	\$ 40.00	\$ 60,000	\$ 102,829
	Topsoil - Imported	750	CY	\$ 40.00	\$ 30,000	\$ 51,415
	Common Excavation - Subcut	1500	CY	\$ 25.00	\$ 37,500	\$ 64,268
	Water	1000	M GAL	\$ 18.00	\$ 18,000	\$ 30,849
	Subgrade Preparation	36	STA	\$ 3,500.00	\$ 126,000	\$ 215,942
	Traffic Service Aggregate	500	Ton	\$ 65.00	\$ 32,500	\$ 55,699
	Mobilization	1	LS	\$ 1,500,000.00	\$ 1,500,000	\$ 2,570,736
	Field Office	1	LS	\$ 30,000.00	\$ 30,000	\$ 51,415
	F&I Edge Drain 4" Dia PVC	7520	LF	\$ 14.00	\$ 105,280	\$ 180,431
	F&I Curb & Gutter Standard (Type II)	7520	LF	\$ 32.00	\$ 240,640	\$ 412,415
	Subgrade Preparation	31365	SY	\$ 5.00	\$ 156,825	\$ 268,770
	F&I Woven Geotextile Fabric	31365	SY	\$ 4.00	\$ 125,460	\$ 215,016
	F&I Class 5 Agg - 12" Thick	31365	SY	\$ 22.00	\$ 690,030	\$ 1,182,590
	F&I Pavement 10" Thick Doweled Conc	29275	SY	\$ 110.00	\$ 3,220,213	\$ 5,518,880

F&I Sidewalk 4" Thick Reinf Conc	5013	SY	\$	65.00	\$	325,867	\$	558,478
F&I Sidewalk 6" Thick Reinf Conc	667	SY	\$	66.00	\$	44,000	\$	75,408
F&I Driveway 6" Thick Reinf Conc	2778	SY	\$	95.00	\$	263,889	\$	452,259
F&I Det Warn Panels Cast Iron	600	SF	\$	55.00	\$	33,000	\$	56,556
F&I Asphalt Pavement FAA 43 w/ PG58H-34	700	Ton	\$	270.00	\$	189,000	\$	323,913
F&I Casting - Floating Manhole	34	EA	\$	2,000.00	\$	68,000	\$	116,540
Casting to Grade - w/Conc	74	EA	\$	750.00	\$	55,500	\$	95,117
GV Box to Grade - w/Conc	82	EA	\$	500.00	\$	41,000	\$	70,267
<b>Paving Total</b>					\$	<b>8,396,747</b>	\$	<b>14,390,548</b>
<b>EROSION CONTROL/STORMWATER MANAGEMENT</b>					\$	<b>80,000</b>	\$	<b>137,106</b>
<b>TRAFFIC CONTROL</b>					\$	<b>185,000</b>	\$	<b>317,057</b>
<b>STREET LIGHTING</b>					\$	<b>350,000</b>	\$	<b>599,838</b>
<b>SIGNING AND PAVEMENT MARKING</b>					\$	<b>300,000</b>	\$	<b>514,147</b>
<b>TRAFFIC SIGNALS (TEMP AND PERMANENT)/IT SYSTEM</b>					\$	<b>1,200,000</b>	\$	<b>2,056,589</b>
<b>Total Construction Cost</b>					\$	<b>19,727,702</b>	\$	<b>33,809,814</b>

**URBAN REGIONAL  
PROJECT SCOPING WORKSHEET**

**Date:** 12-2-24

**Priority #:** 2

**City:** Fargo

**County:** Cass

**Street:** 10<sup>th</sup> Street N – NP Avenue to 4<sup>th</sup> Avenue N

**Length:** 1600'

**Proposed Improvement:** Full street reconstruction to include also include sanitary sewer improvements.

**Cost Estimate (in \$1,000's)**

Preliminary Engineering:	1,500
Construction Engineering:	1,000
ROW:	0
Utility Relocations:	0
Construction Cost (Participating):	7,845
Bridge Cost:	0
<u>Non-Participating Costs:</u>	<u>3,370</u>
<b>Total:</b>	<b>13,715</b>

**Existing Road**

**Surface Width:** 36'

**Surface Type:** Concrete

**ADT Present:** 9,093

**ADT Year:** 2022

**On-Street Parking Situation:**

Existing:	<u>None</u>	One Side	Both Sides	Angle	Parallel
Proposed:	<u>None</u>	One Side	Both Sides	Angle	Parallel

**Proposed Improvements**

**Travel Way Width:** 12' lanes

**ADT Design:** 12,219

**Design year:** 2045

**No. of Lanes:** 3 lanes

**Design Speed:** 30 mph

**Roadway Width:** 36'

**Maximum Curve:** NA

**Maximum Grade:** NA

**Min. R/W Width:** 100'

**Right of Way**

<b>Will Additional ROW or easement be acquired?</b>	Yes	<b><u>No</u></b>
<b>ROW acquisition by:</b>	City	<b><u>NDDOT</u></b>
<b>Has any ROW easements been acquired since 7-1-72:</b>	<b><u>Yes</u></b>	No
<b>ROW Condemnation by:</b>	City	<b><u>NDDOT</u></b>
<b>Est. No. of occupied family dwelling to be displaced?</b>	0	
<b>Est. No. business to be displaced?</b>	0	

**Impacts**

**Will there be any additional Impacts (Cultural and Environmental Resources):** None anticipated

**Will there be any impacts to 4(f) or 6(f) properties:** No

**Airports:** No

**Public Hearings:** No

**Environmental Classification (Cat-Ex, EA, EIS):** Documented Cat-Ex anticipated

**Transportation Enhancements:** Sidewalk on both sides of street. The plan would be to complete spot repairs where needed.

**Intermodal:** No

**Pedestrian Needs:** No

**Highway/Railroad Crossings:** No

RR Name:

No. of Crossings:

No. of Tracks & Type of Crossing:

Daily Train Movements:

Train Speed:

Present Protection:

Proposed Protection:

**Purpose and Need Statement**

To replace a pavement that has lived its useful life and to improve both vehicular and pedestrian safety along this important corridor in north Fargo.

### **Existing Conditions**

**When was the current street section built?**

1986.

**Has there been any additional maintenance to the street section?**

Yes, the block from 3<sup>rd</sup> Avenue N to 4<sup>th</sup> Avenue N was overlaid with asphalt in 2009.

**How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?**

Current roadway is a 3-lane roadway. All lanes are 12' wide lanes.

**If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?**

NA

**If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking?**

The current section is concrete, and there are broken slabs, faulting, joint spalling all throughout the corridor.

**Any existing geometric concerns?**

No.

**Are there any access points to adjoining properties that present a special concern?**

No.

**Are there any existing sidewalks or shared use path in place?**

There are existing sidewalks on both sides of the street. We will complete spot repairs as necessary.

**What is the condition of the existing storm sewer?**

Good condition with minimal work anticipated.

**Will any additional storm sewer work need to be done along with this project?**

It is unknown at this time, but will be evaluated as part of the design.

**What is the condition of the city's water and sewer line?**

The existing sanitary sewer line is clay tile and gunit, so it will be getting replaced with this project. The existing watermain is PVC, so no work is anticipated.

**Will any work have to be done to the city's water and sewer lines along with this project?**

Yes, most of the existing sewer line will be replaced.

**Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?**

The existing lighting was installed in 2015 and consists of 20' high decorative poles with LED fixtures. The existing lighting will not be replaced as part of the project.

**What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?**

There are four traffic signals on the corridor, but the project won't include going into the intersections of NP Avenue or 4<sup>th</sup> Avenue N. The intersection of 10<sup>th</sup> Street and 1<sup>st</sup> Avenue N is a high crash rate intersection, and we are looking into ways to correct that. Lastly, we don't plan on adding turn lanes.

**Remarks:**

City Engineer: \_\_\_\_\_

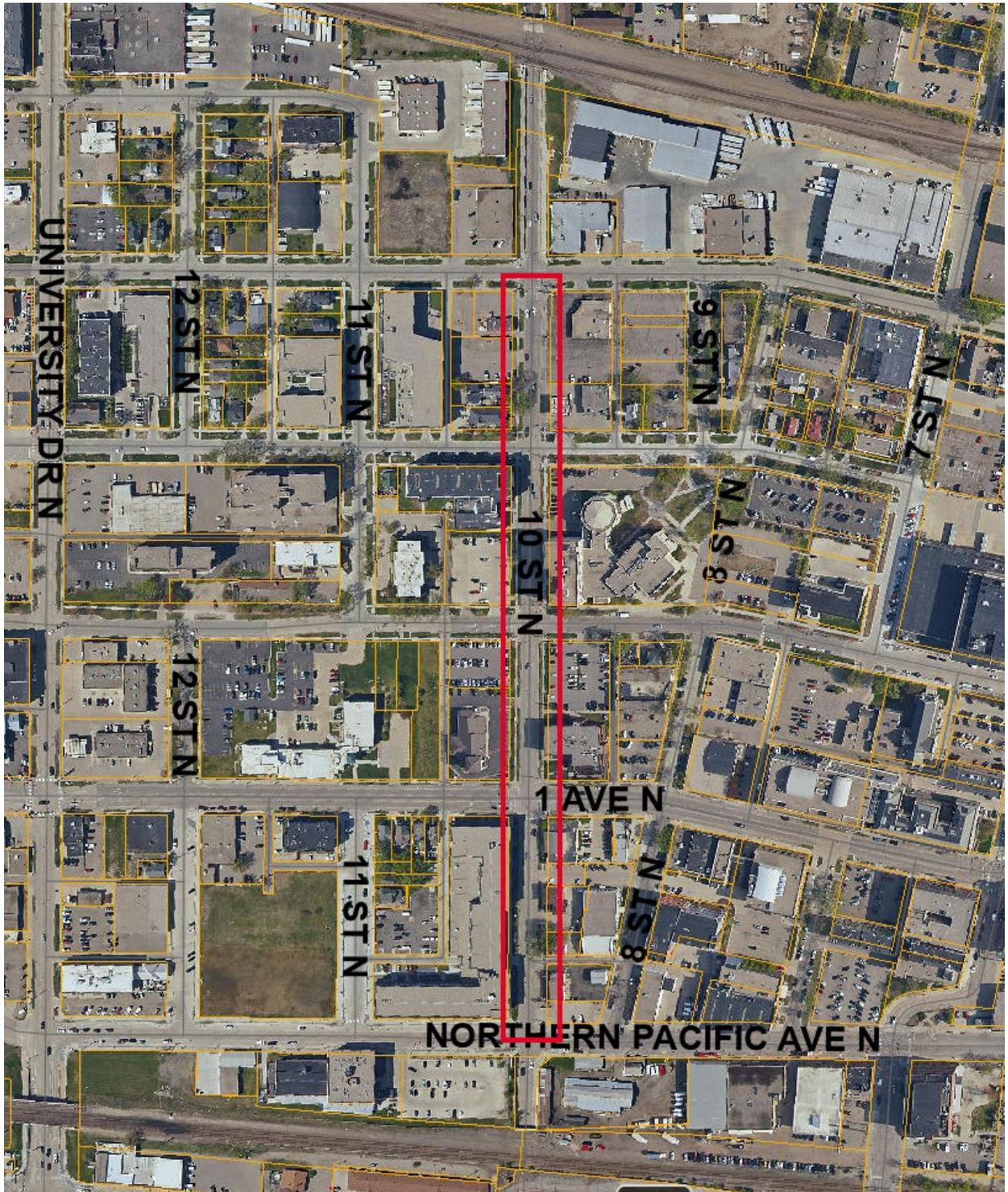
Date: \_\_\_\_\_

District Engineer: \_\_\_\_\_

Date: \_\_\_\_\_

**Note:** Please attach a map showing location and extent of the project, detailed cost estimate, and any additional supporting documents.

**Project Location Map – 10<sup>th</sup> Street – NP Avenue to 4<sup>th</sup> Avenue N**



**Engineer's Opinion of Cost**  
 10th Street N from NP to 4th Avenue N  
 12-2-2024

Spec	Code	Item Description	Unit	Quantity	Unit Cost	2023 costs	Total Cost	2029
		CONTRACT BOND	L SUM	0.7	\$ 50,000.00	\$	35,000	\$ 55,541
		REMOVAL OF PAVEMENT	SY	6,950.00	\$ 22.00	\$	152,900	\$ 242,633
		REMOVAL OF PIPE ALL TYPES AND SIZES	LF	1,415.00	\$ 30.00	\$	42,450	\$ 67,363
		REMOVAL OF MANHOLES	EA	12	\$ 2,500.00	\$	30,000	\$ 47,606
		REMOVAL OF INLETS	EA	15	\$ 750.00	\$	11,250	\$ 17,852
		COMMON EXCAVATION-TYPE A	CY	2,000.00	\$ 20.00	\$	40,000	\$ 63,475
		TOPSOIL	CY	1,400.00	\$ 40.00	\$	56,000	\$ 88,865
		WATER	M GAL	237	\$ 18.00	\$	4,266	\$ 6,770
		SEEDING CLASS III	ACRE	1	\$ 7,500.00	\$	7,500	\$ 11,902
		HYDRAULIC MULCH	ACRE	1	\$ 7,500.00	\$	7,500	\$ 11,902
		SALVAGED BASE COURSE	SY	6,950.00	\$ 40.00	\$	278,000	\$ 441,151
		10IN NON-REINF CONCRETE PVMT CL AE-DOWELED	SY	6,950.00	\$ 110.00	\$	764,500	\$ 1,213,165
		RAILING	LF	0.00	\$ 150.00	\$	-	\$ -
		MOBILIZATION	L SUM	0.7	\$ 250,000.00	\$	175,000	\$ 277,703
		TRAFFIC CONTROL	L SUM	1.00	\$ 100,000.00	\$	100,000	\$ 158,687
		TEMPORARY CURB RAMP	EA	10	\$ 1,000.00	\$	10,000	\$ 15,869
		GEOSYNTHETIC MATERIAL TYPE G	SY	6,950.00	\$ 4.00	\$	27,800	\$ 44,115
		UNDERDRAIN PIPE PVC PERFORATED 4IN	LF	3160	\$ 14.00	\$	44,240	\$ 70,203
		MANHOLE 48IN	EA	8	\$ 8,000.00	\$	64,000	\$ 101,560
		MANHOLE 72IN	EA	3	\$ 15,000.00	\$	45,000	\$ 71,409
		MANHOLE 96IN	EA	1	\$ 30,000.00	\$	30,000	\$ 47,606
		INLET-TYPE 2	EA	10	\$ 6,500.00	\$	65,000	\$ 103,147
		INLET-TYPE 2 DOUBLE	EA	5	\$ 9,500.00	\$	47,500	\$ 75,377
		CURB & GUTTER-TYPE I	LF	3,160.00	\$ 32.00	\$	101,120	\$ 160,465
		SIDEWALK CONCRETE REINF	SY	1,050.00	\$ 65.00	\$	68,250	\$ 108,304
		DRIVEWAY CONCRETE 6IN REINFORCED	SY	1,066.00	\$ 95.00	\$	101,270	\$ 160,703
		DETECTABLE WARNING PANELS	SF	400	\$ 75.00	\$	30,000	\$ 47,606
		Signing	L SUM	1	\$ 25,000.00	\$	25,000	\$ 39,672
		Pavement Markings	L SUM	1	\$ 300,000.00	\$	300,000	\$ 476,062
		INTERIM TRAFFIC SIGNALS	EA	1	\$ 50,000.00	\$	50,000	\$ 79,344
		REMOVE TRAFFIC SIGNAL SYSTEM	EA	2	\$ 10,000.00	\$	20,000	\$ 31,737
		TRAFFIC SIGNAL SYSTEM	EA	2	\$ 350,000.00	\$	700,000	\$ 1,110,812
		Signal Fiber	L SUM	1	\$ 50,000.00	\$	50,000	\$ 79,344
		Street Lighting	L SUM	1	\$ 300,000.00	\$	300,000	\$ 476,062
		AUTUMN BLAZE MAPLE	EA	20	\$ 500.00	\$	10,000	\$ 15,869
		PIPE CONC REINF 12IN CL II-STORM DRAIN	LF	600	\$ 200.00	\$	120,000	\$ 190,425
		PIPE CONC REINF 15IN CL III-STORM DRAIN	LF	406.00	\$ 210.00	\$	85,260	\$ 135,297
		PIPE CONC REINF 18IN CL III-STORM DRAIN	LF	0	\$ 165.00	\$	-	\$ -
		PIPE CONC REINF 24IN CL III-STORM DRAIN	LF	341	\$ 250.00	\$	85,250	\$ 135,281
		PIPE CONC REINF 27IN CL III-STORM DRAIN	LF	0	\$ 275.00	\$	-	\$ -
		PIPE CONC REINF 30IN CL III-STORM DRAIN	LF	33	\$ 300.00	\$	9,900	\$ 15,710
		PIPE CONC REINF 36IN CL III-STORM DRAIN	LF	0	\$ 350.00	\$	-	\$ -
		PIPE CONC REINF 48IN CL III-STORM DRAIN	LF	0	\$ 500.00	\$	-	\$ -
		PIPE CONC REINF 54IN CL III-STORM DRAIN	LF	35	\$ 750.00	\$	26,250	\$ 41,655
					\$	4,120,206	Total Fed Participating	\$ 6,538,249
					\$	824,041	20% Contingency	\$ 1,307,650
					\$	4,944,247	Total	\$ 7,845,899

**Water and Sanitary Sewer - Non-Federal Aid Eligible**

Spec	Code	Item Description	Unit	Quantity	Unit Cost	Totals		
		CONTRACT BOND	L SUM	0.3	\$ 50,000.00	\$	15,000	
		REMOVAL OF PIPE ALL TYPES AND SIZES	LF	3,450.00	\$ 20.00	\$	69,000	
		REMOVAL OF MANHOLES	EA	8	\$ 2,000.00	\$	16,000	
		MOBILIZATION	L SUM	0.3	\$ 250,000.00	\$	75,000	
		MANHOLE SANITARY	EA	8	\$ 7,500.00	\$	60,000	
		REMOVE GATE VALVE & BOX	EA	7	\$ 500.00	\$	3,500	
		GATE VALVE & BOX 6IN	EA	2	\$ 3,300.00	\$	6,600	
		GATE VALVE & BOX 8IN	EA	2	\$ 4,800.00	\$	9,600	
		GATE VALVE & BOX 10IN	EA	2	\$ 7,500.00	\$	15,000	
		GATE VALVE & BOX 16IN	EA	0	\$ 17,200.00	\$	-	
		GATE VALVE & BOX 24IN	EA	1	\$ 75,000.00	\$	75,000	
		HYDRANT-INSTALL 5IN	EA	8	\$ 7,500.00	\$	60,000	
		REMOVE HYDRANT	EA	8	\$ 2,000.00	\$	16,000	
		WATER SERVICE LINE 1IN	LF	500.00	\$ 75.00	\$	37,500	
		TEMPORARY WATER SERVICE	L SUM	1	\$ 25,000.00	\$	25,000	
		WATERMAIN 6IN PVC	LF	15	\$ 150.00	\$	2,250	
		WATERMAIN 8IN PVC	LF	80.00	\$ 200.00	\$	16,000	
		WATERMAIN 10IN PVC	LF	93	\$ 225.00	\$	20,925	
		WATERMAIN 16IN PVC	LF	0	\$ 250.00	\$	-	
		24IN WATERMAIN	LF	1,580.00	\$ 300.00	\$	474,000	
		CURB STOP & BOX 1IN	EA	15	\$ 2,000.00	\$	30,000	
		CONNECT TO EXISTING MAIN	EA	15	\$ 2,000.00	\$	30,000	
		12IN SANITARY SEWER PIPE	LF	561.00	\$ 225.00	\$	126,225	
		15IN SANITARY SEWER PIPE	LF	363.00	\$ 250.00	\$	90,750	
		18IN SANITARY SEWER PIPE	LF	12.00	\$ 300.00	\$	3,600	
		30IN SANITARY SEWER PIPE	LF	745.00	\$ 400.00	\$	298,000	
		6IN SEWER SERVICE PIPE	LF	500	\$ 150.00	\$	75,000	
		FITTING-DUCTILE IRON	LBS	10000	\$ 12.00	\$	120,000	
					\$	1,769,950	Non Participating	\$ 2,808,688
					\$	353,990	20% Contingency	\$ 561,738
					\$	2,123,940	Total	\$ 3,370,426
					\$	7,068,187	Grand Total	\$ 11,216,325

\$ 4,944,247	Fed Aid Eligible	\$ 7,845,899
\$ 4,001,379	Federal	\$ 6,349,686
\$ 448,443	State	\$ 711,623
\$ 494,425	City	\$ 784,590
\$ 2,123,940	NP	\$ 3,370,426

**URBAN REGIONAL  
PROJECT SCOPING WORKSHEET**

**Date:** 12-2-24

**Priority #:** 3

**City:** Fargo

**County:** Cass

**Street:** University Drive N – 12<sup>th</sup> Avenue N to 19<sup>th</sup> Avenue N

**Length:** 5280'

**Proposed Improvement:** Full street reconstruction to include water and sewer improvements.

**Cost Estimate (in \$1,000's)**

Preliminary Engineering:	1,500
Construction Engineering:	1,500
ROW:	0
Utility Relocations:	0
Construction Cost (Participating):	15,108
Bridge Cost:	0
<u>Non-Participating Costs:</u>	<u>6,357</u>
<b>Total:</b>	<b>24,465</b>

**Existing Road**

**Surface Width:** 36'

**Surface Type:** Concrete

**ADT Present:** 8510

**ADT Year:** 2022

**On-Street Parking Situation:**

Existing:	<u>None</u>	One Side	Both Sides	Angle	Parallel
Proposed:	<u>None</u>	One Side	Both Sides	Angle	Parallel

**Proposed Improvements**

**Travel Way Width:** 11' lanes

**ADT Design:** 8880

**Design year:** 2045

**No. of Lanes:** 2 lanes with on-street bike lane

**Design Speed:** 30 mph

**Roadway Width:** 36'

**Maximum Curve:** NA

**Maximum Grade:** NA

**Min. R/W Width:** 100'

**Right of Way**

<b>Will Additional ROW or easement be acquired?</b>	Yes	<b><u>No</u></b>
<b>ROW acquisition by:</b>	City	<b><u>NDDOT</u></b>
<b>Has any ROW easements been acquired since 7-1-72:</b>	<b><u>Yes</u></b>	No
<b>ROW Condemnation by:</b>	City	<b><u>NDDOT</u></b>
<b>Est. No. of occupied family dwelling to be displaced?</b>	0	
<b>Est. No. business to be displaced?</b>	0	

**Impacts**

**Will there be any additional Impacts (Cultural and Environmental Resources):** None anticipated

**Will there be any impacts to 4(f) or 6(f) properties:** No

**Airports:** No

**Public Hearings:** No

**Environmental Classification (Cat-Ex, EA, EIS):** Documented Cat-Ex anticipated

**Transportation Enhancements:** Shared use path on west side, sidewalk on east side. The plan would be to complete spot repairs on both.

**Intermodal:** No

**Pedestrian Needs:** No

**Highway/Railroad Crossings:** No

RR Name:

No. of Crossings:

No. of Tracks & Type of Crossing:

Daily Train Movements:

Train Speed:

Present Protection:

Proposed Protection:

**Purpose and Need Statement**

To replace a pavement that has lived its useful life and to improve safety along this important corridor in north Fargo.

**Existing Conditions**

**When was the current street section built?**

The current section was built in 1991.

**Has there been any additional maintenance to the street section?**

In 2022 the Street Department we added a 2" asphalt overlay north of 17<sup>th</sup> Avenue N.

**How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?**

Current roadway is a 2-lane roadway with 1 left sided on-street bike lane. All lanes are 12' wide lanes.

**If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?**

NA

**If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking?**

The current section is concrete, and there are broken slabs, faulting, joint spalling all throughout the corridor.

**Any existing geometric concerns?**

No.

**Are there any access points to adjoining properties that present a special concern?**

No.

**Are there any existing sidewalks or shared use path in place?**

There is an existing shared use path on the west side and a sidewalk on the east side. We will complete spot repairs as necessary.

**What is the condition of the existing storm sewer?**

Good condition with minimal work anticipated.

**Will any additional storm sewer work need to be done along with this project?**

It is unknown at this time, but will be evaluated as part of the design.

**What is the condition of the city's water and sewer line?**

The existing sanitary sewer line is clay tile, so it will be getting replaced with this project. The existing watermain on the north half of the project is asbestos cement pipe, so it will be getting replaced with this project. The watermain on the south half is PVC, so no work is anticipated on that stretch.

**Will any work have to be done to the city's water and sewer lines along with this project?**

Yes, most of the existing sewer line will be replaced, as will the watermain need to be on the north half of the project.

**Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?**

The existing lighting between 12<sup>th</sup> Avenue N and 17<sup>th</sup> Avenue N was installed in 2014 and it consists of 16' high decorative poles and LED fixtures. The existing lighting between 17<sup>th</sup> Avenue N and 19<sup>th</sup> Avenue N was installed in 2014 as well but is 20' stainless steel poles with highway style LED fixtures. The existing system will not be replaced.

**What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?**

There are five traffic signals on the corridor, but the project won't include going into the intersections of 12<sup>th</sup> Avenue N or 19<sup>th</sup> Avenue N. There is a high crash rate intersection at 19<sup>th</sup> Avenue N, but that is getting an HSIP project in 2026 to correct the deficiencies. We don't plan on adding turn lanes.

**Remarks:**

City Engineer: \_\_\_\_\_

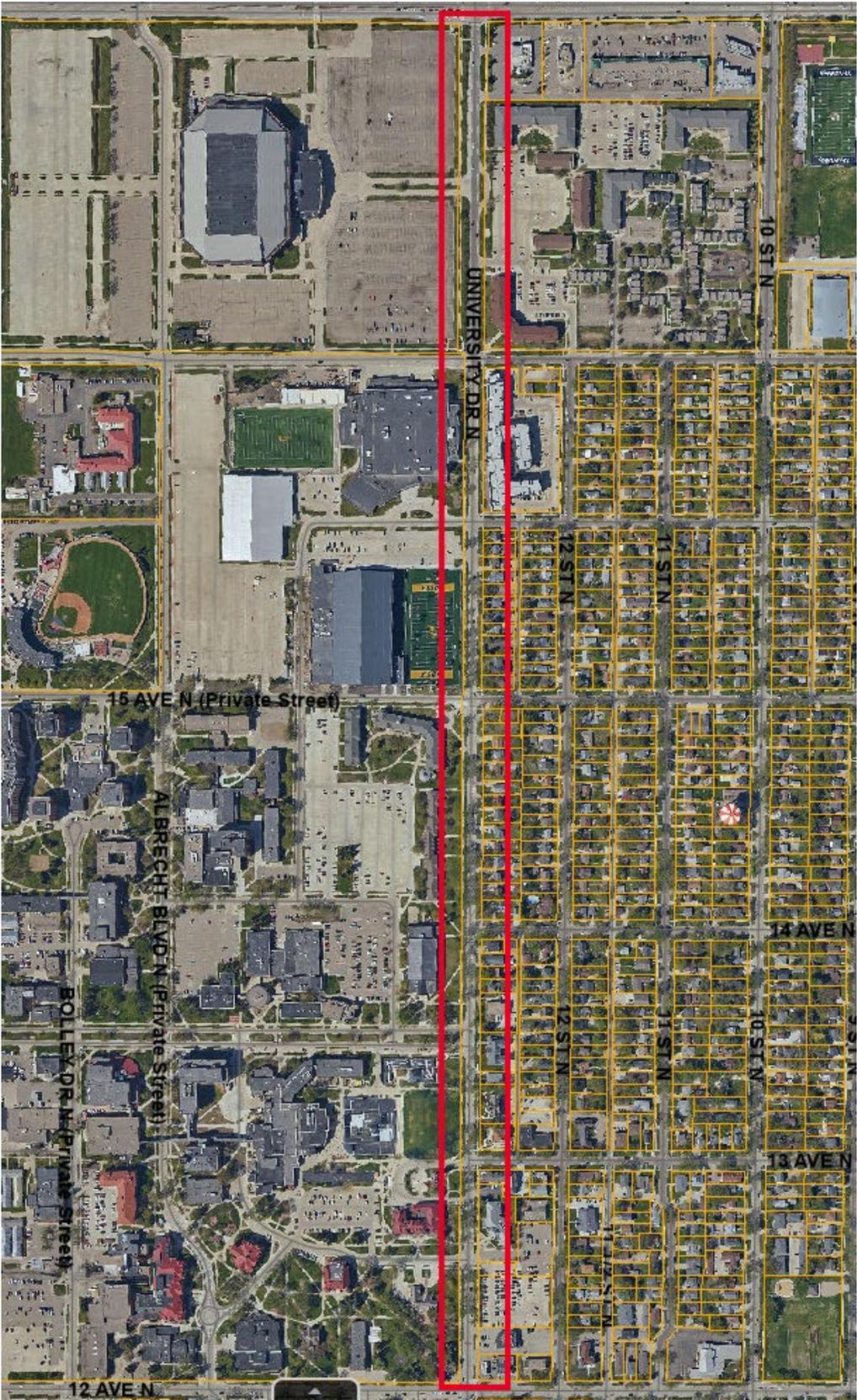
Date: \_\_\_\_\_

District Engineer: \_\_\_\_\_

Date: \_\_\_\_\_

**Note:** Please attach a map showing location and extent of the project, detailed cost estimate, and any additional supporting documents.

**Project Location Map – University Drive N – 19<sup>th</sup> Avenue N to 12<sup>th</sup> Avenue N**



**Engineer's Opinion of Cost**  
 University Drive N - 12th to 19th Ave N  
 12-2-2024

Spec	Code	Item Description	Unit	Quantity	2023 costs		2028 costs
					Unit Cost	Total Cost	
		CONTRACT BOND	L SUM	0.7	\$ 50,000.00	\$	\$ 35,000
		REMOVAL OF PAVEMENT	SY	20,652.00	\$ 22.00	\$	\$ 454,344
		REMOVAL OF PIPE ALL TYPES AND SIZES	LF	250.00	\$ 30.00	\$	\$ 7,500
		REMOVAL OF MANHOLES	EA	10	\$ 2,500.00	\$	\$ 25,000
		REMOVAL OF INLETS	EA	26	\$ 750.00	\$	\$ 19,500
		COMMON EXCAVATION-TYPE A	CY	2,000.00	\$ 20.00	\$	\$ 40,000
		TOPSOIL	CY	5,000.00	\$ 40.00	\$	\$ 200,000
		WATER	M GAL	500	\$ 18.00	\$	\$ 9,000
		SEEDING CLASS III	ACRE	3	\$ 7,500.00	\$	\$ 22,500
		HYDRAULIC MULCH	ACRE	3	\$ 7,500.00	\$	\$ 22,500
		SALVAGED BASE COURSE	SY	20,652.00	\$ 40.00	\$	\$ 826,080
		10IN NON-REINF CONCRETE PVMT CL AE-DOWELED	SY	20,652.00	\$ 110.00	\$	\$ 2,271,720
		RAILING	LF	0.00	\$ 150.00	\$	\$ -
		MOBILIZATION	L SUM	0.7	\$ 250,000.00	\$	\$ 175,000
		TRAFFIC CONTROL	L SUM	1.00	\$ 100,000.00	\$	\$ 100,000
		TEMPORARY CURB RAMP	EA	25	\$ 1,000.00	\$	\$ 25,000
		GEOSYNTHETIC MATERIAL TYPE G	SY	20,652.00	\$ 4.00	\$	\$ 82,608
		UNDERDRAIN PIPE PVC PERFORATED 4IN	LF	10326	\$ 14.00	\$	\$ 144,564
		MANHOLE 48IN	EA	0	\$ 8,000.00	\$	\$ -
		MANHOLE 72IN	EA	10	\$ 15,000.00	\$	\$ 150,000
		MANHOLE 96IN	EA	0	\$ 30,000.00	\$	\$ -
		INLET-TYPE 2	EA	13	\$ 6,500.00	\$	\$ 84,500
		INLET-TYPE 2 DOUBLE	EA	13	\$ 9,500.00	\$	\$ 123,500
		CURB & GUTTER-TYPE I	LF	10,326.00	\$ 32.00	\$	\$ 330,432
		SIDEWALK CONCRETE REINF	SY	8,600.00	\$ 65.00	\$	\$ 559,000
		DRIVEWAY CONCRETE 6IN REINFORCED	SY	3,000.00	\$ 95.00	\$	\$ 285,000
		DETECTABLE WARNING PANELS	SF	1200	\$ 75.00	\$	\$ 90,000
		Signing	L SUM	1	\$ 50,000.00	\$	\$ 50,000
		Pavement Markings	L SUM	1	\$ 400,000.00	\$	\$ 400,000
		INTERIM TRAFFIC SIGNALS	EA	0	\$ 50,000.00	\$	\$ -
		REMOVE TRAFFIC SIGNAL SYSTEM	EA	2	\$ 10,000.00	\$	\$ 20,000
		TRAFFIC SIGNAL SYSTEM	EA	2	\$ 350,000.00	\$	\$ 700,000
		Signal Fiber	L SUM	1	\$ 100,000.00	\$	\$ 100,000
		Street Lighting	L SUM	1	\$ 500,000.00	\$	\$ 500,000
		AUTUMN BLAZE MAPLE	EA	60	\$ 500.00	\$	\$ 30,000
		PIPE CONC REINF 12IN CL II-STORM DRAIN	LF	125	\$ 200.00	\$	\$ 25,000
		PIPE CONC REINF 15IN CL III-STORM DRAIN	LF	125.00	\$ 210.00	\$	\$ 26,250
		PIPE CONC REINF 18IN CL III-STORM DRAIN	LF	0	\$ 165.00	\$	\$ -
		PIPE CONC REINF 24IN CL III-STORM DRAIN	LF	0	\$ 250.00	\$	\$ -
		PIPE CONC REINF 27IN CL III-STORM DRAIN	LF	0	\$ 275.00	\$	\$ -
		PIPE CONC REINF 30IN CL III-STORM DRAIN	LF	0	\$ 300.00	\$	\$ -
		PIPE CONC REINF 36IN CL III-STORM DRAIN	LF	0	\$ 350.00	\$	\$ -
		PIPE CONC REINF 48IN CL III-STORM DRAIN	LF	0	\$ 500.00	\$	\$ -
		PIPE CONC REINF 54IN CL III-STORM DRAIN	LF	0	\$ 750.00	\$	\$ -
					\$ 7,933,998	Total Fed Participating	\$ 12,590,258
					\$ 1,586,800	20% Contingency	\$ 2,518,052
					\$ 9,520,798	Total	\$ 15,108,309

**Water and Sanitary Sewer - Non-Federal Aid Eligible**

Totals							
		CONTRACT BOND	L SUM	0.3	\$ 50,000.00	\$	\$ 15,000
		REMOVAL OF PIPE ALL TYPES AND SIZES	LF	8,000.00	\$ 20.00	\$	\$ 160,000
		REMOVAL OF MANHOLES	EA	23	\$ 2,000.00	\$	\$ 46,000
		MOBILIZATION	L SUM	0.3	\$ 250,000.00	\$	\$ 75,000
		MANHOLE SANITARY	EA	20	\$ 7,500.00	\$	\$ 150,000
		REMOVE GATE VALVE & BOX	EA	10	\$ 500.00	\$	\$ 5,000
		GATE VALVE & BOX 6IN	EA	0	\$ 3,300.00	\$	\$ -
		GATE VALVE & BOX 8IN	EA	0	\$ 4,800.00	\$	\$ -
		GATE VALVE & BOX 10IN	EA	0	\$ 7,500.00	\$	\$ -
		GATE VALVE & BOX 16IN	EA	8	\$ 17,200.00	\$	\$ 137,600
		GATE VALVE & BOX 24IN	EA	0	\$ 75,000.00	\$	\$ -
		HYDRANT-INSTALL 5IN	EA	16	\$ 7,500.00	\$	\$ 120,000
		REMOVE HYDRANT	EA	16	\$ 2,000.00	\$	\$ 32,000
		WATER SERVICE LINE 1IN	LF	500.00	\$ 75.00	\$	\$ 37,500
		TEMPORARY WATER SERVICE	L SUM	1	\$ 25,000.00	\$	\$ 25,000
		WATERMAIN 6IN PVC	LF	0	\$ 150.00	\$	\$ -
		WATERMAIN 8IN PVC	LF	0.00	\$ 200.00	\$	\$ -
		WATERMAIN 10IN PVC	LF	0	\$ 225.00	\$	\$ -
		WATERMAIN 16IN PVC	LF	2572	\$ 250.00	\$	\$ 643,000
		24IN WATERMAIN	LF	0.00	\$ 300.00	\$	\$ -
		CURB STOP & BOX 1IN	EA	20	\$ 2,000.00	\$	\$ 40,000
		CONNECT TO EXISTING MAIN	EA	20	\$ 2,000.00	\$	\$ 40,000
		12IN SANITARY SEWER PIPE	LF	3,000.00	\$ 225.00	\$	\$ 675,000
		15IN SANITARY SEWER PIPE	LF	333.00	\$ 250.00	\$	\$ 83,250
		18IN SANITARY SEWER PIPE	LF	890.00	\$ 300.00	\$	\$ 267,000
		30IN SANITARY SEWER PIPE	LF	1,225.00	\$ 400.00	\$	\$ 490,000
		6IN SEWER SERVICE PIPE	LF	700	\$ 150.00	\$	\$ 105,000
		FITTING-DUCTILE IRON	LBS	16000	\$ 12.00	\$	\$ 192,000
					\$ 3,338,350	Non Participating	\$ 5,297,542
					\$ 667,670	20% Contingency	\$ 1,059,508
					\$ 4,006,020	Total	\$ 6,357,050
					\$ 13,526,818	Grand Total	\$ 21,465,360

\$ 9,520,798	Fed Aid Eligible	\$ 15,108,309
\$ 7,705,181	Federal	\$ 12,227,155
\$ 952,080	State	\$ 1,510,831
\$ 863,536	City	\$ 1,370,324
\$ 4,006,020	NP	\$ 6,357,050

**Agenda Item 12 Attachment 4**

FUNDING YEAR	Total Cost	Federal Fiscal Year					Local
		2024	2025	2026	2027	2028	
Projected 5339 Funds Available		\$ 334,470.00	\$ 341,159.40	\$ 347,982.59	\$ 354,942.24	\$ 362,041.08	\$ 369,281.91
<b>BUDGET YEAR</b>							
2025							
Sweeper/Scrubber	\$ 38,333.00	\$ 30,666.40					\$ 7,666.60
Shop Equipment	\$ 7,000.00	\$ 5,600.00					\$ 1,400.00
2026							
Pedestrian Warning	\$ 180,000.00	\$ 144,000.00					\$ 36,000.00
Microtransit Vehicle - Exp MHD	\$ 225,000.00	\$ 154,204.00	\$ 37,046.00				\$ 33,750.00
Microtransit Vehicle - Exp MHD	\$ 225,000.00		\$ 180,000.00				\$ 45,000.00
2027							
Pedestrian Warning	\$ 450,000.00		\$ 124,114.00	\$ 235,886.00			\$ 90,000.00
2028							
Vehicle Replacement - MHD 2161	\$ 737,530.00		\$ 112,097.00	\$ 354,943.00	\$ 159,860.50		\$ 110,629.50
Vehicle Replacement - Fargo 8232	\$ 255,000.00				\$ 202,181.00	\$ 14,569.00	\$ 38,250.00
2029							
Vehicle Replacement - Fargo 8233	\$ 255,000.00					\$ 216,750.00	\$ 38,250.00
Marriot Hub Shelter Improvements	\$ 150,000.00					\$ 120,000.00	\$ 30,000.00
Shelter Replacement	\$ 30,000.00					\$ 24,000.00	\$ 6,000.00
Subtotal		\$ 334,470.40	\$ 341,160.00	\$ 347,983.00	\$ 354,943.00	\$ 362,041.50	\$ 375,319.00
Remaining		\$ (0.40)	\$ (0.60)	\$ (0.41)	\$ (0.76)	\$ (0.42)	\$ (6,037.09)

**To:** Transportation Technical Committee  
**From:** Michael Maddox, AICP  
**Date:** December 6, 2024  
**Re:** **2050 MTP – Amendment #1**

Metro COG adopted the update to its Metropolitan Transportation Plan entitled “Metro 2050: Transportation Moving Ahead” in September 2024. Since then, it had come to the attention of staff that transit projects utilizing FTA 5307, FTA 5310, and FTA 5339 must be included within the document. This was unbeknownst to Metro COG staff, as it was a new rule brought on by the transition to a Transportation Management Area (TMA).

Like Metro COG, MATBUS receives a direct suballocation of the aforementioned transit funding sources. In order to address the issue, Metro COG would like to append the projects that were provided by MATBUS and attached to this memo. Also attached is the first page of federal circular, dated November 1, 2024, that provides the requirement to include the projects. A weblink to the circular posted on Metro COG's website is provided below.

[https://www.fmmetrocog.org/application/files/8117/3350/2844/Agenda\\_Item\\_1\\_2\\_Attachment\\_1\\_-\\_C9070.1H-Circular-11-01-2024.pdf](https://www.fmmetrocog.org/application/files/8117/3350/2844/Agenda_Item_1_2_Attachment_1_-_C9070.1H-Circular-11-01-2024.pdf)

**Recommended Action:**

Recommend approval of the inclusion of the attached 5307, 5310, and 5339 transit projects as an appendix in the 2050 Metropolitan Transportation Plan.



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

## CIRCULAR

FTA C 9070.1H

November 1, 2024

**Subject: ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH  
DISABILITIES PROGRAM GUIDANCE**

---

1. **PURPOSE.** This circular is a reissuance of guidance on the administration of the transit assistance program for seniors and individuals with disabilities under 49 U.S.C. 5310 and guidance for the preparation of grant applications. This revision incorporates provisions of the Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58 (2021) and includes the most current available guidance as of the date of publication. To the extent this circular is inconsistent with changes in any statute or regulation, the statute or regulation will supersede this circular. This circular is in effect as of November 1, 2024.
2. **CANCELLATION.** This circular cancels Federal Transit Administration (FTA) Circular 9070.1G, “Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions,” dated July 7, 2014.
3. **AUTHORITY.**
  - a. Federal Transit Laws, title 49, United States Code, Chapter 53.
  - b. Title 49 CFR 1.91.
4. **WAIVER.** FTA reserves the right to waive any requirements of this circular to the extent permitted by Federal law or regulation.
5. **FEDERAL REGISTER NOTICE.** In association with the publication of this circular, a Federal Register notice will be published.
6. **AMENDMENTS TO THE CIRCULAR.** FTA reserves the right to update this circular to reflect changes in other revised or new guidance and regulations that undergo notice and comment without further notice and comment on this circular. FTA will post updates on the [FTA website](#). The website allows the public to register for notification when FTA issues Federal Register notices or new guidance. Please visit the website and click on “Subscribe to Email Updates” for more information.

## Agenda Item 12 Attachment 2

FUNDING YEAR	Total Cost	Federal Fiscal Year						Local
		\$ 2,024.00	\$ 2,025.00	\$ 2,026.00	\$ 2,027.00	\$ 2,028.00	\$ 2,029.00	
Projected 5307 Funds Available	\$ 4,391,931.00	\$ 4,479,769.62	\$ 4,569,365.01	\$ 4,660,752.31	\$ 4,753,967.36	\$ 4,849,046.71		
<b>BUDGET YEAR</b>								
2024								
5307 FTA Operating Assistance	\$ 4,391,931.00							
2025								
5307 FTA Operating Assistance		\$ 4,479,769.62						
2026								
5307 FTA Operating Assistance			\$ 4,569,365.01					
2027								
5307 FTA Operating Assistance				\$ 4,660,752.31				
2028								
5307 FTA Operating Assistance					\$ 4,753,967.36			
2029								
5307 FTA Operating Assistance						\$ 4,849,046.71		
Subtotal	\$ 4,391,931.00	\$ 4,479,769.62	\$ 4,569,365.01	\$ 4,660,752.31	\$ 4,753,967.36	\$ 4,849,046.71		
Remaining Funds	\$ -	\$ -	\$ 0.00	\$ 0.00	\$ (0.00)	\$ (0.00)		

## Agenda Item 12 Attachment 3

FUNDING YEAR	Total Cost	Federal Fiscal Year					
		2024	2025	2026	2027	2028	2029
Projected 5310 Funds Available		\$ 234,876.00	\$ 239,573.52	\$ 244,364.99	\$ 249,252.29	\$ 254,237.34	\$ 259,322.08
<b>BUDGET YEAR</b>							
2024							
Mobility Manager 2024	\$ 51,000.00	\$ 40,800.00					
Vehicle Replacement - MHD 7191	\$ 225,000.00	\$ 78,876.00	\$ 112,374.00				
2025							
Mobility Manager 2025	\$ 144,000.00	\$ 115,200.00					
2026							
Mobility Manager 2026	\$ 149,040.00		\$ 119,232.00				
Shelter Replacement - 2 MHD	\$ 50,000.00			\$ 40,000.00			
2027							
Mobility Manager 2027	\$ 153,511.20			\$ 122,808.96			
Shelter Replacement - 2 MHD	\$ 50,000.00		\$ 8,000.00	\$ 32,000.00			
Shelter Replacement - 2 Fargo	\$ 50,000.00			\$ 40,000.00			
2028							
Mobility Manager 2028	\$ 158,116.54			\$ 9,556.00	\$ 116,937.23		
Vehicle Replacement - Fargo 8231	\$ 255,000.00				\$ 2,027.00	\$ 214,723.00	
2029							
Mobility Manager 2029	\$ 162,860.03				\$ 130,288.03		
Replacement Vehicle - Fargo 8234	\$ 255,000.00					\$ 39,514.00	\$ 177,236.00
Shelter Replacement	\$ 120,000.00						\$ 96,000.00
Subtotal		\$ 234,876.00	\$ 239,606.00	\$ 244,364.96	\$ 249,252.25	\$ 254,237.00	\$ 273,236.00

Remaining Funds

\$ - \$ (32.48) \$ 0.03 \$ 0.04 \$ 0.34 \$ (13,913.92)

**Local**

---

---

\$ 10,200.00

\$ 33,750.00

\$ 28,800.00

\$ 29,808.00

\$ 10,000.00

\$ 30,702.24

\$ 10,000.00

\$ 10,000.00

\$ 31,623.31

\$ 38,250.00

\$ 32,572.01

\$ 38,250.00

\$ 24,000.00

**Agenda Item 12 Attachment 4**

<b>FUNDING YEAR</b>	<b>Total Cost</b>	<b>Federal Fiscal Year</b>					<b>Local</b>
		<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	
Projected 5339 Funds Available		\$ 334,470.00	\$ 341,159.40	\$ 347,982.59	\$ 354,942.24	\$ 362,041.08	\$ 369,281.91
<b>BUDGET YEAR</b>							
2025							
Sweeper/Scrubber	\$ 38,333.00	\$ 30,666.40					\$ 7,666.60
Shop Equipment	\$ 7,000.00	\$ 5,600.00					\$ 1,400.00
2026							
Pedestrian Warning	\$ 180,000.00	\$ 144,000.00					\$ 36,000.00
Microtransit Vehicle - Exp MHD	\$ 225,000.00	\$ 154,204.00	\$ 37,046.00				\$ 33,750.00
Microtransit Vehicle - Exp MHD	\$ 225,000.00		\$ 180,000.00				\$ 45,000.00
2027							
Pedestrian Warning	\$ 450,000.00		\$ 124,114.00	\$ 235,886.00			\$ 90,000.00
2028							
Vehicle Replacement - MHD 2161	\$ 737,530.00			\$ 112,097.00	\$ 354,943.00	\$ 159,860.50	\$ 110,629.50
Vehicle Replacement - Fargo 8232	\$ 255,000.00					\$ 202,181.00	\$ 14,569.00
2029							
Vehicle Replacement - Fargo 8233	\$ 255,000.00					\$ 216,750.00	\$ 38,250.00
Marriot Hub Shelter Improvements	\$ 150,000.00					\$ 120,000.00	\$ 30,000.00
Shelter Replacement	\$ 30,000.00					\$ 24,000.00	\$ 6,000.00
Subtotal		\$ 334,470.40	\$ 341,160.00	\$ 347,983.00	\$ 354,943.00	\$ 362,041.50	\$ 375,319.00
Remaining		\$ (0.40)	\$ (0.60)	\$ (0.41)	\$ (0.76)	\$ (0.42)	\$ (6,037.09)