METROCOG Fargo-Moorhead Metropolitan Council of Governments

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The 564th Policy Board Meeting
Fargo-Moorhead Metropolitan Council of Governments

THURSDAY, March 21, 2018 – 4:00 p.m.
Metro COG Conference Room
One 2nd Street North, Suite 232
Fargo, North Dakota

OVERALL AGENDA

1. Call to Order and Introductions
   a. Introductions — Information Item
   b. Approve Order and Contents of the Overall Agenda — Action Item
   c. Approve Minutes of the February 21, 2018 Board Meeting — Action Item
   d. Approve March 2018 Bills — Action Item
2. Consent Agenda — Action Item
   a. February Month End Report
   b. Federal Functional Class Update – North Dakota
3. Regular Agenda
   a. Public Comment Opportunity — Public Input
   b. 13th Avenue Corridor Study Report — Action Item
   c. FM Diversion Rec Plan RFP — Action Item
   d. 2019-2020 UPWP Amendment #2 — Action Item
   e. 17th Avenue S Corridor Study Amendment #1 — Action Item
   f. Affirm 2020 Contracted Projects; Future Project Solicitation — Action Item
4. Additional Business — Information Item
5. Adjourn

REMINDER: The next Metro COG Policy Board Meeting will be Thursday, April 18, 2018 at 4:00 p.m. in the Metro COG Conference Room.

Red Action Items require roll call votes.

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

NOTE: Given the participation of Fargo City Commissioners at Policy Board meetings, such meetings may constitute open public meetings of the City of Fargo.

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 Savanna Leach, Metro COG Executive Secretary, 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.

563rd Policy Board Meeting
Fargo-Moorhead Metropolitan Council of Governments
Thursday, February 21, 2019 – 4:00 pm
Metro COG Conference Room

Members Present:

Duane	Breitling	Cass County Commission
Eric	Gjerdevig	West Fargo City Commission
Brenton	Holper	City of Horace
Steve	Jesme	Dilworth City Council
Johnathan	Judd	Moorhead City Council
Nicole	Mattson	Moorhead Planning Commission
Jenny	Mongeau	Clay County Commission
Brad	Olson	West Fargo City Commission
Rocky	Schneider	Fargo Planning Commission
John	Strand	Fargo City Commission

Members Absent:

Shara	Fischer	Fargo Planning Commission
Tony	Gehrig	Fargo City Commission
Steve	Gehrtz	Moorhead City Council
Tony	Grindberg	Fargo City Commission
John	Gunkelman	Fargo Planning Commission
Chuck	Hendrickson	Moorhead City Council
John	Koerselman	Horace City Commission
Dave	Piepkorn	Fargo City Commission

Others Present:

Adam	Altenburg	Metro COG
Luke	Champa	Metro COG
Dan	Farnsworth	Metro COG
Cindy	Gray	Metro COG
Savanna	Leach	Metro COG
Michael	Maddox	Metro COG
Anna	Pierce	Metro COG
Bob	Walton	NDDOT – Fargo District

1a. MEETING CALLED TO ORDER, WELCOME, AND INTRODUCTIONS, convened
The meeting was called to order at 4:00 pm, on February 21, 2019 by Chair Mongeau, noting a quorum was present. Introductions were made.

1b. Approve Order and Contents of Overall Agenda, approved
Chair Mongeau asked for approval for the overall agenda.

MOTION: Approve the contents of the Overall Agenda of the 563rd Policy Board Meeting.
Mr. Jesme moved, seconded by Mr. Schneider
MOTION, passed. 9-0
Motion carried unanimously.

1c. Past Meeting Minutes, approved
Chair Mongeau asked for approval of the Minutes of the January 17, 2019 Meeting.

MOTION: Approve the January 17, 2019 Policy Board Meeting Minutes.
Mr. Breitling moved, seconded by Mr. Olson.
MOTION, passed. 9-0.
Motion carried unanimously.

1d. Monthly Bills, approved
Chair Mongeau asked for approval of the February 2019 Bills as listed on Attachment 1d.

MOTION: Approve the February 2019 Bills List.
Mr. Olson moved, seconded by Mr. Gjerdevig
MOTION, passed. 9-0
Motion carried unanimously.

2. CONSENT AGENDA
Chair Mongeau asked for approval of Items A-E on the Consent Agenda.

a. January Month End Report
b. NW Metro Transportation Plan Consultant Selection
c. 9th Street Corridor Study Consultant Selection
d. 2019-2022 TIP Amendment #2
e. MnDOT ITS Architecture Resolution

MOTION: Approve Items A-E on the Consent Agenda.
Mr. Schneider moved, seconded by Mr. Breitling.
MOTION, passed
Motion carried unanimously.

3. REGULAR AGENDA

3a. Public Comment Opportunity
No public comments were made or received.

No MOTION

3b. Personnel Policy Update – Professional Dues and Certifications

Ms. Gray presented an update to section 5.04: Professional Dues and Certifications in the Personnel Policies & Procedures manual. The current policy does not allow for reimbursement or direct pay of professional dues, certifications, or any such expenses related to professional accreditation or membership. The revised policy would allow, at the discretion of the Executive Director, for reimbursement/direct pay of those expenses, as long as it is relevant to the position held by the Metro COG staff member. She explained that the proposed change was reviewed and discussed with the Executive Committee and they recommended approval to the Policy Board.

Ms. Mongeau reminded the board that this was discussed at length last year, but was tabled until the Executive Director position was filled.

> *MOTION*: Approve the proposed amendment to Section 5.04 of the Personnel Policies regarding payment of professional organization dues and certifications.
> Mr. Breitling moved, seconded by Mr. Judd.
> *MOTION*, passed
> Motion carried unanimously.

3c. 2019-2020 UPWP Amendment #1 – Administrative Modification

Ms. Gray presented Amendment #1, an administrative modification, to the 2019-2020 UPWP. The scopes and boundaries of the 9th Street Corridor Study in West Fargo and the Northwest Metro Transportation Plan for Fargo/West Fargo projects were fine-tuned by local technical staff, warranting a change in project budgets. The recommended change for the 9th Street Corridor Study is to reduce the budget from $125,000 to $100,000, transferring the $25,000 to the Northwest Metropolitan Transportation Plan, increasing the budget for that project from $225,000 to $250,000. Since the 9th Street Corridor Study is a West Fargo project and the NW Transportation Plan is a Fargo/West Fargo project, this amendment results in an overall change in local matches. West Fargo's local share will be reduced by $2,500; and Fargo's local match will increase by $2,500.

> *MOTION*: Approve 2019-2020 UPWP Amendment #1, an administrative modification.
> Mr. Schneider moved, seconded by Mr. Breitling.
> *MOTION*, passed. 9-0.
> Motion carried unanimously.

4. 2020 Census Update

Ms. Pierce said that she will soon be reaching out to the jurisdictions for their input on updated boundaries of census tracts, block groups, and blocks, and identification of Census Designated Places. This input will then need to be incorporated into GIS shape file products, which are due to the Census Bureau by the end of May, 2019.

5. Upcoming Public Engagement Events

Fargo – 17th Avenue S Corridor Study Public Meeting
Tentatively scheduled for March 7

Horace – 2045 Public Open House
February 28, 6-8pm, Horace Senior Center

6. Agency Remodel Update

Ms. Gray provided an update on the agency remodel. Last week, Enclave said they were no longer able to complete the remodel for Metro COG due to their other commitments. Ms. Gray is working with building leasing agent, Lori Ibach and other Case Plaza LLC building managers to get bids from local contractors. Ms. Gray is hoping to bring a more solid update to the March meeting.

7. Additional Business

Ms. Gray received a request from North Dakota Senator, Kevin Cramer, for a write-up on how the MPO is affected by the FAST Act. Senator Cramer is on the Environmental and Public Works senatorial committee. Mr. Walton said that the NDDOT is also working on a similar response for the state's needs.

MOTION: Authorize Executive Director Gray to draft a response, to be signed by Chair Mongeau and Vice Chair Olson, to represent both states in the MPO.
Mr. Breitling moved, seconded by Mr. Schneider.
MOTION, passed. 9-0.
Motion carried unanimously.

Mr. Walton provided the board with the NDDOT Transportation Handbook, and briefly explained its purpose.

8. Adjourn

The 563rd Meeting of the FM Metro COG Policy Board held Thursday, February 21, 2019 was adjourned at 4:49 pm.

THE NEXT FM METRO COG POLICY BOARD MEETING WILL BE HELD March 21, 2019, 4:00 P.M. AT THE FM METRO COG CONFERENCE ROOM, ONE NORTH 2ND STREET, CASE PLAZA SUITE 232, FARGO, ND.

Respectfully Submitted,

Savanna Leach
Executive Secretary

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To: Policy Board
From: Anna Pierce
Date: March 15, 2019
Re: 2019 Federal Functional Classification Update – ND Portion of Urban Area

Federal Functional Classification of roadways has a primary effect on funding sources. Secondary effects of roadway Federal Functional Classification can be on project prioritization and programming, asset management, safety programs, highway design, bridge programs, traffic control, and maintenance. If the Federal Functional Classification is not regularly updated, there can be challenges to any of the previously mentioned effects.

The last Federal Functional Classification for the Fargo-Moorhead Urban Area was completed and adopted in 2007. Since then there has been significant growth in the Fargo-Moorhead Area and the Urbanized Area (UZA) was updated and expanded in 2013 after the 2010 Census. Because of metro area growth combined with the expansion of the designated UZA, over one hundred new roadway miles have been added within the UZA. The urban growth, and completion of the overall roadway network within growth areas, resulted in modifications to the function of many roadways within the UZA.

Fargo-Moorhead Metropolitan Council of Governments (Metro COG) staff have completed a review of the existing roadway network within the expanded and approved 2013 UZA using the new FHWA guidance titled: *Highway Functional Classification Concepts, Criteria and Procedures, 2013 Edition*. Metro COG staff reviewed the existing 2018 roadway network and coordinated with the local jurisdictions of Fargo, Horace, and West Fargo to gain consensus and verify the functional classification of each roadway within the 2013 UZA.

Staff then identified which roadway classifications changed and where new roadways have been built since 2007. These roadway segments are identified in the attached 11" x 17" Reference Changes List and the associated 34" x 44" Map of Urban Functional Classification System Changes. Within the Reference Changes List, roadway segments are identified as 'New road since 2007' if the roadway segment was built after the 2007 Functional Classification update and/or if the roadway segment was added to the UZA with the 2013 UZA adoption.

The Functional Classification Percentage Breakdown illustrates the total 2019 Revised Mileage for each type of roadway functional classification compared to the total 2019 roadway mileage under the '% 2019 Total' column. The percentages fall within the FHWA Guidelines for the Minor Arterial and Collector classifications.

Local and Principal Arterial-Other fall below the FHWA Guidelines for a couple of reasons, one of which is because the percentage of Interstate miles within the Urban Area is at 9.11%, which is above the FHWA Guidelines. Other reasons are related to large-acre institutional uses within the UZA, such as the airport and the North Dakota State University agricultural research land, which contain no local street mileage, and the undeveloped area south and north of Fargo and north of West Fargo, through which Interstate-29 and Interstate-94 traverse, but within which there is no roadway network. As these areas develop, we believe these categories of our roadway network will bring the overall network within the FHWA Guidelines. Furthermore, Horace is a new jurisdiction within the UZA. The City of Horace has several streets, which are gravel and cannot be counted as local roadways within the Urban Functional Classification system.

Attached is a percentage breakdown of the total functional classification system by class for the 2013 approved UZA Boundary, a reference list of network changes that are associated with the map and a map of the entire system with the network changes identified with the reference number from the reference list.

Digital copies of the files can be requested from Anna Pierce at 701-532-5102 or pierce@fmmetrocog.org.

The 2019 NDDOT Federal Functional Classification Update was approved by TTC at their March 15th, 2019 meeting and if Policy Board approves the update, it will be sent to NDDOT for final review and approval.

Future updates to the Federal Functional Classification will be done on an annual basis starting in November/December each year and being presented to TTC and Policy Board the following February. This will keep the number of updates down and the roadway Federal Functional Classification current.

Requested Action: Approval of the 2019 NDDOT Federal Functional Classification Update.

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March 15, 2019

Mr. Michael Johnson
NDDOT – Local Government
608 E Boulevard Avenue
Bismarck, ND 58505-0700

Subject: Federal Functional Classification update - 2019

Dear Mr. Johnson:

The last Federal Functional Classification for the Fargo-Moorhead Urban Area was completed and adopted in 2007. Since then there has been significant growth in the Fargo-Moorhead Area and the Urbanized Area (UZA) was updated and expanded in 2013. Because of metro area growth combined with the expansion of the designated UZA, over one hundred new roadway miles have been added within the UZA. The urban growth, and completion of the overall roadway network within growth area, resulted in modifications to the function of many roadways within the UZA.

Fargo-Moorhead Metropolitan Council of Governments (Metro COG) staff have completed a review of the existing roadway network within the expanded and approved 2013 Urbanized Area Boundary (UZA) using the new FHWA guidance titled: *Highway Functional Classification Concepts, Criteria and Procedures, 2013 Edition*. Metro COG staff reviewed the existing 2018 roadway network and coordinated with the local jurisdictions of Fargo, Horace, and West Fargo to gain consensus and verify the functional classification of each roadway within the 2013 UZA.

Staff then identified which roadway classifications changed and where new roadways have been built since 2007. These roadway segments are identified in the attached 11" x 17" Reference Changes List and the associated 34" x 44" Map of Urban Functional Classification System Changes. Within the Reference Changes List, roadway segments are identified as 'New road since 2007' if the roadway segment was built after the 2007 Functional Classification update and/or if the roadway segment was added to the UZA with the 2013 UZA adoption.

The Functional Classification Percentage Breakdown illustrates the total 2019 Revised Mileage for each type of roadway functional classification compared to the total 2019 roadway mileage under the '% 2019 Total' column. The percentages fall within the FHWA Guidelines for the Minor Arterial and Collector classifications. Local and Principal Arterial-

Other fall below the FHWA Guidelines for a couple of reasons, one of which is because the percentage of Interstate miles within the Urban Area is at 9.11%, which is above the FHWA Guidelines. Other reasons are related to large-acre institutional uses within the UZA, such as the airport and the North Dakota State University agricultural research land, which contain no local street mileage, and the undeveloped area south and north of Fargo and north of West Fargo, through which Interstate-29 and Interstate-94 traverse, but within which there is no roadway network. As these areas develop, we believe these categories of our roadway network will fall within the FHWA Guidelines. Furthermore, Horace is a new jurisdiction within the UZA. The City of Horace has several streets which are gravel and cannot be counted as local roadways within the Urban Functional Classification system.

The Fargo-Moorhead Metropolitan Council of Governments Policy Board approved a list of changes to the Metropolitan Planning Organization's (MPO) Urban Functional Classification network for your consideration at their March 21st, 2019 meeting. The approval indicates MPO member jurisdictions' support to update the network.

Attached is a percentage breakdown of the total functional classification system by class for the 2013 approved Urbanized Area Boundary, a reference list of network changes that are associated with the map, and a map of the entire system with the network changes identified with the reference number from the reference list.

I look forward to coordinating with you about this and addressing any questions. If I'm unavailable, please feel free to contact Michael Maddox or Anna Pierce, as they carried out the effort needed to complete this proposed update. We look forward to receiving notification of the final acceptance by NDDOT and FHWA.

Sincerely,

Cindy Gray
Executive Director
Fargo-Moorhead Metropolitan Council of Governments

ap/cg

Attachments:
Functional Classification Percentage Breakdown
11" x 17" Reference Changes List for the Map of Urban Functional Classification System Changes
34" x 44" Map of Urban Functional Classification System Changes

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Federal Functional Classification Percentage Breakdown

Update

Draft March 2019

Functional Classification	2007 Existing Total Mileage	% of 2007 Total	2019 Revised Total Mileage	% of 2019 Total	FHWA Guidelines
Interstate	71.628	10.09%	74.006	9.13%	1-3%
Principal Arterial - Other	27.687	3.90%	30.660	3.78%	4-9%
Minor Arterial	75.939	10.70%	86.587	10.69%	7-14%
Collector	53.597	7.55%	117.997	14.56%	6-32%
Local	480.831	67.75%	501.000	61.83%	62-74%
Total	**709.682**		**810.25**		

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URBAN FUNCTIONAL CLASSIFICATION NETWORK

- INTERSTATE
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- LOCAL

2013 URBAN AREA

FUNCTIONAL CLASSIFICATION CHANGE

DRAFT
MARCH 2019

Fargo-Moorhead Metropolitan Council of Governments
Policy Board Chair

Date

N

0 0.25 0.5 1 Miles

This map is for informational purposes only and does not represent a survey. No liabilty is assumed as to the accuracy of the data delineated within. Based on information held by the Fargo-Moorhead Metropolitan Council of Governments. Created by AMP February 2019.

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Federal Functional Classification Changes - Reference List

Update

Draft March 2019

MAP ID #	Jurisdiction	Roadway	From	To	NHS	2007 FFC	2019 Proposed FFC	Length (Miles)
1	Fargo	1st Avenue S	18th Street S	4th Street S	No	Local	Collector	1.193
2	Fargo	10th Street N	32nd Avenue N	Dead end	No	New road since 2007	Local	0.116
3	West Fargo	10th Street W	21st Avenue W	22nd Avenue W	No	New road since 2007	Local	0.144
4	West Fargo	10th Court W	22nd Avenue W	Dead end	No	New road since 2007	Local	0.119
5	West Fargo	10th Street W	23rd Avenue W	26th Avenue W	No	New road since 2007	Local	0.188
6	West Fargo	10th Street W	27th Avenue W	31st Avenue W	No	New road since 2007	Local	0.390
7	West Fargo	10th Street W	52nd Avenue W	Ashley Drive W	No	New road since 2007	Local	0.177
8	Fargo	11th Avenue N	Oak Street N	Elm Street N	No	Minor Arterial	Collector	0.069
9	West Fargo	11th Street W	21st Avenue W	22nd Avenue W	No	New road since 2007	Local	0.149
10	West Fargo	11th Street W	27th Avenue W	28th Avenue W	No	New road since 2007	Local	0.162
11	West Fargo	11th Street W	40th Avenue W	46th Avenue W	No	Local	Collector	0.439
12	West Fargo	11th Street W	46th Avenue W	52nd Avenue W	No	New road since 2007	Collector	0.676
13	West Fargo	12th Street W	13th Avenue W	Dead end	No	New road since 2007	Local	0.069
14	West Fargo	12th Street W	21st Avenue W	Dead end	No	New road since 2007	Local	0.503
15	West Fargo	12th Street W	32nd Avenue W	Dead end	No	New road since 2007	Local	0.352
16	Fargo	13th Avenue N	9th Street NE	55th Street N	No	New road since 2007	Local	0.299
17	West Fargo	13th Avenue N	Goldenwood Drive	4th Street NW	No	New road since 2007	Local	0.220
18	West Fargo	13th Avenue NW	4th Street NW	County Road 17 N	No	New road since 2007	Local	0.051
19	West Fargo	13th Avenue W	15th Street W	Sheyenne Street	No	Minor Arterial	Collector	1.047
20	West Fargo	13th Street W	13th Avenue W	Dead end	No	New road since 2007	Local	0.070
21	Fargo	14th Avenue N	9th Street NE	55th Street N	No	New road since 2007	Local	0.300
22	Fargo	14th Street N	Voodoo Drive N	Dead end	No	New road since 2007	Local	0.029
23	Fargo	14th Street S	66th Avenue S	75th Avenue S	No	New road since 2007	Local	0.637
24	West Fargo	14th Street W	12th Street W	Dead end	No	New road since 2007	Local	0.523
25	West Fargo	14th Street W	31st Avenue W	Dead end	No	New road since 2007	Local	0.278
26	West Fargo	14th Street W	15th Street W	15th Street W	No	New road since 2007	Local	0.396
27	Fargo	15th Avenue N	45th Street N	38th Street N	No	Local	Collector	1.030
28	Fargo	15th Street S	66th Avenue S	75th Avenue S	No	New road since 2007	Local	0.751
29	West Fargo	15th Street NW	2nd Avenue N	Dead end	No	New road since 2007	Local	0.245
30	West Fargo	15th Street W	13th Avenue W	Main Avenue W	No	Minor Arterial	Collector	1.003
31	Fargo	16th Street N	County Rd 31 N	17th Street N	No	New road since 2007	Local	0.059
32	Fargo	16th Street S	67th Avenue S	69th Avenue S	No	New road since 2007	Local	0.121
33	Fargo	16th Street S	72nd Avenue S	75th Avenue S	No	New road since 2007	Local	0.257
34	West Fargo	16th Street E	17th Avenue E	19th Avenue E	No	Local	Collector	0.252
35	Fargo	17th Avenue S	45th Street S	42nd Street S	No	Collector	Minor Arterial	0.522
36	Fargo	17th Street S	52nd Avenue S	18th Street S	No	New road since 2007	Local	0.021
37	Fargo	17th Street S	66th Avenue S	70th Avenue S	No	New road since 2007	Local	0.222
38	Fargo	17th Street S	73rd Avenue S	75th Avenue S	No	New road since 2007	Local	0.200
39	West Fargo	17th Avenue E (access road)	1st Street	9th Street E	No	New road since 2007	Local	0.916
40	West Fargo	17th Avenue W (access road)	3rd Street W	1st Street	No	New road since 2007	Local	0.233
41	Fargo	18th Street N	7th Avenue N	8th Avenue N	No	Collector	Local	0.103
42	Fargo	18th Street N	12th Avenue N	19th Avenue N	No	Minor Arterial	Collector	1.001
43	Fargo	18th Street S	73rd Avenue S	75th Avenue S	No	New road since 2007	Local	0.201
44	Fargo	19th Avenue N	10th Street N	Elm Street N	No	Minor Arterial	Collector	0.787
45	Fargo	19th Avenue S	45th Street S	44th Street S	No	Local	Collector	0.114
46	Fargo	19th Avenue S	43rd Street S	42nd Street S	No	Local	Collector	0.110
47	Fargo	19th Street S	64th Avenue S	65th Avenue S	No	New road since 2007	Local	0.092
48	Fargo	19th Street S	75th Avenue S	76th Avenue S	No	New road since 2007	Local	0.050
49	West Fargo	1st Street	4th Avenue E	13th Avenue E	No	Local	Collector	0.715

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Federal Functional Classification Changes - Reference List

Update

Draft March 2019

MAP ID #	Jurisdiction	Roadway	From	To	NHS	2007 FFC	2019 Proposed FFC	Length (Miles)
50	West Fargo	1st Street E	Rivers Bend Drive E	2nd Street E	No	New road since 2007	Local	0.371
51	West Fargo	1st Street E	30th Avenue E	31st Avenue E	No	New road since 2007	Local	0.123
52	West Fargo	1st Street E	33rd Avenue E	35th Avenue E	No	New road since 2007	Local	0.297
53	Fargo	2nd Avenue N	University Drive N	4th Street N	No	Collector	Local	0.646
54	Fargo	2nd Avenue S	42nd Street S	40th Street S	No	Collector	Local	0.239
55	Fargo	2nd Street N	12th Avenue N	7th Avenue N	No	Minor Arterial	Collector	0.499
56	Fargo	20th Avenue S	44th Street S	43rd Street S	No	Local	Collector	0.263
57	Fargo	20th Street S	73rd Avenue S	75th Avenue S	No	New road since 2007	Local	0.201
58	Fargo	21st Street S	58th Avenue S	Bennett Court S	No	Collector	Local	0.234
59	Fargo	21st Street S	64th Avenue S	70th Avenue S	No	New road since 2007	Local	0.576
60	Fargo	21st Street S	73rd Avenue S	75th Avenue S	No	New road since 2007	Local	0.198
62	West Fargo	21st Avenue W	15th Street W	9th Street E	No	Local	Collector	0.439
63	West Fargo	21st Street NW	4th Avenue NW	3rd Avenue NW	No	New road since 2007	Local	0.138
64	Fargo	22nd Avenue S	55th Street S	51st Street S	No	New road since 2007	Local	0.355
65	West Fargo	10th Avenue E	9th Street E	17th Street E	No	Collector	Local	0.502
66	West Fargo	10th Street W	13th Avenue W	19th Avenue W	No	Local	Collector	0.736
67	West Fargo	11th Street W	40th Avenue W	39 1/2 Avenue W	No	Local	Collector	0.078
68	West Fargo	12th Street W	39 1/2 Avenue W	36th Avenue W	No	Local	Collector	0.356
69	West Fargo	19th Avenue W	7th Street W	Sheyenne Street	No	Local	Collector	0.318
70	West Fargo	1st Street	13th Avenue E	17th Avenue E	No	Local	Collector	0.382
71	West Fargo	22nd Avenue W	14th Street W	5th Street W	No	New road since 2007	Local	0.550
72	Fargo	23rd Street S	68th Avenue S	70th Avenue S	No	New road since 2007	Local	0.165
73	West Fargo	23rd Avenue E	Shilot Street	Dead end	No	New road since 2007	Local	0.205
74	West Fargo	23rd Avenue E	4th Street E	Veterans Boulevard	No	New road since 2007	Collector	0.509
75	West Fargo	23rd Avenue W	9th Street W	5th Street W	No	New road since 2007	Local	0.222
76	Fargo	24th Avenue S	University Drive N	5th Street S	No	Minor Arterial	Collector	0.505
77	Fargo	24th Avenue S	42nd Street S	41st Street S	No	New road since 2007	Local	0.101
78	Fargo	24th Street S	68th Avenue S	70th Avenue S	No	New road since 2007	Local	0.177
79	West Fargo	24th Avenue E	Bluestem Drive E	Veterans Boulevard	No	New road since 2007	Local	0.108
80	West Fargo	24th Avenue W	12th Street W	Brooks Drive W	No	New road since 2007	Local	0.100
81	West Fargo	24th Avenue W	5th Street W	Sheyenne Street	No	New road since 2007	Local	0.116
82	Fargo	25th Avenue S	25th Street S	18th Street S	No	Collector	Local	0.402
83	Fargo	25th Street S	64th Avenue S	73rd Avenue S	No	Local	Minor Arterial	0.850
84	Fargo	25th Street S	73rd Avenue S	76th Avenue S	No	New road since 2007	Minor Arterial	0.251
85	West Fargo	25th Avenue E	23rd Avenue E	1st Street E	No	New road since 2007	Local	0.374
86	Fargo	26th Avenue S	Veterans Boulevard	55th Street S	No	Local	Collector	0.146
87	Fargo	26th Avenue S	45th Street S	Dead end	No	New road since 2007	Local	0.077
88	Fargo	26th Avenue S	Connects to existing roadway	30th Avenue S	No	New road since 2007	Local	0.065
89	Fargo	26th Street S	53rd Avenue S	Prairie Grove Avenue S	No	New road since 2007	Local	0.119
90	Fargo	26th Street S	54th Avenue S	55th Avenue S	No	New road since 2007	Local	0.047
91	Fargo	26th Street S	56th Avenue S	57th Avenue S	No	New road since 2007	Local	0.051
92	Fargo	26th Street S	Golden Lane S	Dead end	No	New road since 2007	Local	0.164
93	West Fargo	26th Avenue E	1st Street E	4th Street E	No	New road since 2007	Local	0.339
94	West Fargo	26th Avenue E	4th Street E	Veterans Boulevard	No	New road since 2007	Collector	0.528
95	West Fargo	26th Avenue W	14th Street W	Sheyenne Street	No	New road since 2007	Collector	0.832
96	West Fargo	26th Street NW	Main Avenue W	4th Avenue NW	No	Local	Collector	0.281
97	West Fargo	26th Street NW	4th Avenue NW	8th Avenue NW	No	New road since 2007	Collector	0.336
98	Fargo	27 1/2 Street S	Main Avenue	3rd Avenue S	No	Collector	Local	0.201
99	Fargo	27th Avenue S	25th Street S	University Drive S	No	Local	Collector	1.017

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100	Fargo	27th Street N	1st Avenue N	Main Avenue	No	Local	Collector	0.295
101	Fargo	27th Street S	52nd Avenue S	58th Avenue S	No	New road since 2007	Local	0.554
102	West Fargo	27th Avenue W	11th Street W	9th Street W	No	New road since 2007	Local	0.218
103	West Fargo	27th Avenue W	9th Street W	6th Street W	No	New road since 2007	Local	0.162
104	Fargo	28th Avenue S	Umber Court S	Saffron Drive S	No	New road since 2007	Local	0.084
105	Fargo	28th Avenue S	Dead end	Wheatland Drive S	No	Collector	Local	0.057
106	Fargo	28th Street S	Main Avenue	3rd Avenue S	No	Local	Collector	0.206
107	Fargo	28th Street S	30th Avenue S	32nd Avenue S	No	New road since 2007	Local	0.257
108	Fargo	28th Street S	32nd Avenue S	40th Avenue S	No	Local	Collector	1.028
109	West Fargo	28th Avenue W	14th Street W	9th Street W	No	New road since 2007	Local	0.533
110	West Fargo	29th Avenue E	6th Street E	7th Street E	No	New road since 2007	Local	0.107
111	West Fargo	29th Avenue W	14th Street W	9th Street W	No	New road since 2007	Local	0.443
112	West Fargo	2nd Street E	26th Avenue E	31st Avenue E	No	New road since 2007	Local	0.453
113	Fargo	3rd Avenue N	45th Street N	Dead end	No	Collector	Local	0.949
114	Fargo	3rd Avenue N	University Drive N	10th Street N	No	Collector	Local	0.199
115	Fargo	3rd Avenue N	Broadway N	Dead end	No	Collector	Local	0.216
116	Fargo	3rd Avenue S	28th Street S	27 1/2 Street S	No	Local	Collector	0.058
117	Fargo	3rd Street N	2nd Avenue N	Northern Pacific Avenue N	No	Collector	Local	0.147
118	Fargo	30th Avenue S	55th Street S	51st Street S	No	New road since 2007	Local	0.301
119	Fargo	30th Avenue S	Calico Drive S	42nd Street S	No	Local	Collector	0.325
120	Fargo	30th Avenue S	42nd Street S	39th Street S	No	Collector	Local	0.251
121	Fargo	30th Avenue S	39th Street S	26th Avenue S	No	New road since 2007	Local	0.218
122	West Fargo	30th Avenue E	Clair Drive E	3rd Street E	No	New road since 2007	Local	0.281
123	West Fargo	30th Avenue W	14th Street W	9th Street W	No	New road since 2007	Local	0.443
124	West Fargo	30th Terrace E	7th Street E	Dead end	No	New road since 2007	Local	0.078
125	Fargo	31st Avenue S	Seter Parkway S	51st Street S	No	New road since 2007	Local	0.237
126	Fargo	31st Avenue S	43rd Street S	42nd Street S	No	New road since 2007	Local	0.265
127	Fargo	31st Street S	52nd Avenue S	Maple Valley Drive S	No	New road since 2007	Collector	0.685
128	Fargo	31st Street S	Maple Valley Drive S	64th Avenue S	No	New road since 2007	Local	0.404
129	West Fargo	31st Avenue E	Clair Drive E	4th Street E	No	New road since 2007	Local	0.392
130	West Fargo	31st Avenue E	4th Street E	Veterans Boulevard	No	New road since 2007	Collector	0.518
131	West Fargo	31st Avenue W	14th Street W	9th Street W	No	New road since 2007	Local	0.442
132	Fargo	32nd Avenue N	University Drive N	Elm Street N	No	Minor Arterial	Collector	1.002
133	Fargo	32nd Avenue NE	Peterson Parkway N	Eagles Street N	No	Local	Collector	0.128
134	Fargo	32nd Street S	23rd Avenue S	38th Avenue S	No	Local	Collector	1.650
135	Fargo	32nd Street S	47th Avenue S	Timber Parkway S	No	New road since 2007	Collector	0.233
136	West Fargo	32nd Avenue W	15th Street W	Sheyenne Street	No	Local	Collector	0.976
137	Fargo	33rd Avenue S	Veterans Boulevard	45th Street S	No	New road since 2007	Collector	1.009
138	Fargo	33rd Street S	63rd Avenue S	64th Avenue S	No	New road since 2007	Collector	0.086
139	West Fargo	33rd Avenue E	1st Street E	2nd Street E	No	New road since 2007	Local	0.201
140	West Fargo	33rd Avenue E	Prairie Heights Way	4th Street E	No	New road since 2007	Local	0.072
141	West Fargo	33rd Avenue E	6th Street E	Veterans Boulevard	No	New road since 2007	Local	0.260
142	West Fargo	33rd Way E	Dead end	6th Way E	No	New road since 2007	Local	0.061
143	Fargo	34th Avenue S	Veterans Boulevard	54th Street S	No	New road since 2007	Local	0.400
144	Fargo	34th Avenue S	50th Street S	47th Street S	No	New road since 2007	Local	0.194
145	Fargo	34th Avenue S	41st Street S	previous Dead end	No	New road since 2007	Local	0.079
146	Fargo	34th Street S	47th Avenue S	Timber Parkway S	No	New road since 2007	Local	0.158
147	West Fargo	34th Avenue E	2nd Street E	4th Street E	No	New road since 2007	Local	0.242
148	West Fargo	34th Avenue E	8th Street E	Veterans Boulevard	No	New road since 2007	Local	0.072

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149	Fargo	35th Avenue S	55th Street S	54th Street S	No	New road since 2007	Local	0.122
150	Fargo	35th Avenue S	50th Street S	47th Street S	No	New road since 2007	Local	0.218
151	Fargo	35th Street S	60th Avenue S	Maple Valley Drive S	No	New road since 2007	Local	0.232
152	West Fargo	35th Avenue E	Dead end	2nd Street E	No	New road since 2007	Local	0.248
153	West Fargo	35th Avenue E	Shadow Wood Lane E	Dead end	No	New road since 2007	Local	0.049
154	West Fargo	35th Avenue E	4th Street E	8th Street E	No	New road since 2007	Local	0.350
155	West Fargo	36 1/2 Avenue Place E	Hidden Circle	Dead end	No	New road since 2007	Local	0.052
156	Fargo	36th Avenue S	Veterans Boulevard	45th Street S	No	New road since 2007	Collector	1.056
157	Fargo	36th Avenue S	42nd Street S	41st Street S	No	Local	Collector	0.135
158	Fargo	36th Avenue S	41st Street S	39th Street S	No	New road since 2007	Collector	0.086
159	Fargo	36th Street N	7th Avenue N	Dead end	No	Collector	Local	0.213
160	Fargo	36th Street S	extension	31st Street S	No	New road since 2007	Collector	0.228
161	Fargo	36th Street S	extension	63rd Avenue S	No	New road since 2007	Collector	0.434
162	West Fargo	36th Avenue E	Dead end	4th Street E	No	New road since 2007	Local	0.197
163	West Fargo	36th Avenue E	4th Street	Veterans Boulevard	No	New road since 2007	Collector	0.515
164	Reile's Acres	36th Avenue N	50th Street N	47th Street N	No	New road since 2007	Local	0.246
165	West Fargo	36th Avenue W	12th Street W	9th Street W	No	Local	Collector	0.322
166	Fargo	37th Avenue S	Veterans Boulevard	54th Street S	No	New road since 2007	Local	0.352
167	Fargo	37th Avenue S	25th Street S	University Drive S	No	Local	Collector	0.805
168	West Fargo	37th Avenue E	Sheyenne Street	Hidden Circle	No	New road since 2007	Local	0.208
169	West Fargo	37th Avenue E	Bell Boulevard E	7th Street E	No	New road since 2007	Local	0.038
170	Reile's Acres	37th Avenue N	50th Street N	47th Street N	No	New road since 2007	Local	0.246
171	West Fargo	38th Avenue E	Sheyenne Street	Hidden Circle	No	New road since 2007	Local	0.107
172	West Fargo	38th Avenue E	3rd Street E	4th Street E	No	New road since 2007	Local	0.092
173	Fargo	38th Avenue S	Veterans Boulevard	51st Street S	No	New road since 2007	Local	0.435
174	Fargo	38th Avenue S	36th Street S	32nd Street S	No	Local	Collector	0.391
175	Fargo	38th Street N	12th Avenue N	15th Avenue N	No	Local	Collector	0.419
176	Fargo	38th Street S	38th Street S	40th Avenue S	No	Local	Collector	0.408
177	Fargo	38th Street S	50th Avenue S	55th Avenue S	No	New road since 2007	Collector	0.444
178	Fargo	38th Street S	55th Avenue S	58th Avenue S	No	New road since 2007	Local	0.268
179	West Fargo	38th Avenue E	Dead end	7th Street E	No	New road since 2007	Local	0.156
181	Fargo	38th Street S	55th Avenue S	64th Avenue S	No	Collector	Local	0.732
182	West Fargo	39 1/2 Avenue W	12th Street W	11th Street W	No	Local	Collector	0.164
183	Fargo	39th Street N	15th Avenue N	12th Avenue N	No	Local	Collector	0.455
184	Fargo	39th Street S	30th Avenue S	32nd Avenue S	No	Collector	Local	0.334
185	Fargo	39th Street S	34th Avenue S	36th Avenue S	No	Local	Collector	0.292
186	Fargo	39th Street S	36th Avenue S	37th Avenue S	No	New road since 2007	Local	0.138
187	Fargo	39th Street S	47th Avenue S	49th Avenue S	No	New road since 2007	Local	0.147
188	West Fargo	39th Avenue E	2nd Street E	Reserve Drive E	No	New road since 2007	Local	0.136
190	West Fargo	3rd Avenue N	26th Street NW	21st Street NW	No	New road since 2007	Local	0.521
191	West Fargo	3rd Avenue N	15th Street NW	12th Street NW	No	New road since 2007	Local	0.275
192	West Fargo	3rd Street E	25th Avenue E	26th Avenue E	No	New road since 2007	Local	0.094
193	West Fargo	3rd Street E	30th Avenue E	31st Avenue E	No	New road since 2007	Local	0.096
194	West Fargo	3rd Street E	38th Avenue E	39th Avenue E	No	New road since 2007	Local	0.165
195	West Fargo	3rd Street E	47th Avenue E	51st Avenue E	No	Local	Collector	0.434
196	Fargo	4th Street N	7th Avenue N	Main Avenue	No	Minor Arterial	Collector	0.620
197	Fargo	40th Street N	12th Avenue N	7th Avenue N	No	Collector	Local	0.496
198	Fargo	40th Street N	Main Avenue	Main Avenue Frontage Road	No	Collector	Local	0.027
199	Fargo	40th Street S	2nd Avenue S	13th Avenue S	No	Local	Collector	0.910

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200	Fargo	40th Street S	47th Avenue S	49th Avenue S	No	New road since 2007	Local	0.165
201	West Fargo	40th Avenue W	15th Street W	Sheyenne Street	No	Local	Collector	1.086
202	Fargo	41st Street N	19th Avenue N	Dead end	No	New road since 2007	Local	0.193
203	Fargo	41st Street S	24th Avenue S	28th Avenue S	No	New road since 2007	Local	0.250
204	Fargo	41st Street S	34th Avenue S	36th Avenue S	No	New road since 2007	Local	0.273
205	Fargo	41st Street S	47th Avenue S	49th Avenue S	No	New road since 2007	Local	0.181
206	Fargo	41st Street S	58th Avenue S	Dead end	No	New road since 2007	Local	0.096
207	Fargo	42nd Street S	52nd Avenue S	56th Avenue S	No	New road since 2007	Local	0.321
208	West Fargo	42nd Avenue W	42nd Avenue W	9th Street W	No	New road since 2007	Local	0.090
209	West Fargo	42nd Avenue Way	Westport Beach Way	42nd Avenue W	No	New road since 2007	Local	0.076
210	Fargo	43rd Street N	19th Avenue N	Dead end	No	New road since 2007	Local	0.193
211	Fargo	43rd Street S	19th Avenue S	20th Avenue S	No	Local	Collector	0.037
212	Fargo	43rd Street S	52nd Avenue S	Pine Parkway S	No	New road since 2007	Local	0.500
213	Fargo	44th Street S	19th Avenue S	20th Avenue S	No	Local	Collector	0.116
214	Fargo	44th Street S	53rd Avenue S	44th Street S	No	New road since 2007	Local	0.228
215	Fargo	45th Avenue S	66th Street S	65th Street S	No	Local	Collector	0.179
216	Fargo	45th Street S	32nd Avenue S	52nd Avenue S	No	Minor Arterial	Principal Arterial - Other	2.010
217	Reile's Acres	45th Street N	40th Avenue N	32nd Avenue N	No	Minor Arterial	Local	1.002
218	Fargo	45th Street N	32nd Avenue N	19th Avenue N	No	Minor Arterial	Local	1.004
219	Fargo	46th Street S	47th Avenue S	49th Avenue S	No	New road since 2007	Local	0.185
220	Fargo	47th Avenue S	56th Street S	53rd Street S	No	New road since 2007	Local	0.603
223	Fargo	47th Avenue S	36th Street S	32nd Street S	No	New road since 2007	Local	0.450
224	Fargo	47th Street S	32nd Avenue S	36th Avenue S	No	New road since 2007	Collector	0.491
225	Fargo	47th Street S	40th Avenue S	52nd Avenue S	No	Local	Collector	1.013
226	West Fargo	47th Avenue W	9th Street W	Sheyenne Street	No	New road since 2007	Collector	0.554
227	West Fargo	47th Place W	Mulberry Lane	Dead end	No	New road since 2007	Local	0.042
228	Reile's Acres	47th Street N	37th Avenue N	36th Avenue N	No	New road since 2007	Local	0.127
229	Fargo	48th Avenue S	Rocking Horse Circle S	Veterans Boulevard	No	New road since 2007	Local	0.270
230	Fargo	48th Avenue S	Veterans Boulevard	54th Street S	No	New road since 2007	Local	0.227
231	West Fargo	48th Avenue W	9th Street W	8th Street W	No	New road since 2007	Local	0.133
232	Fargo	49th Avenue S	63rd Street S	Rocking Horse Circle S	No	New road since 2007	Local	0.115
233	Fargo	49th Avenue S	55th Street S	50th Avenue S	No	New road since 2007	Local	0.421
234	Fargo	49th Avenue S	47th Street S	45th Street S	No	Local	Collector	0.295
235	Fargo	49th Avenue S	42nd Street S	39th Street S	No	New road since 2007	Local	0.188
236	Fargo	49th Street S	Agassiz Crossing S	23rd Avenue S	No	New road since 2007	Local	0.128
237	Fargo	49th Street S	33rd Avenue S	36th Avenue S	No	New road since 2007	Local	0.316
238	Reile's Acres	49th Street N	37th Avenue N	36th Avenue N	No	New road since 2007	Local	0.127
239	West Fargo	49th Terrace W	Mulberry Lane	Dead end	No	New road since 2007	Local	0.135
240	West Fargo	4th Avenue NW	21st Street NW	15th Street NW	No	New road since 2007	Local	0.483
241	West Fargo	4th Street E	23rd Avenue E	32nd Avenue E	No	New road since 2007	Collector	0.926
242	West Fargo	4th Street E	32nd Avenue E	40th Avenue E	No	New road since 2007	Collector	1.151
243	West Fargo	4th Street NW	Goldenwood Drive	Goldenwood Drive	No	New road since 2007	Local	0.383
244	Fargo	5th Street N	4th Avenue N	3rd Avenue N	No	Collector	Local	0.072
245	Fargo	5th Street S	13th Avenue S	24th Avenue S	No	Minor Arterial	Collector	1.209
246	Fargo	50th Avenue S	53rd Street S	51st Street S	No	New road since 2007	Local	0.186
247	Fargo	50th Avenue S	51st Avenue S	38th Street S	No	New road since 2007	Local	0.210
248	Fargo	50th Street S	34th Avenue S	Spencer Lane S	No	New road since 2007	Local	0.174
249	Fargo	50th Street S	Dead end	36th Avenue S	No	New road since 2007	Local	0.111
250	Fargo	50th Street S	38th Avenue S	Dead end	No	New road since 2007	Local	0.140

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251	West Fargo	50th Avenue W	11th Street W	9th Street W	No	New road since 2007	Local	0.344
252	West Fargo	50th Avenue W	Dead end	Lilac Drive	No	New road since 2007	Local	0.041
253	West Fargo	50th Place W	Lilac Drive	Dead end	No	New road since 2007	Local	0.044
254	Reile's Acres	50th Street N	37th Avenue N	36th Avenue N	No	New road since 2007	Local	0.127
255	Fargo	51st Avenue S	51st Street E	61st Street S	No	New road since 2007	Local	0.119
256	Fargo	51st Avenue S	53rd Street S	Dead end	No	New road since 2007	Local	0.142
257	Fargo	51st Avenue S	42nd Street S	38th Street S	No	New road since 2007	Local	0.215
258	Fargo	51st Street S	22nd Avenue S	23rd Avenue S	No	New road since 2007	Local	0.208
259	Fargo	51st Street S	23rd Avenue S	26th Avenue S	No	Local	Collector	0.351
260	Fargo	51st Street S	26th Avenue S	33rd Avenue S	No	New road since 2007	Collector	0.671
261	Fargo	51st Street S	38th Avenue S	40th Avenue S	No	New road since 2007	Local	0.095
262	Fargo	51st Street S	48th Avenue S	50th Avenue S	No	New road since 2007	Local	0.079
263	Fargo	51st Way S	52nd Street S	Dead end	No	New road since 2007	Local	0.152
264	West Fargo	51st Avenue E	3rd Street E	63rd Street S	No	Local	Collector	0.092
265	West Fargo	51st Avenue W	11th Street W	9th Street W	No	New road since 2007	Local	0.341
266	Fargo	52nd Avenue S	45th Street S	I-29 Interchange	No	Minor Arterial	Principal Arterial - Other	0.963
267	Fargo	52nd Avenue S	52nd Avenue S	36th Street S	No	Local	Collector	0.057
268	West Fargo	52nd Avenue W	15th Street W	Sheyenne Street	No	Local	Collector	1.193
269	Fargo	53rd Avenue S	44th Street S	Dead end	No	New road since 2007	Local	0.892
270	Fargo	53rd Avenue S	27th Street S	25th Street S	No	New road since 2007	Local	0.183
271	Fargo	53rd Street S	44th Avenue S	47th Avenue S	No	Local	Collector	0.222
272	Fargo	53rd Street S	47th Avenue S	50th Avenue S	No	New road since 2007	Collector	0.271
273	Fargo	53rd Street S	50th Avenue S	52nd Avenue S	No	Local	Collector	0.199
274	Fargo	54th Avenue S	44th Street S	42nd Street S	No	New road since 2007	Local	0.497
275	Fargo	54th Avenue S	27th Street S	28th Street S	No	New road since 2007	Local	0.125
276	Fargo	54th Street S	Tanner Avenue S	Tyler Avenue S	No	New road since 2007	Local	0.109
277	Fargo	54th Street S	35th Avenue S	36th Avenue S	No	New road since 2007	Local	0.190
278	Fargo	54th Street S	36th Avenue E	40th Avenue E	No	New road since 2007	Collector	0.432
279	Fargo	54th Street S	47th Avenue S	49th Avenue S	No	New road since 2007	Local	0.207
280	Fargo	55th Avenue S	Deer Creek Parkway S	60th Street S	No	New road since 2007	Local	0.224
281	Fargo	55th Avenue S	59th Street S	58th Street S	No	New road since 2007	Local	0.057
282	Fargo	55th Avenue S	38th Street S	38th Street S (I-29 Frontage Road)	No	New road since 2007	Collector	0.297
283	Fargo	55th Avenue S	27th Street S	26th Street S	No	New road since 2007	Local	0.101
284	Fargo	55th Street N	14th Avenue N	12th Avenue N	No	New road since 2007	Local	0.376
285	Fargo	55th Street S	22nd Avenue S	23rd Avenue S	No	New road since 2007	Local	0.149
286	Fargo	55th Street S	23rd Avenue S	26th Avenue S	No	New road since 2007	Collector	0.253
287	Fargo	55th Street S	26th Avenue S	30th Avenue S	No	Local	Collector	0.189
288	Fargo	55th Street S	30th Avenue S	Seter Parkway S	No	New road since 2007	Collector	0.097
289	Fargo	55th Street S	33rd Avenue S	36th Avenue S	No	New road since 2007	Local	0.308
290	Fargo	55th Street S	37th Avenue S	38th Avenue S	No	New road since 2007	Local	0.124
291	Fargo	55th Street S	48th Avenue S	Dead end	No	New road since 2007	Local	0.142
292	Fargo	56th Avenue S	67th Street S	58th Street S	No	New road since 2007	Local	0.687
293	Fargo	56th Avenue S	44th Street S	43rd Street S	No	New road since 2007	Local	0.101
294	Fargo	56th Avenue S	Pine Parkway S	38th Street S	No	New road since 2007	Local	0.191
295	Fargo	56th Avenue S	27th Street S	26th Street S	No	New road since 2007	Local	0.101
296	Fargo	56th Street S	34th Avenue S	40th Avenue S	No	New road since 2007	Local	0.640
297	Fargo	56th Street S	47th Avenue S	48th Avenue S	No	New road since 2007	Local	0.086
298	Fargo	57th Avenue S	67th Street S	66th Street S	No	New road since 2007	Local	0.107
299	Fargo	57th Avenue S	Deer Creek Parkway S	62nd Street S	No	New road since 2007	Local	0.112

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300	Fargo	57th Avenue S	61st Street S	58th Street S	No	New road since 2007	Local	0.146
301	Fargo	57th Avenue S	27th Street S	26th Street S	No	New road since 2007	Local	0.129
302	Fargo	58th Avenue S	67th Street S	66th Street S	No	New road since 2007	Local	0.107
303	Fargo	58th Avenue S	Deer Creek Parkway S	62nd Street S	No	New road since 2007	Local	0.089
304	Fargo	58th Avenue S	61st Street S	58th Street S	No	New road since 2007	Local	0.123
305	Fargo	58th Avenue S	41st Street S	36th Street S	No	New road since 2007	Local	0.131
306	Fargo	58th Avenue S	27th Street S	26th Street S	No	New road since 2007	Local	0.069
307	Fargo	58th Court S	Autumn Drive S	Autumn Drive S	No	New road since 2007	Local	0.201
308	Fargo	58th Street S	55th Avenue S	58th Avenue S	No	New road since 2007	Local	0.209
309	Fargo	58th Street S	59th Avenue S	63rd Avenue S	No	New road since 2007	Local	0.260
310	Fargo	59th Avenue S	67th Street S	58th Street S	No	New road since 2007	Local	0.619
311	Fargo	59th Street S	Wildflower Drive S	48th Avenue S	No	New road since 2007	Local	0.087
312	Fargo	59th Street S	55th Avenue S	56th Avenue S	No	New road since 2007	Local	0.074
313	Fargo	59th Street S	58th Avenue S	61st Avenue S	No	New road since 2007	Local	0.210
314	West Fargo	5th Court W	26th Avenue W	Dead end	No	New road since 2007	Local	0.070
315	West Fargo	5th Street E	31st Avenue E	Foxtail Drive E	No	New road since 2007	Local	0.116
316	Horace	5 1/2 Street E	88th Avenue S	5th Street E	No	New road since 2007	Local	0.044
317	Horace	5 1/2 Street E	5th Street E	Park Drive E	No	New road since 2007	Local	0.039
318	Horace	5th Street E	5 1/2 Street E	5 1/2 Street E	No	New road since 2007	Local	0.243
319	West Fargo	5th Street NW	Goldenwood Drive	Goldenwood Drive	No	New road since 2007	Local	0.363
320	West Fargo	5th Street W	22nd Avenue W	26th Avenue W	No	New road since 2007	Local	0.377
321	West Fargo	5th Street W	Sheyenne Street	29th Avenue W	No	New road since 2007	Local	0.173
322	West Fargo	5th Street W	47th Avenue W	Dead end	No	New road since 2007	Local	0.092
323	Fargo	6th Avenue N	Roberts Street N	Broadway N	No	Collector	Local	0.026
324	Fargo	60th Avenue S	68th Street S	66th Street S	No	New road since 2007	Local	0.120
325	Fargo	60th Avenue S	Deer Creek Parkway S	59th Street S	No	New road since 2007	Local	0.266
326	Fargo	60th Avenue S	29th Street S	58th Street S	No	New road since 2007	Local	0.059
327	Fargo	60th Avenue S	36th Street S	Maple Valley Drive S	No	New road since 2007	Local	0.208
328	Fargo	60th Street S	55th Avenue S	56th Avenue S	No	New road since 2007	Local	0.063
329	Fargo	61st Avenue S	Deer Creek Parkway S	59th Street S	No	New road since 2007	Local	0.203
330	Fargo	61st Street S	Rocking Horse Circle S	51st Avenue S	No	New road since 2007	Local	0.155
331	Fargo	61st Street S	56th Avenue S	58th Avenue S	No	New road since 2007	Local	0.116
332	Fargo	61st Street S	61st Avenue S	63rd Avenue S	No	New road since 2007	Local	0.059
333	Fargo	62nd Avenue S	Maple Valley Drive S	Dead end	No	New road since 2007	Local	0.101
334	Fargo	62nd Avenue S	27th Street S	25th Street S	No	New road since 2007	Local	0.099
335	Fargo	62nd Street S	55th Avenue S	56th Avenue S	No	New road since 2007	Local	0.060
336	Fargo	62nd Street S	57th Avenue S	58th Avenue S	No	New road since 2007	Local	0.054
337	Fargo	62nd Street S	63rd Avenue S	Dead end	No	New road since 2007	Local	0.031
338	Fargo	63rd Avenue S	Deer Creek Parkway S	58th Street S	No	New road since 2007	Local	0.332
339	Fargo	63rd Avenue S	36th Street S	33rd Street S	No	New road since 2007	Collector	0.164
340	Fargo	63rd Street S	Wildflower Drive S	49th Avenue S	No	New road since 2007	Local	0.136
341	Fargo	63rd Street S	51st Avenue E	52nd Avenue S	No	New road since 2007	Collector	0.078
342	Fargo	63rd Street S	52nd Avenue S	55th Avenue S	No	Local	Collector	0.353
343	Fargo	65th Avenue S	25th Street S	19th Street S	No	New road since 2007	Local	0.491
344	Fargo	65th Street S	Osgood Golf Course Road S	3rd Street E	No	Local	Collector	0.067
345	Fargo	66th Street S	40th Avenue S	45th Avenue S	No	Local	Collector	0.506
346	Fargo	66th Street S	56th Avenue S	Deer Creek Parkway S	No	New road since 2007	Local	0.406
347	Fargo	67th Avenue S	25th Street S	17th Street S	No	New road since 2007	Local	0.627
348	Fargo	67th Street S	Dead end	59th Avenue S	No	New road since 2007	Local	0.221

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349	Fargo	67th Street S	60th Avenue S	Deer Creek Parkway S	No	New road since 2007	Local	0.074
350	Fargo	68th Avenue S	24th Street S	21st Street S	No	New road since 2007	Local	0.147
351	Fargo	68th Avenue S	17th Street S	16th Street S	No	New road since 2007	Local	0.061
352	Fargo	68th Street S	52nd Avenue E	Dead end	No	New road since 2007	Local	0.253
353	Fargo	68th Street S	60th Avenue S	Deer Creek Parkway S	No	New road since 2007	Local	0.098
354	Fargo	69th Avenue S	21st Street S	Crofton Lane S	No	New road since 2007	Local	0.127
355	Horace	6th Avenue N	North Main Street	1st Street E	No	New road since 2007	Local	0.055
356	West Fargo	6th Court W	26th Avenue W	Dead end	No	New road since 2007	Local	0.088
357	West Fargo	6th Street E	4th Avenue E	7th Avenue E	No	Local	Collector	0.219
358	West Fargo	6th Street E	Rustad Lane E	26th Avenue E	No	New road since 2007	Local	0.283
359	West Fargo	6th Street E	29th Avenue E	33rd Avenue E	No	New road since 2007	Local	0.572
360	West Fargo	6th Street E	35th Avenue E	Bell Boulevard E	No	New road since 2007	Local	0.520
361	Horace	6th Street E	5 1/2 Street E	5 1/2 Street E	No	New road since 2007	Local	0.244
362	West Fargo	6th Street NW	Goldenwood Drive	13th Avenue NW	No	New road since 2007	Local	0.156
363	West Fargo	6th Street W	26th Avenue W	27th Avenue W	No	New road since 2007	Local	0.116
364	West Fargo	6th Street W	47th Avenue W	Dead end	No	New road since 2007	Local	0.147
365	Fargo	7th Avenue N	1st Street N	Oak Street N	No	Minor Arterial	Collector	0.072
366	Fargo	7th Street N	7th Avenue N	Dead end	No	Collector	Local	0.129
367	Fargo	7th Street N	Dead end	2nd Avenue N	No	Collector	Local	0.208
368	Fargo	7th Street N	1st Avenue N	Northern Pacific Avenue N	No	Collector	Local	0.086
369	Fargo	70th Avenue S	Golden Valley Parkway S	26th Street S	No	New road since 2007	Local	0.154
370	Fargo	70th Avenue S	26th Street S	25th Street S	No	New road since 2007	Local	0.125
371	Fargo	70th Avenue S	25th Street S	University Drive S	No	New road since 2007	Collector	0.993
372	Fargo	71st Avenue S	15th Street S	72nd Avenue S	No	New road since 2007	Local	0.130
373	Fargo	71st Avenue S	Frontage Road for University Drive S	University Drive S	No	New road since 2007	Local	0.020
374	Fargo	71st Avenue S	University Drive S	12th Street S	No	New road since 2007	Local	0.070
375	Fargo	72nd Avenue S	16th Street S	Eagle Pointe Drive S	No	New road since 2007	Local	0.074
376	Fargo	72nd Avenue S	15th Street S	71st Avenue S	No	New road since 2007	Local	0.129
377	Fargo	73rd Avenue S	25th Street S	15th Street S	No	New road since 2007	Local	0.697
378	Fargo	75th Avenue S	21st Street S	17th Street S	No	New road since 2007	Local	0.171
379	Fargo	75th Avenue S	16th Street S	14th Street S	No	New road since 2007	Local	0.342
380	Fargo	76th Avenue S	25th Street S	University Drive S	No	Local	Minor Arterial	0.985
381	West Fargo	7th Avenue NE	Center Street	9th Street NE	No	Minor Arterial	Collector	0.803
382	West Fargo	7th Court W	26th Avenue W	Dead end	No	New road since 2007	Local	0.088
383	West Fargo	7th Street E	26th Avenue E	Bluestem Drive	No	New road since 2007	Local	0.525
384	West Fargo	7th Street E	35th Avenue E	Loberg Drive	No	New road since 2007	Local	0.063
385	West Fargo	7th Street E	Loberg Drive	40th Avenue E	No	New road since 2007	Local	0.536
386	West Fargo	7th Street NE	11th Avenue NE	9th Avenue NE	No	New road since 2007	Local	0.155
387	West Fargo	7th Street W	Elmwood Drive W	19th Avenue W	No	Local	Collector	0.445
388	West Fargo	7th Street W	26th Avenue W	27th Avenue W	No	New road since 2007	Local	0.118
389	Fargo	8th Avenue N	Dakota Drive N	University Drive S	No	Minor Arterial	Collector	0.217
390	West Fargo	8th Avenue NW	26th Street NW	9th Street NW	No	New road since 2007	Collector	1.630
391	West Fargo	8th Court W	26th Avenue W	Dead end	No	New road since 2007	Local	0.088
392	West Fargo	8th Court W	Albert Drive W	Dead end	No	New road since 2007	Local	0.073
393	West Fargo	8th Street E	33rd Avenue E	34th Avenue E	No	New road since 2007	Local	0.100
394	West Fargo	8th Street E	35th Avenue E	36th Avenue E	No	New road since 2007	Local	0.185
395	West Fargo	8th Street W	13th Avenue W	Elmwood Drive W	No	Local	Collector	0.162
396	West Fargo	8th Street W	26th Avenue W	27th Avenue W	No	New road since 2007	Local	0.118
397	West Fargo	8th Street W	Albert Drive W	8th Court W	No	New road since 2007	Local	0.136

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398	West Fargo	9th Avenue NE	7th Street NE	9th Street NE	No	New road since 2007	Local	0.157
399	West Fargo	9th Street W	21st Avenue W	32nd Avenue W	No	New road since 2007	Collector	1.083
400	West Fargo	9th Street W	40th Avenue W	45th Avenue W	No	Local	Collector	0.387
401	West Fargo	9th Street W	45th Avenue W	52nd Avenue W	No	New road since 2007	Collector	0.663
402	West Fargo	9th Street W	52nd Avenue W	Dead end	No	New road since 2007	Local	0.231
403	Horace	Adelman Drive	Brink Drive	Dead end	No	New road since 2007	Local	0.139
404	Horace	Adelman Way	66th Street S	Brynley Boulevard	No	New road since 2007	Local	0.132
405	West Fargo	Admiral Drive W	21st Avenue W	22nd Avenue W	No	New road since 2007	Local	0.146
406	West Fargo	Albert Drive W	10th Street W	Ashley Drive W (full loop)	No	New road since 2007	Local	0.619
407	Horace	Alvia Avenue	66th Street S	Brynley Boulevard	No	New road since 2007	Local	0.097
408	Fargo	Amber Valley Parkway S	55th Street S	45th Street S	No	Local	Collector	0.877
409	Horace	Aquarius Court	Memory Lane	Dead end	No	New road since 2007	Local	0.049
410	Horace	Arrowwood Drive	Liberty Lane	Dead end	No	New road since 2007	Local	0.114
411	Fargo	Arthur Drive S	41st Avenue S	41st Street S	No	New road since 2007	Local	0.139
412	West Fargo	Ashley Drive W	Dead end North of Albert Drive W	Dead end South of 10th Street W	No	New road since 2007	Local	0.194
413	Fargo	Ashwood Loop	56th Avenue S /67th Street S	58th Avenue S / 67th Street S	No	New road since 2007	Local	0.249
414	West Fargo	Aspen Terrace	11th Street W	Dead end	No	New road since 2007	Local	0.028
415	Fargo	Aspyn Lane N	Golf Course Avenue N	Grandwood Drive N	No	New road since 2007	Local	0.207
416	Fargo	Auburn Avenue S	43rd Street S	Sienna Drive S	No	New road since 2007	Local	0.144
417	Fargo	Autumn Drive S	60th Avenue S	Maple Valley Drive S	No	New road since 2007	Local	0.695
418	Fargo	Avery Lane S	49th Avenue S	49th Avenue S	No	New road since 2007	Local	0.184
419	Fargo	Beach Lane S	Beach Lane S / Lee Lane S	Dead end	No	New road since 2007	Local	0.047
420	West Fargo	Beaton Road	Sheyenne Street	East Beaton Drive	No	Local	Collector	0.439
421	West Fargo	Bell Boulevard E	6th Street E	6th Street E	No	New road since 2007	Local	0.298
422	West Fargo	Bluestem Drive E	23rd Avenue E	26th Avenue E	No	New road since 2007	Local	0.229
423	West Fargo	Bluestem Drive	26th Avenue E	32nd Avenue E	No	New road since 2007	Local	0.558
424	Fargo	Brandt Drive S	45th Street S	32nd Avenue S	No	Local	Collector	0.480
425	Fargo	Bristlecone Loop S	Pine Parkway S	Pine Parkway S	No	New road since 2007	Local	0.258
426	Fargo	Broadway N	7th Avenue N	Main Avenue	No	Minor Arterial	Collector	0.607
427	West Fargo	Broadway Way	Queens Way	Hampton Way	No	New road since 2007	Local	0.084
428	West Fargo	Brooks Drive W	12th Street W	26th Avenue W	No	New road since 2007	Local	0.225
429	Horace	Brynley Boulevard	Alivia Avenue	Adelman Way	No	New road since 2007	Local	0.113
430	Horace	Carroll Court	Memory Lane	Dead end	No	New road since 2007	Local	0.049
431	Fargo	Cattail Cove S	63rd Street S	Dead end	No	New road since 2007	Local	0.077
432	West Fargo	Center Street	12th Avenue NW	Main Avenue W	No	Minor Arterial	Collector	0.955
433	Fargo	Chelsea Lane S	50th Street S	47th Street S	No	New road since 2007	Local	0.217
434	West Fargo	Chokecherry Court W	47th Avenue W	Dead end	No	New road since 2007	Local	0.036
435	West Fargo	Claire Drive E	30th Avenue E	31st Avenue E	No	New road since 2007	Local	0.128
436	Fargo	Claire Drive S	16th Street S	75th Avenue S	No	New road since 2007	Local	0.217
437	West Fargo	County Road 17 N	15th Avenue NW	12th Avenue NW	No	Local	Minor Arterial	0.708
438	Horace	County Road 17 S	64th Avenue S	76th Avenue S	No	Collector	Minor Arterial	1.003
439	Horace	County Road 17 S	Liberty Lane	100th Avenue S	No	Collector	Minor Arterial	0.526
440	West Fargo	Commander Drive W	14th Street W	11th Street W	No	New road since 2007	Local	0.241
441	Fargo	Cordova Loop S	36th Avenue S	36th Avenue S	No	New road since 2007	Local	0.215
442	Fargo	Crimson Loop S	37th Avenue S	37th Avenue S	No	New road since 2007	Local	0.201
443	Fargo	Crofton Lane S	Dead end North of 67th Avenue S	70th Avenue S	No	New road since 2007	Local	0.438
444	Fargo	Dakota Drive N	12th Avenue N (frontage road connection)	8th Avenue N	No	Minor Arterial	Collector	0.721
445	Fargo	Dakota Drive N	12th Avenue N	Dakota Drive N	No	Local	Collector	0.200
446	Fargo	Deer Creek Parkway S	63rd Street S	68th Street S	No	New road since 2007	Collector	0.851

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447	Horace	Deer Creek Parkway S	68th Street S	County Road 17 S	No	New road since 2007	Collector	0.202
448	Horace	Didrick Drive	Lost River Road	Dead end	No	New road since 2007	Local	0.091
449	West Fargo	Divide Street W	27th Avenue W	28th Avenue W	No	New road since 2007	Local	0.158
450	West Fargo	E Beaton Drive	W Beaton Drive	Veterans Boulevard	No	Local	Collector	0.995
451	Fargo	Eagle Pointe Drive	72nd Avenue S	76th Avenue S	No	New road since 2007	Local	0.330
452	West Fargo	Eaglewood Avenue W	12th Street W	9th Street W	No	New road since 2007	Local	0.287
453	Fargo	Elm Street N	32nd Avenue N	11th Avenue N	No	Minor Arterial	Collector	2.126
454	West Fargo	Elmwood Drive W	8th Street W	7th Street W	No	Local	Collector	0.084
455	Horace	Firefly Lane	Goldfinch Drive	Lost River Road	No	New road since 2007	Local	0.334
456	West Fargo	Foxtail Drive E	31st Avenue E	6th Street E	No	New road since 2007	Local	0.279
457	Fargo	Foxtail Lane S	Wildflower Drive S	48th Avenue S	No	New road since 2007	Local	0.061
458	West Fargo	Freedom Terrace E	4th Street E	Dead end	No	New road since 2007	Local	0.052
459	Fargo	Frontier Way S	Brandt Drive S	28th Avenue S	No	New road since 2007	Local	0.113
460	Fargo	28th Avenue S	Brandt Drive S	Urban Plains Drive S	No	New road since 2007	Local	0.117
461	Fargo	30th Avenue S	Brandt Drive S	Urban Plains Drive S	No	New road since 2007	Local	0.116
462	Fargo	Golden Lane S	Golden Valley Parkway S	26th Street S	No	New road since 2007	Local	0.150
463	Fargo	Golden Valley Parkway S	Dead end North of Golden Lane S	Dead end East of 26th Street S	No	New road since 2007	Local	0.457
464	West Fargo	Goldenwood Drive	4th Street NW	4th Street NW	No	New road since 2007	Local	0.861
465	Horace	Goldfinch Drive	Wild Rose Way	Firefly Lane	No	New road since 2007	Local	0.227
466	Fargo	Grandwood Drive N	Aspyn Lane N	35th Avenue NE	No	New road since 2007	Local	0.426
467	Fargo	Great Northern Drive N	25th Street N	18th Street N	No	Collector	Local	0.584
468	West Fargo	Hampton Way	19th Avenue E	Queens Way	No	New road since 2007	Local	0.080
469	West Fargo	Harbor Lane W	14th Street W	14th Street W	No	New road since 2007	Local	0.263
470	West Fargo	Hickory Lane	11th Street W	11th Street W	No	New road since 2007	Local	0.216
471	West Fargo	Hidden Circle	36th Avenue Place E	37th Avenue E	No	New road since 2007	Local	0.073
472	West Fargo	Hidden Circle	extension of existing Hidden Circle	38th Avenue E	No	New road since 2007	Local	0.334
473	Fargo	Highland Drive	County Road 31 N	Dead end	No	New road since 2007	Local	0.179
474	Horace	Ironwood Drive	Chestnut Drive	3rd Avenue N	No	New road since 2007	Local	0.341
475	Horace	Maple Circle	75th Street S	Dead end	No	New road since 2007	Local	0.029
476	West Fargo	Houkom Drive E	4th Street E	4th Street E	No	New road since 2007	Local	0.385
477	Mapleton	Exit from Interstate 94	Interstate 94	38th Street NW	No	Local	Interstate (Principal Arterial)	0.358
478	West Fargo	Exit to Interstate 94	38th Street NW	Interstate 94	No	Local	Interstate (Principal Arterial)	0.308
479	Fargo	Justice Drive S	56th Street S	54th Street S	No	New road since 2007	Local	0.229
480	West Fargo	Katherine Drive E	30th Avenue E	31st Avenue E	No	New road since 2007	Local	0.123
481	Reile's Acres	Landview Road N	35th Avenue N	38th Avenue N / UZA boundary	No	New road since 2007	Local	0.332
482	West Fargo	Larkin Lane W	11th Street W	50th Avenue W	No	New road since 2007	Local	0.198
483	West Fargo	Larkspur Drive	Bluestem Drive	Veterans Boulevard	No	New road since 2007	Local	0.071
484	West Fargo	Legion Lane W	14th Street W	22nd Avenue W	No	New road since 2007	Local	0.389
485	Horace	Liberty Circle	Liberty Lane	Dead end	No	New road since 2007	Local	0.044
486	Horace	Liberty Lane	Southwood Drive	County Road 17 S	No	New road since 2007	Local	0.649
487	Fargo	Libra Lane	Roundhill Drive	81st Avenue S	No	New road since 2007	Local	0.085
488	West Fargo	Lilac Drive	5th Street W	50th Place W	No	New road since 2007	Local	0.205
489	West Fargo	Lizzie Place E	6th Street E	Dead end	No	New road since 2007	Local	0.103
490	West Fargo	Loberg Drive	7th Street E	Loberg Lane	No	New road since 2007	Local	0.210
491	West Fargo	Loberg Lane	7th Street E	Loberg Drive	No	New road since 2007	Local	0.169
492	Horace	Lost River Road	Wall Avenue	Wild Rose Way	No	New road since 2007	Local	0.350
493	Fargo	Machinery Row Avenue N	3rd Street N	Dead end	No	New road since 2007	Local	0.072
494	West Fargo	Main Avenue W	26th Street NW	21st Street NW	No	Local	Collector	0.519
495	Horace	Main Street	Wall Avenue	Liberty Lane	No	Collector	Minor Arterial	0.466

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496	Fargo	Maple Leaf Loop	Maple Valley Drive S	33rd Street S	No	New road since 2007	Local	0.269
497	Fargo	Maple Valley Drive S	31st Street S	63rd Avenue S	No	New road since 2007	Collector	0.487
498	Fargo	Maple Valley Drive S	Autumn Drive S	Dead end	No	New road since 2007	Local	0.056
499	Fargo	Marigold Loop	61st Street S	61st Street S	No	New road since 2007	Local	0.259
500	Horace	Maust Way	Southwood Drive	Liberty Lane	No	New road since 2007	Local	0.254
501	West Fargo	Mcleod Drive E	25th Avenue E	2nd Street E	No	New road since 2007	Local	0.623
502	Horace	Memory Lane	76th Avenue S	Dead end	No	New road since 2007	Local	0.265
503	Horace	Memory Lane	Dead end	Wall Avenue	No	New road since 2007	Local	0.684
504	West Fargo	Mulberry Lane	9th Street W / 47th Avenue W	9th Street W	No	New road since 2007	Local	0.332
505	Horace	North Main Street	76th Avenue S	Wall Avenue	No	Collector	Minor Arterial	1.001
506	West Fargo	North Pond Drive E	4th Street E	26th Avenue E	No	New road since 2007	Local	0.282
507	Fargo	Northern Pacific Avenue N	14th Street N	University Drive N	No	Minor Arterial	Local	0.130
508	Fargo	Northern Pacific Avenue N	University Drive N	2nd Street NE	No	Minor Arterial	Collector	0.791
509	West Fargo	Oak Ridge Loop	Oak Ridge Way E	Oak Ridge Way E	No	New road since 2007	Local	0.163
510	West Fargo	Oak Ridge Way E	4th Street E	6th Street E	No	New road since 2007	Local	0.262
511	Fargo	Oak Street N	11th Avenue N	7th Avenue N	No	Minor Arterial	Collector	0.375
512	Fargo	Osgood Golf Course Road S	45th Avenue S	Dead end	No	New road since 2007	Local	0.127
513	Fargo	Parker Place N	Grandwood Drive N	Grandwood Drive N	No	New road since 2007	Local	0.187
514	West Fargo	Persimmon Place W	47th Avenue W	Dead end	No	New road since 2007	Local	0.081
515	Fargo	Pine Parkway S	43rd Street S	56th Avenue S	No	New road since 2007	Local	0.439
516	West Fargo	Pinewood Boulevard	3rd Street NE	Dead end	No	New road since 2007	Local	0.036
517	Fargo	Ponderosa Place S	43rd Street S	54th Avenue S	No	New road since 2007	Local	0.170
518	Fargo	Prairie Farms Circle S	31st Street S	31st Street S	No	New road since 2007	Local	0.257
519	West Fargo	Prairie Green Court W	50th Avenue W	Dead end	No	New road since 2007	Local	0.040
520	Fargo	Prairie Grove Avenue S	27th Street S	25th Street S	No	New road since 2007	Local	0.183
521	Fargo	Prairie Grove Court S	31st Street S	31st Street S	No	New road since 2007	Local	0.126
522	West Fargo	Prairie Heights Way	33rd Avenue E	34th Avenue E	No	New road since 2007	Local	0.132
523	Fargo	Prairie Pond Crossing S	Wildflower Drive S	Rocking Horse Circle S	No	New road since 2007	Local	0.098
524	Fargo	Prosperity Way S	Timber Parkway S	52nd Avenue S	No	New road since 2007	Local	0.214
525	West Fargo	Pyle Lane E	26th Avenue E	2nd Street E	No	New road since 2007	Local	0.227
526	West Fargo	Queens Way	19th Avenue E	Times Square Way	No	New road since 2007	Local	0.166
527	West Fargo	Reserve Drive E	38th Avenue E	39th Avenue E	No	New road since 2007	Local	0.161
528	West Fargo	Ridge Drive E	30th Avenue E	31st Avenue E	No	New road since 2007	Local	0.099
529	West Fargo	Rivers Bend Drive E	25th Avenue E	2nd Street E	No	New road since 2007	Local	0.899
530	Fargo	Roberts Street N	6th Avenue N	4th Avenue N	No	Collector	Local	0.144
531	Fargo	Rocking Horse Circle S	48th Avenue S	48th Avenue S	No	New road since 2007	Local	0.471
532	Fargo	Rose Creek Parkway S	Dead end West of Douglas Drive S	25th Street S	No	Collector	Local	0.270
533	Fargo	Round Hill Drive	Libra Lane	River View Road	No	New road since 2007	Local	0.032
534	Fargo	Russet Avenue S	43rd Street S	Sienna Drive S	No	New road since 2007	Local	0.185
535	West Fargo	Rustad Lane E	Dead end	6th Street E	No	New road since 2007	Local	0.043
536	Fargo	Saffron Drive S	Umber Court S	28th Avenue S	No	New road since 2007	Local	0.078
537	Fargo	Seter Parkway S	Veterans Boulevard	32nd Avenue S	No	Local	Collector	0.399
538	Fargo	Seter Parkway S	32nd Avenue S	33rd Avenue S	No	New road since 2007	Collector	0.228
539	West Fargo	Shadow Wood Lane E	34th Avenue E	36th Avenue E	No	New road since 2007	Local	0.353
540	Fargo	Shawnas Place S	14th Street S	Dead end	No	New road since 2007	Local	0.044
541	West Fargo	Sheyenne River Way	32nd Avenue E	Dead end	No	New road since 2007	Local	0.226
542	West Fargo	Sheyenne Street	Main Avenue E	13th Avenue E	No	Minor Arterial	Collector	1.005
543	Fargo	Sienna Drive S	30th Avenue S	32nd Avenue S	No	New road since 2007	Local	0.278
544	Fargo	Smylie Lane S	66th Street S	Dead end	No	New road since 2007	Local	0.110

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545	West Fargo	South Beach Way	Westport Beach Way	42nd Avenue W	No	New road since 2007	Local	0.069
546	West Fargo	South Pond Court E	31st Avenue E	Dead end	No	New road since 2007	Local	0.177
547	Fargo	Spencer Lane S	50th Street S	47th Street S	No	New road since 2007	Local	0.216
548	Fargo	Sundance Square S	Sundance Drive S	Sundance Drive S	No	New road since 2007	Local	0.194
549	Fargo	Tallgrass Cove S	Wildflower Drive S	Dead end	No	New road since 2007	Local	0.079
550	Fargo	Tanner Avenue S	55th Street S	54th Street S	No	New road since 2007	Local	0.120
551	Fargo	Timber Creek Circle S	32nd Street S	32nd Street S	No	New road since 2007	Local	0.313
552	Fargo	Timber Parkway S	47th Avenue S	52nd Avenue S	No	New road since 2007	Collector	0.752
553	West Fargo	Times Square Way	19th Avenue E	Queens Way	No	New road since 2007	Local	0.089
554	Fargo	Tuscan Court S	44th Avenue S	55th Street S	No	New road since 2007	Local	0.125
555	Fargo	Tyler Avenue S	55th Street S	54th Street S	No	New road since 2007	Local	0.120
556	Fargo	Umber Court S	Saffron Drive S	Saffron Drive S	No	New road since 2007	Local	0.275
557	Cass County	University Drive S	UZA Boundary	100th Avenue S	No	Minor Arterial	Collector	0.504
558	Fargo	Urban Plains Drive S	45th Street S	32nd Avenue S	No	New road since 2007	Local	0.196
559	Fargo	Valley View Drive S	36th Avenue S	37th Avenue S	No	New road since 2007	Local	0.176
560	Fargo	Veterans Boulevard	32nd Avenue S	40th Avenue S	No	Local	Minor Arterial	1.008
561	Fargo	Veterans Boulevard S	40th Avenue S	48th Avenue S	No	Local	Minor Arterial	0.728
562	Fargo	Veterans Boulevard S	48th Avenue S	52nd Avenue S	No	New road since 2007	Minor Arterial	0.448
563	West Fargo	West Beaton Drive	Beaton Road	East Beaton Drive	No	Local	Collector	0.055
564	West Fargo	Westport Beach Way	42nd Avenue W	43rd Avenue W	No	New road since 2007	Local	0.438
565	West Fargo	Westview Lane E	38th Avenue E	Dead end	No	New road since 2007	Local	0.096
566	West Fargo	Westwood Street W	27th Avenue W	28th Avenue W	No	New road since 2007	Local	0.162
567	Fargo	Whispering Creek Circle	53rd Avenue S	26th Street S	No	New road since 2007	Local	0.358
568	Horace	Wild Rose Way	Wall Avenue	Lost River Road	No	New road since 2007	Local	0.254
569	Fargo	Wildflower Drive S	63rd Street S	48th Avenue S	No	New road since 2007	Local	0.473
570	West Fargo	Wildflower Lane W	11th Street W	51st Avenue W	No	New road since 2007	Local	0.172
571	West Fargo	Wildflower Place W	Dead end	11th Street W	No	New road since 2007	Local	0.058
572	Fargo	62nd Avenue S	Roundabout at 21st Street S		No	Collector	Other / Unimproved	0.076
573	Fargo	University Drive S Frontage Road (East side)	21st Avenue S	Dead end South of 30th Avenue S	No	Collector	Local	0.988
574	Fargo	University Drive S Frontage Road (West side)	25th Avenue S	15th Street S	No	Collector	Local	0.896
575	Fargo	University Drive S Frontage Road (West side)	32nd Avenue S	Dead end North of 35th Avenue S	No	Collector	Local	0.344
576	Fargo	Main Avenue Frontage Road (North side)	40th Street N	Dead end	No	Collector	Local	0.095
577	Fargo	Main Avenue Frontage Road (South side)	40th Street N	Main Avenue	No	Collector	Local	0.148
578	Fargo	Main Avenue Frontage Road (North side)	36th Street N	34th Street N	No	Collector	Local	0.239
579	Fargo	Main Avenue Frontage Road (North side)	34th Street N	32nd Street N	No	New road since 2007	Local	0.199
580	Fargo	52nd Avenue S Frontage Road	18th Street S	Dead end East of 17th Street S	No	New road since 2007	Local	0.145
581	Fargo	Ramps	Interstate 94	Veterans Boulevard	No	New road since 2007	Interstate (Principal Arterial)	1.711
582	Horace	Woodland Circle	Sunnyside Street	Sunnyside Street	No	New road since 2007	Local	0.413
583	Fargo	31st Street S	31st Street S	31st Street S	No	New road since 2007	Local	0.068
584	West Fargo	19th Street NW	9th Street NW	County Road 17 N	No	New road since 2007	Local	0.420
585	Horace	1st Street E	6th Avenue N	4th Avenue N	No	New road since 2007	Local	0.110
586	Mapleton	37th Street SE	166th Avenue SE	38th Street W	No	New road since 2007	Local	1.130
587	Horace	3rd Avenue N	Ironwood Drive	North Main Street	No	New road since 2007	Local	0.141
588	Horace	3rd Street E	1st Avenue N	Dead end south of Park Drive E	No	New road since 2007	Local	0.337
589	Horace	4th Avenue N	North Main Street	1st Street E	No	New road since 2007	Local	0.058
590	Horace	4th Street E	88th Avenue S	Dead end south of Park Drive E	No	New road since 2007	Local	0.343
591	Horace	1st Avenue N	Nelson Drive	4th Street E	No	New road since 2007	Local	0.108
592	Horace	Main Street	3rd Avenue N	Wall Avenue	No	New road since 2007	Local	0.162
593	Horace	60th Avenue S	Dead end	73rd Street S	No	New road since 2007	Local	0.132

METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Federal Functional Classification Changes - Reference List

Update

Draft March 2019

MAP ID #	Jurisdiction	Roadway	From	To	NHS	2007 FFC	2019 Proposed FFC	Length (Miles)
594	Horace	61st Avenue S	Dead end	Dead end East of 73rd Street S	No	New road since 2007	Local	0.298
595	Horace	63rd Avenue S	76th Street S	74th Street S	No	New road since 2007	Local	0.069
596	Horace	64th Avenue S	81st Street S	County Road 17 S	No	New road since 2007	Local	1.118
597	Horace	68th Avenue S	Sunnyside Street	County Road 17 S	No	New road since 2007	Local	0.114
598	Horace	73rd Street S	60th Avenue S	61st Avenue S	No	New road since 2007	Local	0.113
599	Horace	74th Street S	61st Avenue S	63rd Avenue S	No	New road since 2007	Local	0.234
600	Horace	75th Street S	Maple Lane	76th Avenue S	No	New road since 2007	Local	0.282
601	Horace	76th Avenue S	75th Street S	County Road 17 S	No	New road since 2007	Collector	0.556
602	Horace	76th Street S	63rd Avenue S	64th Avenue S	No	New road since 2007	Local	0.072
603	Horace	88th Avenue S	Main Street	5 1/2th Street E	No	New road since 2007	Local	0.328
604	Horace	8th Avenue S	Main Street	Nelson Drive	No	New road since 2007	Local	0.075
605	Horace	Apple Lane	Sheyenne Street	Wall Avenue	No	New road since 2007	Local	0.287
606	Horace	Center Avenue	Dakota Avenue	Nelson Drive	No	New road since 2007	Local	0.113
607	Horace	Chestnut Drive	Loop off North Main Street	North Main Street	No	New road since 2007	Local	0.795
608	Horace	County Road 17 S	52nd Avenue S	64th Avenue S	No	New road since 2007	Minor Arterial	1.069
609	Fargo	County Road 81	52nd Avenue N	48th Avenue N	No	New road since 2007	Minor Arterial	0.884
610	Horace	Dakota Avenue	Sheyenne Drive	Center Avenue	No	New road since 2007	Local	0.228
611	Horace	Ellis Lane	Dead end at Sheyenne River	76th Avenue S	No	New road since 2007	Local	0.287
612	Horace	Elm Court	Dead end	Ellis Lane	No	New road since 2007	Local	0.095
613	Fargo	Forest River Road	76th Avenue S	Forest River Drive	No	New road since 2007	Local	0.481
614	Horace	Maple Lane	75th Street S	69th Avenue S	No	New road since 2007	Local	0.522
615	Horace	Mickey Mouse Avenue	Sheyenne Drive	Thue Court	No	New road since 2007	Local	0.162
616	Horace	Nelson Drive	88th Avenue S	8th Avenue S	No	New road since 2007	Local	0.382
617	Horace	Northwood Drive	Southwood Drive	Sheyenne Drive	No	New road since 2007	Local	0.248
618	Horace	Oak Court	Dead end	Ellis Lane	No	New road since 2007	Local	0.087
619	Horace	Orchard Street	Apple Lane	Dead end	No	New road since 2007	Local	0.051
620	Horace	Park Drive	Sheyenne Drive	Main Street	No	New road since 2007	Local	0.252
621	Horace	Park Drive East	Nelson Drive	5 1/2 Street E	No	New road since 2007	Local	0.253
622	Horace	Riverdale Drive	County Road 17 S	loop	No	New road since 2007	Local	0.337
623	Horace	Sheyenne Drive	Wall Avenue	Southwood Drive	No	New road since 2007	Local	0.316
624	Horace	Sheyenne Street	Dead end west of Apple Lane	Dead end east of Apple Lane	No	New road since 2007	Local	0.183
625	Horace	Sheyenne Trailer Court E	Main Street	Dead end east of Main Street	No	New road since 2007	Local	0.038
626	Horace	Sheyenne Trailer Court E	Dead end west of Nelson Drive	Nelson Drive	No	New road since 2007	Local	0.033
627	Horace	Sheyenne Trailer Court E	Main Street	Nelson Drive	No	New road since 2007	Local	0.077
628	Horace	Sheyenne Trailer Court W	Park Drive	Main Street	No	New road since 2007	Local	0.087
629	Horace	Southwood Drive	Northwood Drive	Dead end east of Maust Way	No	New road since 2007	Local	0.394
630	Horace	Sunnyside Drive	68th Avenue S	Sunnyside Street	No	New road since 2007	Local	0.472
631	Horace	Sunnyside Street	Sunnyside Drive	76th Avenue S	No	New road since 2007	Local	0.720
632	Horace	Thue Court	Wall Avenue	Dakota Avenue	No	New road since 2007	Local	0.147
633	Horace	Wall Avenue	Sheyenne River	Main Street	No	New road since 2007	Local	0.254
634	Horace	West River Road	Dead end west of Sheyenne Drive	Sheyenne Drive	No	New road since 2007	Local	0.139
635	Horace	Willow Court	Park Drive	Loop to Park Drive	No	New road since 2007	Local	0.196

Agenda Item 3b

METROCOG Fargo-Moorhead Metropolitan Council of Governments

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e: metrocog@fmmetrocog.org
www.fmmetrocog.org

To: Metro COG Policy Board
From: Dan Farnsworth, Transportation Planner
Date: March 15, 2019
Re: 13th Avenue Corridor Study Report

In the fall of 2017 Metro COG in cooperation with the City of West Fargo began the 13th Avenue Corridor Study. The study was contracted to consulting firm HDR with Flint Communications as a sub consultant. The purpose of the study was to look at the 13th Avenue corridor between 17th St E in West Fargo and CR 28 just west of West Fargo city limits. The study also looked at CR 28 between Main Avenue and 13th Avenue. As part of this study, an overpass over I-94 and the Sheyenne Diversion was also analyzed.

Attached you will find both a two-page summary of the Study along with the entire report. In February the study was approved by both the West Fargo Planning Commission and the West Fargo City Commission.

Requested Action: Policy Board approval of the 13th Avenue Corridor Study Report.

13th Avenue Corridor Study

METROCOG
FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS

City of WEST FARGO

Full study can be found at:
www.fmmetrocog.org > Projects > 13th Avenue Corridor Study

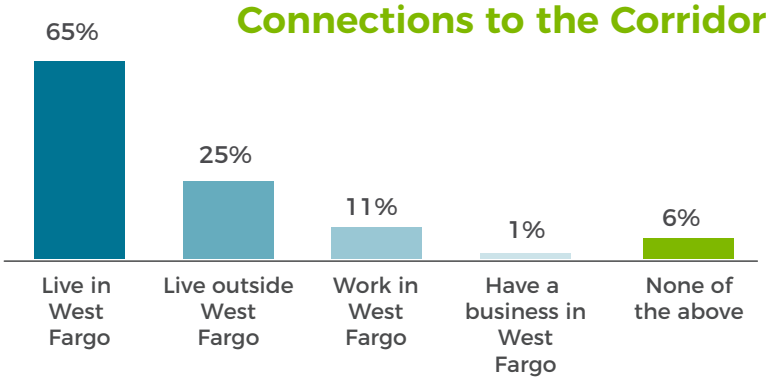
The 13th Avenue Corridor in West Fargo has increasing traffic, deteriorating pavement, and is expected to grow in the near future.

This study was conducted to identify existing and future anticipated traffic patterns, as well as develop proposed build or no-build alternatives necessary to accommodate the multimodal needs of the corridor.

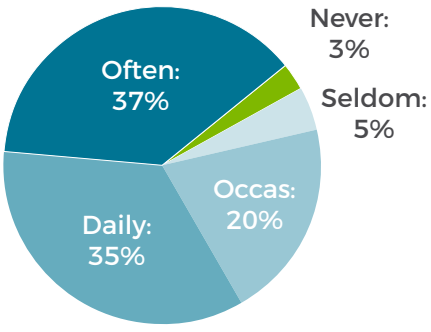
An online community survey was made publicly available on the project website and via community events from early fall 2017 through June 2018.

There were 280 total respondents.

Connections to the Corridor

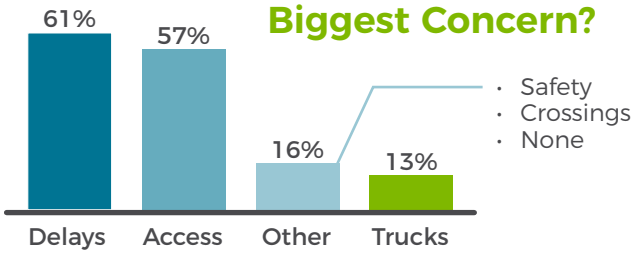


13th Avenue Travel Frequency



More than 96%
of users travel via personal vehicle on 13th Ave

Biggest Concern?



Timeline

Fall 2017
Project Kickoff
Initial Public Outreach
Scenario Development

Winter 2017 /2018
Public Outreach
PROJECT ON HOLD

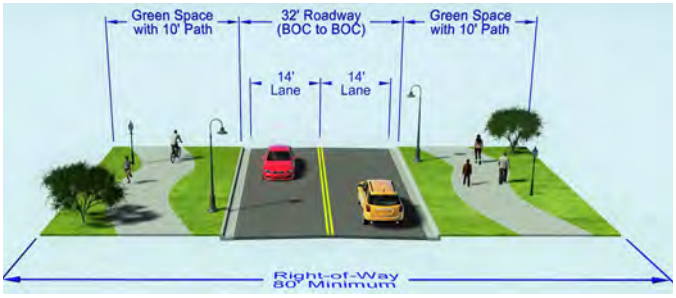
Summer-Fall 2018
Scenario Development
Alternatives Development

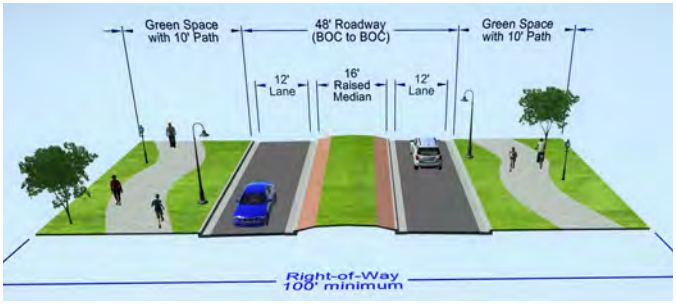
Winter 2018 /2019
Public Open House
Draft Report
Final Report

Project Background

The study area consists of 13th Avenue and Cass County Road 28 (CR28) from Main Avenue W to 17th Street E. The corridor serves various land uses, ranging from commercial development between 17th Street E and Sheyenne Street to residential housing and green space between Sheyenne Street and 10th Street W. The segment of CR28 included in the study, which begins west of 10th Street W, includes the Red River Valley Fairgrounds. The study area was divided into four segments for evaluation because each segment has unique issues and needs.

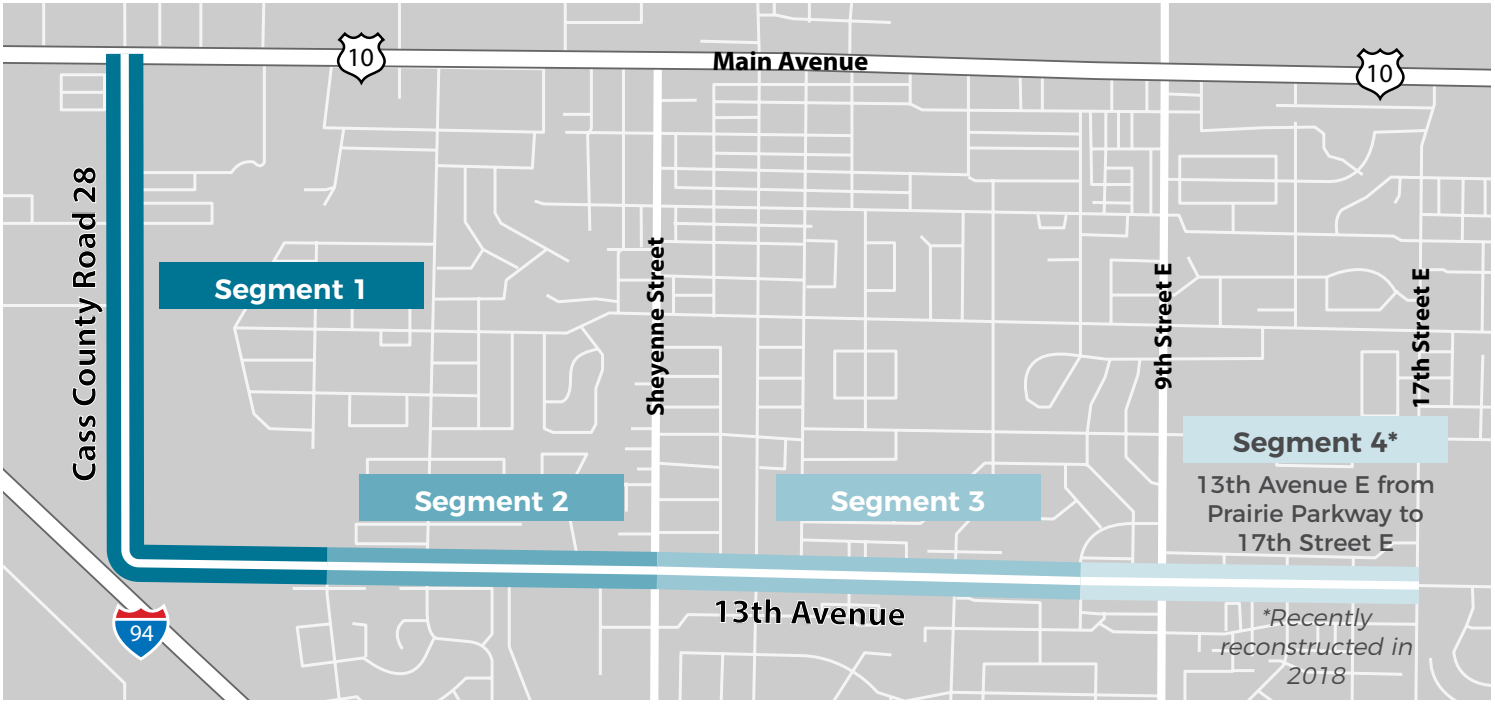
Segment 1



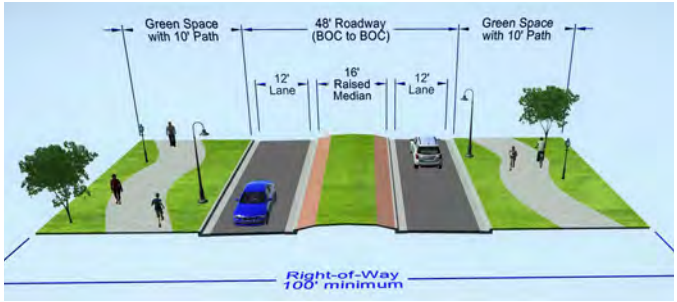


CR28 from Main Avenue W to 10th Street W

both options are being considered for this Segment.

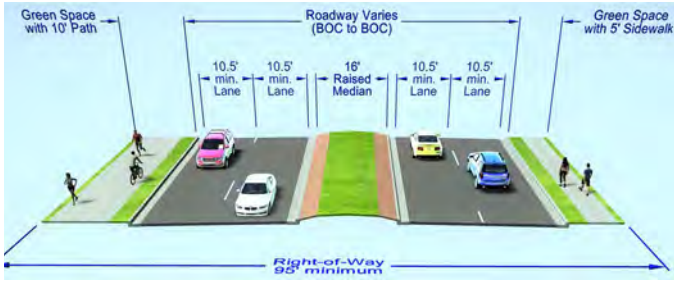


Segment 2

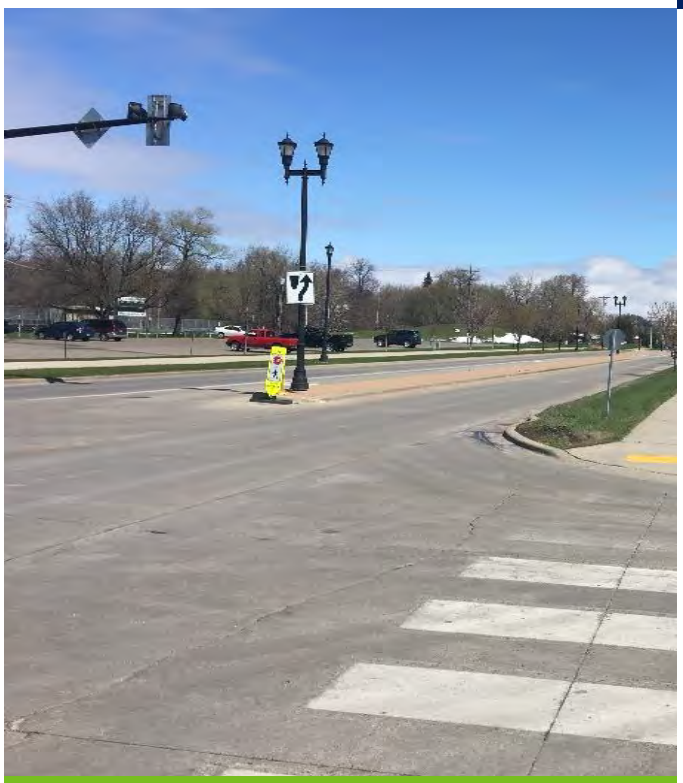


13th Avenue W from 10th Street W to Sheyenne Street

Segment 3



13th Avenue W / E from Sheyenne Street to Prairie Parkway



13th Avenue Corridor Study

Main Avenue W to 17th Street E

West Fargo, North Dakota

February 1, 2019

METROCOG
FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS

City of WEST FARGO

The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the North Dakota Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Additional funding was provided through local contributions from the City of West Fargo. The United States Government and the States of North Dakota and Minnesota assume no liability for the contents or use thereof.

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Executive Summary

The 13th Avenue Corridor in West Fargo has experienced an increase in traffic volumes, deteriorating pavement conditions, and is expected to undergo development along the west end in the near future. This study was conducted to identify existing and future anticipated traffic patterns, as well as develop proposed build or no-build alternatives necessary to accommodate the multimodal needs of the corridor.

Project Background

The study area consisted of 13th Avenue and Cass County Road 28 (CR28), limits of the study were from Main Avenue W to 17th Street E. The corridor serves various land uses, ranging from commercial development between 17th Street E and Sheyenne Street, transitioning to residential housing through a park between Sheyenne Street and 10th Street W. The Red River Valley Fairgrounds encompasses the segment of CR28 included in the study, which begins west of 10th Street W. All segments of the corridor bring unique issues and needs. The study area was broken into four segments during alternative development because of the varying needs and issues. They are:

- Segment 1 – CR28 from Main Avenue W to 10th Street W
- Segment 2 – 13th Avenue W from 10th Street W to Sheyenne Street
- Segment 3 – 13th Avenue W / E from Sheyenne Street to Prairie Parkway
- Segment 4 – 13th Avenue E from Prairie Parkway to 17th Street E

The City of West Fargo recently completed two separate reconstruction projects on Segment 4. Those projects included the intersection of 13th Avenue E and 9th Street E which began in 2017 and concluded in late 2018. The second project was located along 13th Avenue E from 12th Street E to 17th Street E (West Fargo City limits). The remaining segments of the corridor currently are not programmed by the City of West Fargo within their five-year budget.

Figure 2. Corridor Overview

Existing Traffic Operations

2015 was selected as the baseline year for the existing conditions analysis due to the fact that it had the most consistent data in regards to annual average daily traffic (AADT) counts and turning movement counts at the major signalized intersections. Any 2017 counts received or collected were adjusted to 2015 volumes based on AADT growth rates at similar locations along the corridor between 2015 and 2017. The 2015 turning movement counts are provided in Figure 26.

Synchro 8 software was utilized in analyzing the 13th Avenue corridor intersections to determine Level of Service (LOS), capacity, delay, and queue lengths of turning lanes. The following analysis results were determined:

Signalized intersection findings from Table 2:

- Sheyenne Street and 9th Street are the only signalized intersections that experienced LOS D or E on the eastbound and/or westbound approaches. All other signalized intersections that experienced LOS D or lower occurred on the northbound or southbound approaches.
- Significant queue lengths occurred on the eastbound left-turn lane at the intersection of 13th Avenue/9th Street, as well as the northbound and southbound left/through lanes at 13th Avenue/17th Street.
- The 13th Avenue and 9th Street intersection is currently under construction with the intent of incorporating a dual left turn lane for the southbound approach.
- The intersections of 13th Avenue/14th Street and 13th Avenue/17th Street experience unacceptable LOS for both northbound and southbound left-turning vehicles during AM and PM peak hours.

Two-way stop controlled intersection findings, from Table 4:

- The intersection of Main Avenue/Cass County 28 is the only intersection to experience an approach LOS lower than C during the AM peak hour. During the PM peak hour however, four of the five intersections experience unacceptable LOS on the minor approaches.
- The intersections of 13th Avenue/1st Street and 13th Avenue/Prairie Parkway experienced a southbound approach LOS E, while Main Avenue/Cass County 28 and 13th Avenue/16th Street experienced LOS F.

The all-way stop intersection of 13th Avenue/8th Street, shown in Table 3, experienced acceptable LOS for all approaches during both the AM and PM peak hours under existing traffic volumes.

Safety Analysis

Using crash data provided from NDDOT for the years 2012 to 2016, a heat map was developed to identify locations or intersections that experience high density levels in terms of crashes. The only intersection identified with high crash density levels is the intersection of 13th Avenue and 9th Street. During the five-year study period, a total of 253 crashes occurred on the corridor between Main Ave and 17th Street. There were zero fatalities. Seventy-five total crashes were injury-related and 178 crashes resulted in property damage only.

Intersection Crashes

- Of the total 253 crashes previously mentioned, 195 were categorized as intersection crashes.
- Of the total 195 intersection crashes, 84 (43 percent) were categorized as angle-type crashes. A total of 72 (37 percent) were rear end crashes, while the third most common type of crash (11 percent) was identified as non-collision with motor vehicle, meaning the crash was between a vehicle and another obstacle rather than with another vehicle.

Segment Corridor Crashes

- The 13th Avenue corridor study area had 58 reported segment crashes during the five-year analysis period.
- Of those 58 crashes, only six were confirmed as injury-related.
- The only incapacitating injury crash was located on the north approach of 9th Street.

Crash Rates

Crash rates were also calculated and reviewed for intersections and segments along the corridor. All crashes that occurred within the study period of 2012 to 2016 were included in the exposure rate. Table 7 and Table 8 summarize and provide comparison for the calculated segment and intersection crash rates for the study area.

Table 7. Corridor Crash Rates by Segment

Segment	Ranking	Crash Rate (Crashes/MVMT)	MnDOT Comparison for Similar Section
13th Avenue - 10th Street to 8th Street	Highest	4.12	1.32
13th Avenue - Prairie Parkway to 9th Street		2.32	2.76
13th Avenue - 14th Street to 16th Street		1.80	2.76
13th Avenue - 9th Street to 14th Street		1.78	2.76
13th Avenue - Average Crash Rate for Corridor		1.57	-
13th Avenue - 16th Street to 17th Street		1.35	2.76
13th Avenue - 8th Street to Sheyenne Street		1.07	1.32
13th Avenue - Sheyenne Street to 1st Street		0.96	3.80
Cass County 28 - Main Avenue to 10th Street		0.92	1.46
13th Avenue - 1st Street to 6th Street		0.87	3.80
13th Avenue - 6th Street to Prairie Parkway	Lowest	0.49	2.76

*Yellow highlight denotes crash rate higher than corridor average

Table 8. Corridor Crashes by Intersection

Intersection	Ranking	Crash Rate (Crashes/MEV)	MnDOT Comparison for Similar Intersection
13th Avenue / 9th Street	Highest	1.63	0.70
13th Avenue / 17th Street		0.75	0.70
13th Avenue / 16th Street		0.71	0.18
13th Avenue / 8th Street		0.63	0.35
13th Avenue / Sheyenne Street		0.59	0.52
Average Intersection Crash Rate for Corridor		0.54	-
13th Avenue / 6th Street		0.51	0.52
13th Avenue / 14th Street		0.49	0.70
Main Avenue / Cass County 28		0.36	0.18
13th Avenue / 1st Street		0.13	0.18
13th Avenue / Prairie Parkway		0.11	0.18
13th Avenue / 10th Street	Lowest	0.00	0.18

*Yellow highlight denotes crash rate higher than corridor average

Crash Rate Findings:

- The study area result comparison provided in Table 8 reiterates what the crash density heat map showed in that the intersection of the 13th Avenue and 9th Street experiences a very high frequency of crashes.
- Five intersections demonstrated crash rates that exceeded the average comparison for the study corridor of 0.54 crashes per million entering vehicles. These four locations of the highest crash rates include the intersections of 13th Avenue and 8th Street, 9th Street, 17th Street, and 16th Street.
- The segment of 13th Avenue between 10th Street and 8th Street is shown to have the highest crash rate for segments along the corridor.

Traffic Forecasting

A scenario development workshop was conducted with the Study Review Committee (SRC) to identify potential land use and transportation network scenarios that may impact the 13th Avenue corridor. The SRC identified various land use and transportation network scenarios. Using 2015 as the baseline, each scenario combination identified as feasible was analyzed with FM Metro COG's 2045 Travel Demand Model to identify the future traffic projections. For each land use scenario, socio-economic data was developed to account for the land use changes in the travel analysis zones (TAZ).

The results of the 2045 forecasted LOS under No-Build conditions were analyzed for each corridor intersection, and are provided below.

Signalized intersection findings include the following:

- All but one of the signalized intersections demonstrated acceptable LOS for the existing lane configurations under forecasted traffic volumes, except for the intersection of Main Avenue/CR28 during the PM peak hour.

- The intersection of Main Avenue/CR28 showed significant delays and an overall intersection LOS of E under the existing lane configuration. During the PM peak hour, the eastbound and westbound approaches experienced LOS D, with the eastbound left-turning movement experiencing LOS F. The south approach experienced LOS F as well.

For two-way stop controlled intersections:

- The increase in the projected traffic volumes resulted in unacceptable LOS for the northbound and southbound minor approaches at three of the four intersections during the PM peak hour.
- These intersections were evaluated to determine if traffic signal warrants were met using the criteria identified in the Manual on Uniform Traffic Control Devices. None of these intersections met the signal warrant criteria.
- Also, all three of these intersections have alternate ways to access 13th Avenue at a signalized intersection.

For all-way stop control:

- The all-way stop intersection of 13th Avenue/8th Street experienced acceptable LOS for all approaches during both the AM and PM peak hours under forecasted traffic volumes.

Further analysis regarding the effectiveness of lane improvements was conducted on the intersection of Main Avenue/CR28 to improve its PM peak hour LOS. The 2045 forecasted LOS was evaluated again for this intersection under proposed Build Conditions.

The following recommendations are based on LOS results:

- Implement a southbound right turn lane at the intersection of Main Avenue/CR28.
- Implement a southbound protected-permissive left turn lane at the intersection of Main Avenue/CR28.
- Install a northbound protected-permissive designated left at the intersection of Main Avenue/CR28.
- Implement protected-permissive left turns when possible at all other intersections to optimize capacity.

No other lane improvements were deemed necessary since all of the other signalized intersections experienced LOS D or better. Also, as previously mentioned, none of the stop-controlled intersections meet warrants for conversion to traffic signals.

Issues and Needs

The following is a list of specific needs/issues that were identified for this study:

- Sections of the corridor are experiencing failing pavement conditions which will result in the need for reconstruction in the near future.
- Vacant land along the western portion of the corridor has been targeted for development. Access management, traffic operations, and safety will need to be addressed as this area develops.
- With future growth areas potentially opening up southwest of Interstate 94, an overpass connection across Interstate 94 may be considered in the future. The traffic and safety impact on 13th Avenue resulting from a grade separation will need to be addressed.
- The CR28 and Main Avenue intersection is projected to have failing traffic operations by the year 2045 during the PM peak hour. It should be noted that analysis of this intersection was completed before the traffic signals were added.

The primary goal of this study is to develop feasible solutions for these issues and needs.

Alternatives

Development

The alternatives developed for this analysis were completed utilizing a high-level, concept-based layout. It is recommended that further detailed analysis and design be required if any specific alternative moves forward into a project. As a result of the recently developed comprehensive plan, *West Fargo 2.0: Redefining Tomorrow,* the City would like to include certain aesthetics and corridor characteristics as part of future projects. It is recommended to incorporate these desires through both geometric design and streetscaping in efforts to promote consistency and cohesiveness along the corridor.

A bulleted list of alternatives are listed below; further discussion is provided in the Development of Alternatives section of this report.

- Segment 1
  - No Build
  - Two-Lane (Urban)
  - Two-Lane (Rural)
  - Interstate 94 (I-94) Overpass Connection
- Segment 2
  - No Build
  - Safety Improvements
- Segment 3
  - No Build
  - Four-Lane Divided (Urban)
- Segment 4
  - No Build

Analysis

While additional lanes are not warranted along the 13th Avenue Corridor, the addition of a raised median to a lane configuration can help increase safety. The two-lane divided (urban) alternative in Segment 1 and the four-lane divided (urban) alternative in Segment 3 incorporate raised medians. Safety improvements along all segments of the corridor include potentially reconstructing left turn lanes to have positive offsets, updating all pedestrian signing to ensure adequate reflectivity, updating all crosswalk pavement markings, and adjusting truncated domes on pedestrian ramps to sidewalks so they are properly aligned with crosswalks.

High-level cost estimates for each alternative within each segment are listed below. Costs shown are in 2019 U.S. dollars.

Segment 1

- No Build ..... NA
- Two-Lane Urban $5,500,000
- Two-Lane Divided Urban $6,750,000
- I-94 Overpass Connection (90° realign)
  - Bridge $11,500,000
  - Right-of-Way $150,000
  - Standard Intersection option $1,400,000
  - Roundabout option $4,000,000
- I-94 Overpass Connection (13th Ave or CR 28 current alignment)
  - Bridge $17,500,000
  - Right-of-Way $150,000
  - Standard Intersection option $1,400,000
  - Roundabout option $4,000,000

Segment 2

- No Build ..... NA
- Safety Improvements $500,000

Segment 3

- No Build ..... NA
- Four-Lane Divided Urban $6,350,000

Segment 4

- No Build ..... NA

Public Involvement

The public involvement process was introduced at two stages of the study, the initial input opportunities began with data gathering and the public was given opportunities to comment on the alternatives once they were developed. A combination of grass-roots events, online surveys, Study Review Committee (SRC) meetings, a public open house, and a virtual open house were utilized throughout the study to facilitate public involvement.

The online survey had 285 respondents. Figure 1 shows a breakdown of demographics of the respondents.

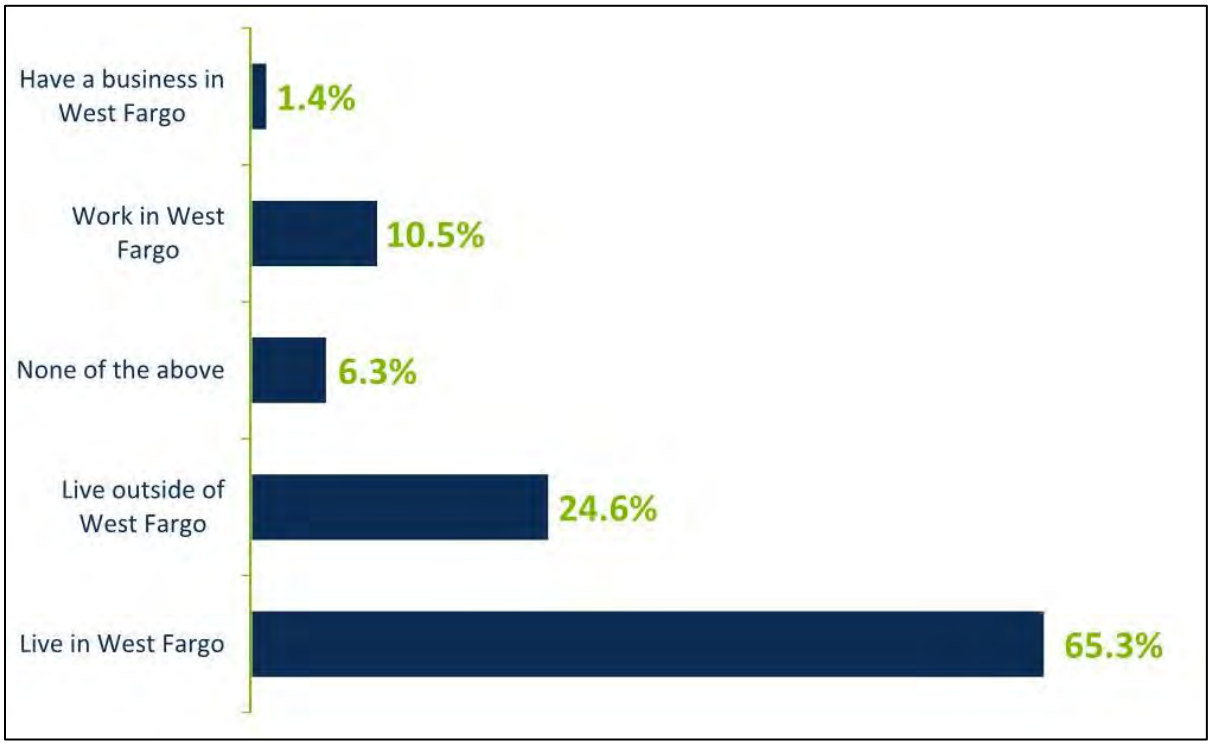

Figure 1. Online Survey Respondent Demographics

Project Background

Introduction

The 13th Avenue corridor in West Fargo has experienced an increase in traffic volumes, deteriorating pavement conditions, and is expected to undergo development along the west end in the near future. As a result, the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has requested a study to identify existing and future anticipated traffic patterns, as well as develop proposed build or no-build alternatives necessary to accommodate the multimodal needs of the corridor.

Study Area

As shown in Figure 2, this study includes Cass County Road 28 (CR28) from Main Avenue W to 10th Street W and 13th Avenue from the City limits to 17th Street E. This corridor has been divided into four unique segments because of varying needs and issues:

- Segment 1 – CR28 from Main Avenue W to 10th Street W
- Segment 2 – 13th Avenue W from 10th Street W to Sheyenne Street
- Segment 3 – 13th Avenue W / E from Sheyenne Street to Prairie Parkway
- Segment 4 – 13th Avenue E from Prairie Parkway to 17th Street E.

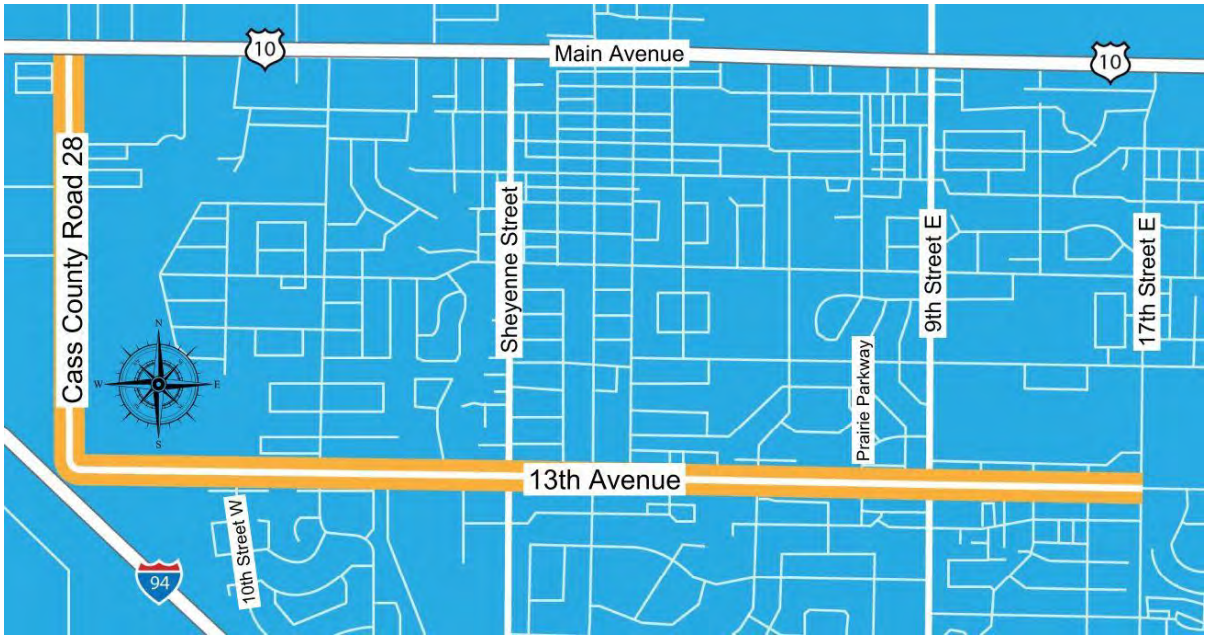

Figure 2. Corridor Overview

Study Review Committee

The Study Review Committee (SRC) was composed of members from the City of West Fargo, Fargo-Moorhead Metropolitan Council of Governments, Cass County, North Dakota Department of Transportation, and Federal Highway Administration. Following is a list of meetings held for the SRC:

- SRC Meeting #1: Project Kick-Off Meeting
- SRC Meeting #2: Scenario Development Workshop
- SRC Meeting #3: Development of Alternatives Discussion
- SRC Meeting #4: Draft Report Review.

Members of the SRC were as follows:

- Dan Farnsworth – Fargo Moorhead Metropolitan Council of Governments
- Larry Weil – City of West Fargo Planning and Zoning
- Tim Solberg – City of West Fargo Planning and Zoning
- Chris Brungardt – City of West Fargo Public Works
- Dustin Scott – City of West Fargo Engineering
- Matthew Marshall – City of West Fargo Economic Development
- Tina Fisk – City of West Fargo Administrator
- Melissa Richard – City of West Fargo Communication
- Tom Soucy – Cass County Highway Department
- Bob Walton – North Dakota Department of Transportation
- Michael Johnson – North Dakota Department of Transportation
- Richard Duran – Federal Highway Administration.

Project Identification

The City of West Fargo recently completed two separate reconstruction projects on Segment 4. Those projects included the intersection of 13th Avenue E and 9th Street E which began in 2017 and concluded in late 2018. The second project was located along 13th Avenue E from 12th Street E to 17th Street E (West Fargo City limits). The remaining segments of the corridor currently are not programmed by the City of West Fargo within their five-year budget.

Existing Roadway Conditions

Introduction

The existing roadway geometrics were documented as part of the existing conditions analysis. Intersection layouts and lane configurations were included in this analysis. Information collected through the evaluation of the existing roadway was utilized as input for the traffic operations software analysis; ultimately determining 2017 existing levels of operation.

The following discusses the physical characteristics of the 13th Avenue and CR28 corridors between Main Avenue W and 17th Street E, as well as corresponding intersections located within the defined study area. Items such as lane configurations, lighting, median presence, pedestrian facilities, existing right-of-way limits, and intersection control are all included in the existing roadway analysis.

13th Avenue Existing Intersections

Main Avenue W and CR28

CR28 runs north/south while Main Avenue W runs east/west. CR28 has a northbound and southbound lane for thru traffic. There is one right-turn lane for the northbound traffic on the south leg of the intersection. Main Avenue W has five lanes total and a median on the east and west legs of the intersection. There are two lanes for westbound thru traffic, two lanes for eastbound thru traffic, and a left turn lane for each direction. Figure 3 shows the typical lane configuration of the south leg of this intersection. Traffic signals were added to this intersection in 2018.

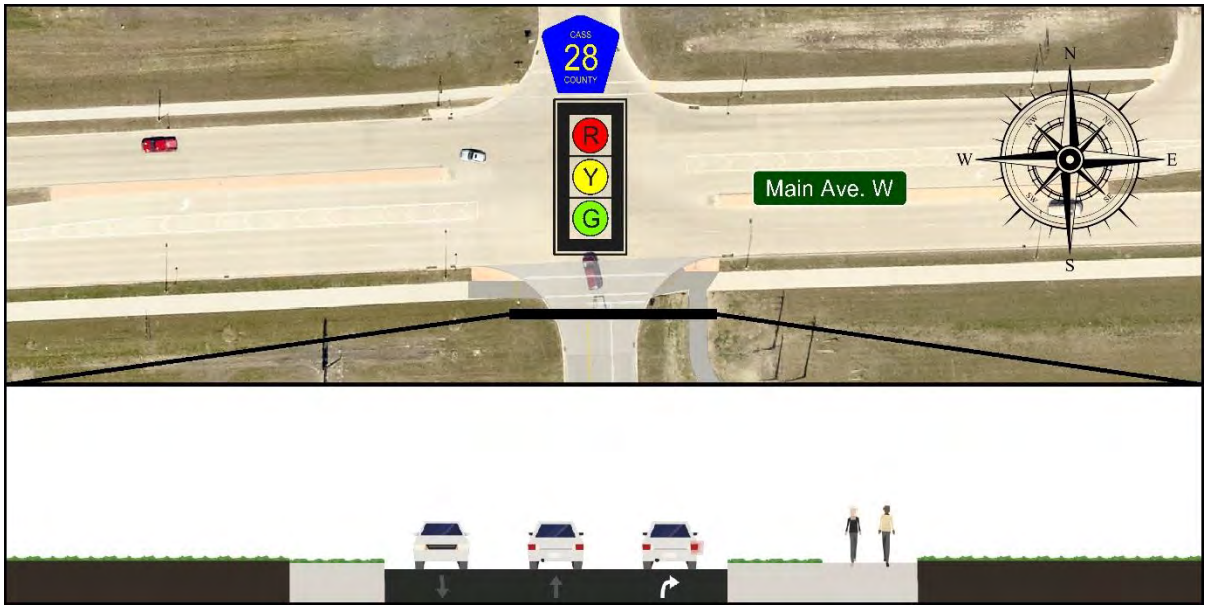

Figure 3. Existing Main Avenue W Intersection

13th Avenue W and 10th Street W

10th Street W runs north/south while 13th Avenue W runs east/west. The south leg of 10th Street W is two lanes divided by a median and is stop controlled utilizing a stop sign. It has one lane for northbound traffic and one lane for southbound traffic. The north leg of the intersection serves as the access to the *Scheels Soccer Complex* parking lot.13th Avenue W has one lane for eastbound traffic and one lane for westbound traffic. See Figure 4 for the typical lane configuration of the west leg of this intersection.

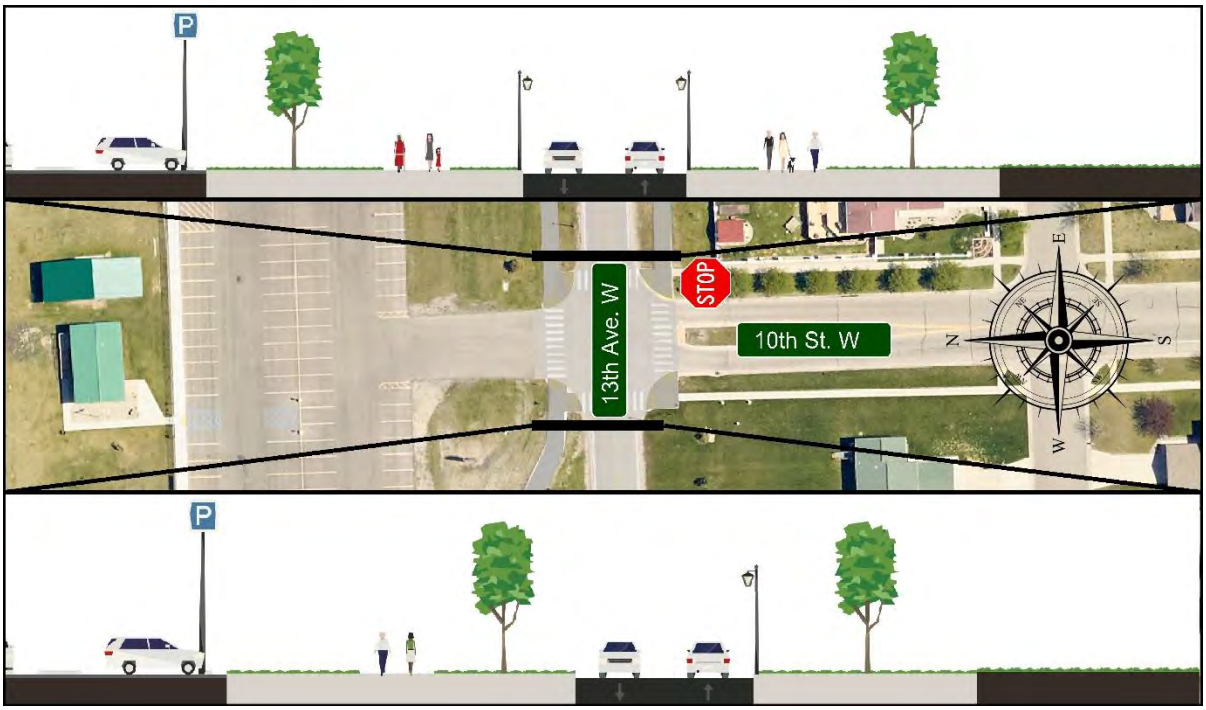

Figure 4. Existing 10th Street W Intersection

13th Avenue W and 8th Street W

8th Street W runs north/south while 13th Avenue W runs east/west. Each leg of this intersection has a median and is stop controlled utilizing stop signs. 8th Street W has one lane for each northbound and southbound thru traffic and one left-turn lane for southbound traffic on the north leg of the intersection. 13th Avenue W has one lane for each eastbound and westbound thru traffic, and one left-turn lane for each direction. See Figure 5 for the typical lane configurations of the west and east legs of this intersection.

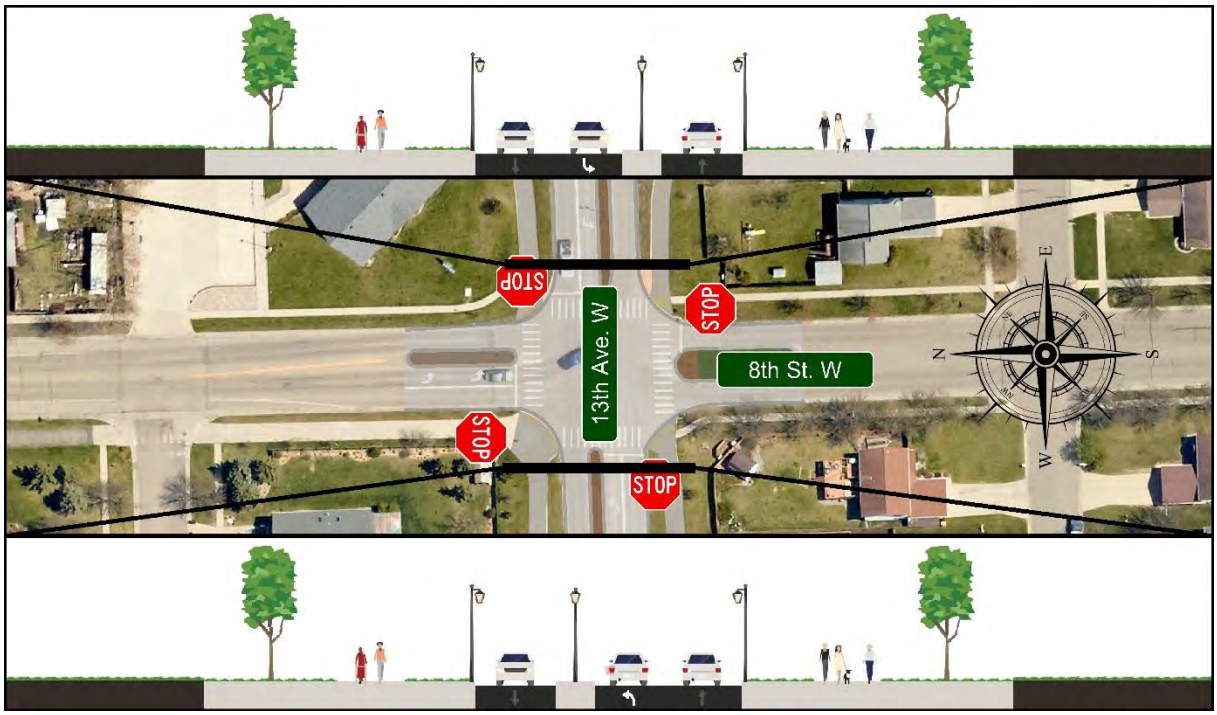

Figure 5. Existing 8th Street W Intersection

13th Avenue W and River Street

River Street runs north/south while 13th Avenue W runs east/west. River Street has one lane for each northbound and southbound thru traffic and is stop controlled utilizing a stop sign on the south leg of the intersection. The north leg of the intersection serves as the access to the multi-use path for maintenance vehicles. 13th Avenue W has one lane for each eastbound and westbound thru traffic. There is one left-turn lane for westbound traffic on the east leg of the intersection and a median on the west leg of the intersection. See Figure 6 for the typical lane configurations of the west and east legs of this intersection.

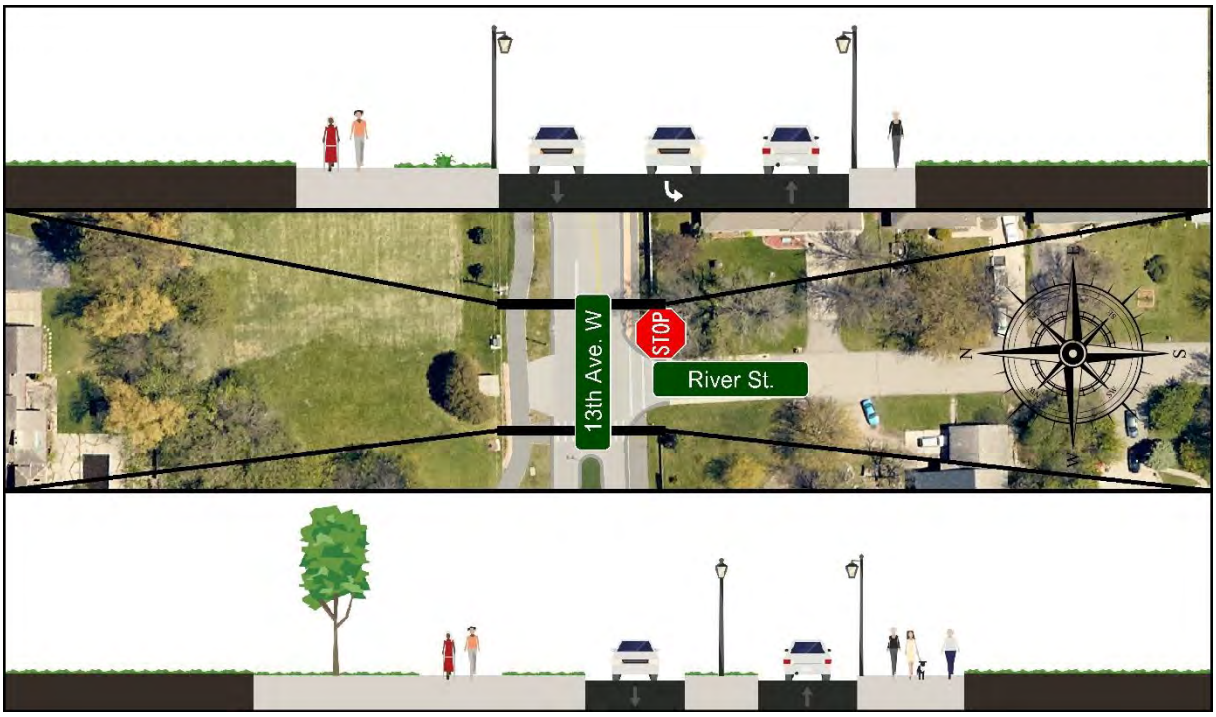

Figure 6. Existing River Street Intersection

13th Avenue W and Sheyenne Street

Sheyenne Street runs north/south while 13th Avenue W runs east/west. This intersection is signal controlled utilizing signal heads. Each leg of the intersection has one five-section signal head for traffic turning left and one three-section signal head for thru traffic. The north leg of Sheyenne Street has one lane each for northbound and southbound thru traffic and one left-turn lane for southbound traffic. The south leg of Sheyenne Street has one lane each for northbound and southbound thru traffic, one left-turn lane, and one right-turn lane for northbound traffic. The each leg of 13th Avenue W has two lanes for eastbound thru traffic, one lane for westbound thru traffic, and one right-turn lane and one left-turn lane for eastbound traffic. The west leg of 13th Avenue W has one lane for westbound thru traffic, one right-turn lane for westbound traffic, one lane for eastbound thru traffic, and one right-turn lane and one left-turn lane for eastbound traffic. See Figure 7 for the typical lane configurations of the west and east legs of this intersection. This intersection was reconstructed as part of the Sheyenne Street Project during the summer of 2018.

Figure 7. Existing Sheyenne Street Intersection

13th Avenue W and 2nd Street W

2nd Street W runs north/south while 13th Avenue E runs east/west. 2nd Street W has one lane for northbound traffic and one lane for southbound traffic and is stop controlled utilizing a stop sign. This intersection does not have a south leg. 13th Avenue W has five lanes of traffic. There are two lanes for each westbound and eastbound thru traffic, and there is one shared left-turn lane in the middle. See Figure 8 for the typical lane configurations of the west and east legs of this intersection.

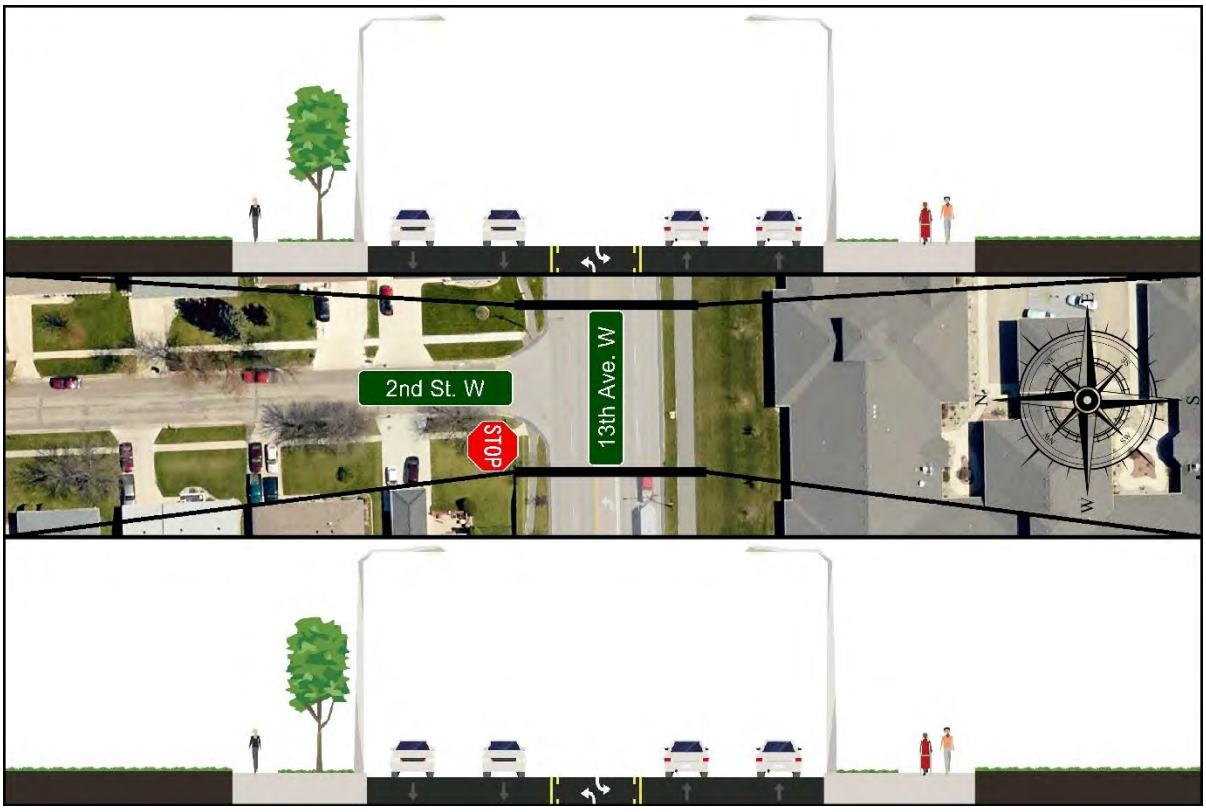

Figure 8. Existing 2nd Street W Intersection

13th Avenue E and 1st Street E

1st Street E runs north/south while 13th Avenue E runs east/west. 1st Street E has one lane for northbound traffic and one lane for southbound traffic and is stop controlled utilizing a stop sign on each leg. 13th Avenue E has a total of five lanes of traffic. There are two lanes for each eastbound and westbound thru traffic and one shared left-turn lane in the middle. See Figure 9 for the typical lane configurations of the east and west legs of this intersection.

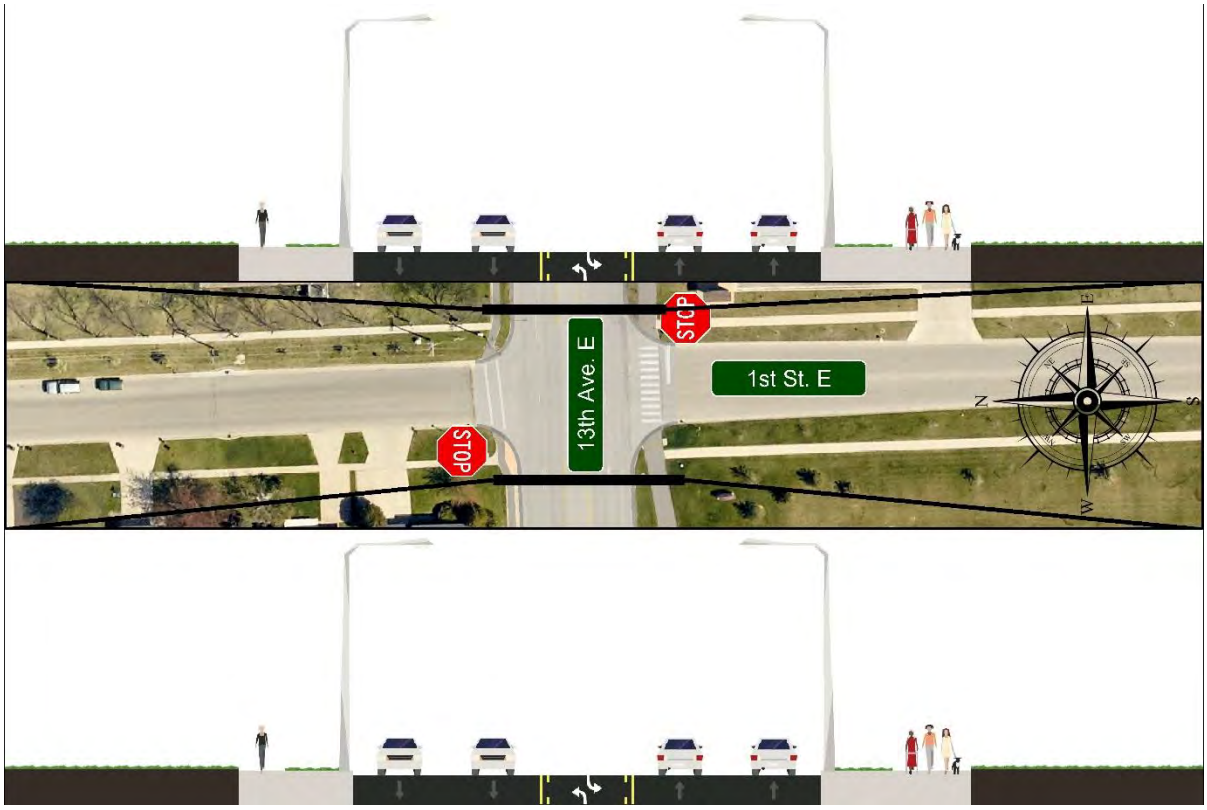

Figure 9. Existing 1st Street E Intersection

13th Avenue E and 2nd Street E

2nd Street E runs north/south while 13th Avenue E runs east/west. 2nd Street E has one lane for northbound and one lane for southbound traffic and is stop controlled utilizing a stop sign on the north leg of the intersection. This intersection does not have a south leg. 13th Avenue E has a total of five lanes of traffic. There are two lanes for eastbound thru traffic, two lanes for westbound thru traffic, and one shared left-turn lane in the middle. See Figure 10 for the typical lane configurations of the east and west legs of this intersection.

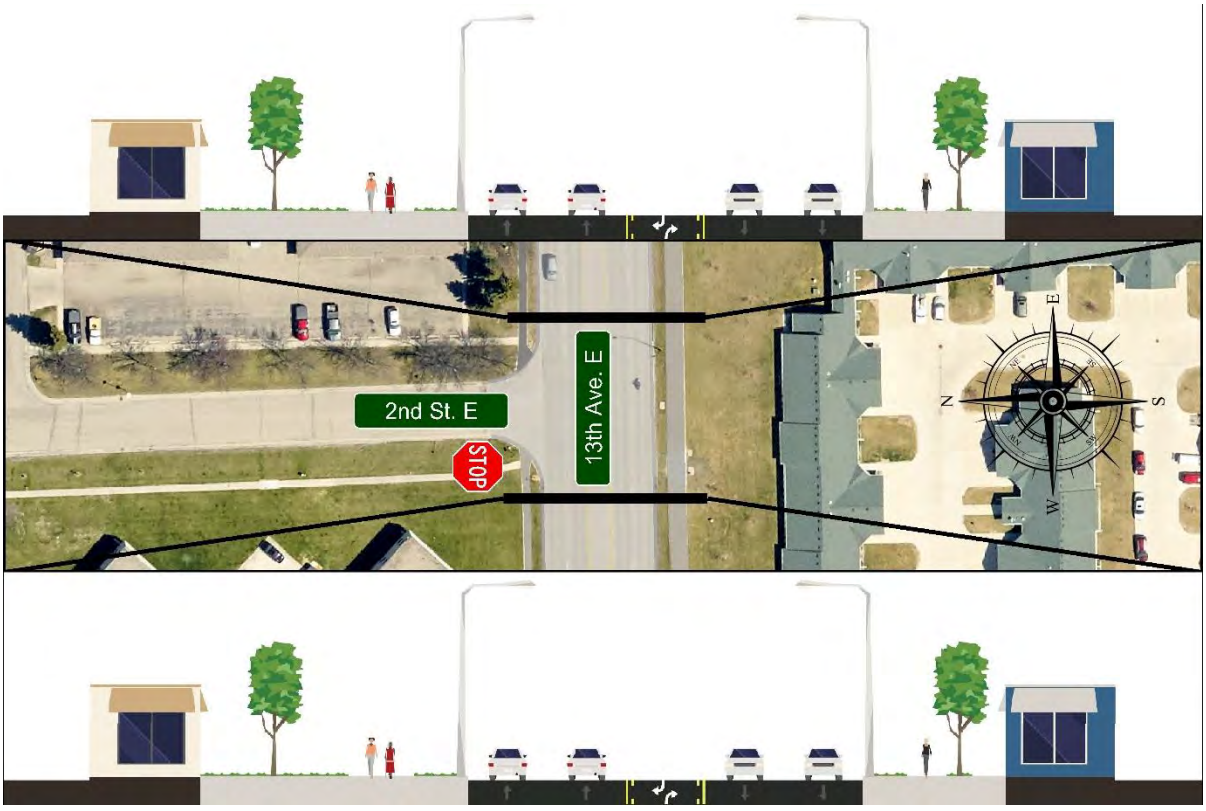

Figure 10. Existing 2nd Street E Intersection

13th Avenue E and 3rd Street E

3rd Street E runs north/south while 13th Avenue E runs east/west. 3rd Street E has one lane for northbound traffic and one lane for southbound traffic, and is stop controlled utilizing a stop sign on the south leg of the intersection. This intersection does not have a north leg. 13th Avenue E has a total of five lanes of traffic. There are two lanes for eastbound thru traffic and two lanes for westbound thru traffic. There is one shared left-turn lane in the center of 13th Avenue E. See Figure 11 for the typical lane configurations of the west and east legs of the intersection.

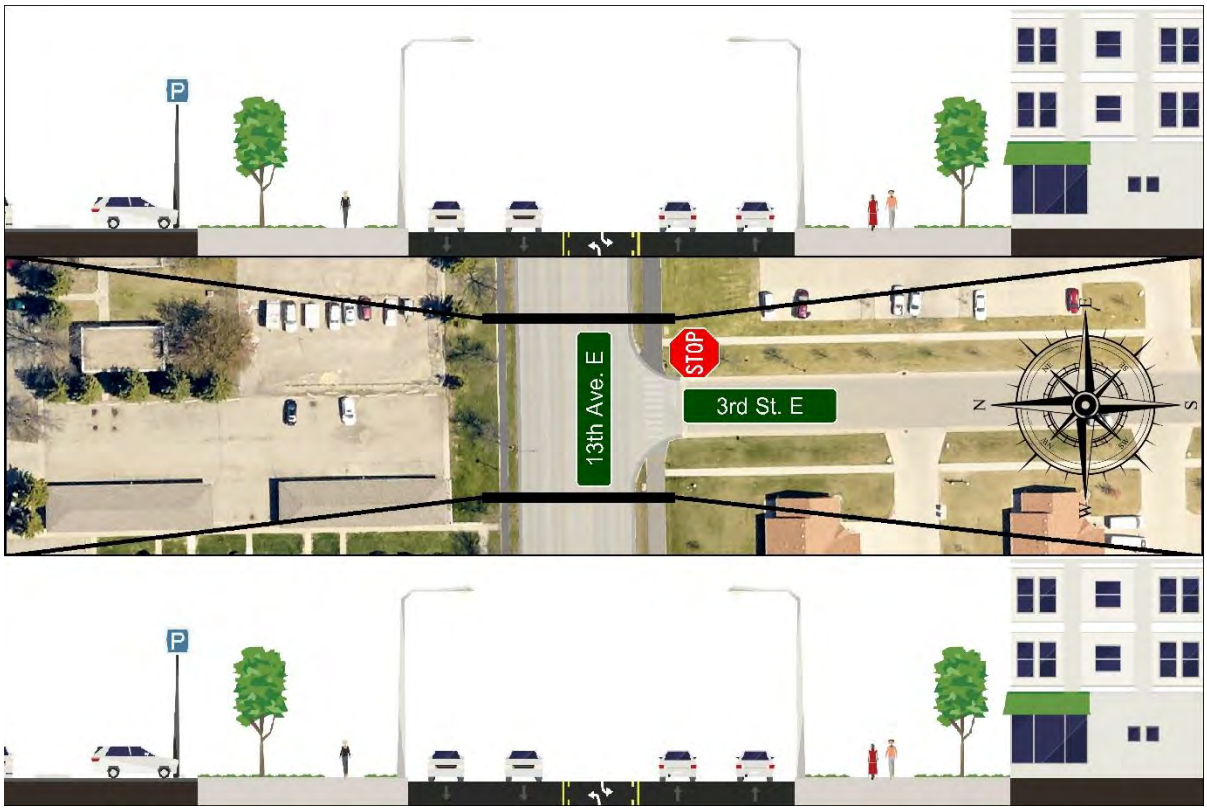

Figure 11. Existing 3rd Street E Intersection

13th Avenue E and 6th Street E

6th Street E runs north/south while 13th Avenue E runs east/west. This intersection is signal controlled utilizing signal heads. There are two three-section signal heads for traffic on each leg (north and south) of 6th Street E. There is one five-section signal head and one three-section signal head for 13th Avenue E traffic on each leg (east and west). 6th Street E has one lane each for northbound thru traffic and southbound thru traffic. 6th Street E also has one left-turn lane northbound traffic, one left-turn lane for southbound traffic, and one right-turn lane for northbound traffic. 13th Avenue E has two lanes for eastbound thru traffic, two lanes for westbound thru traffic, one left-turn lane for eastbound traffic, and one left-turn lane for westbound traffic. See Figure 12 for the typical lane configurations of the west and east legs of this intersection.

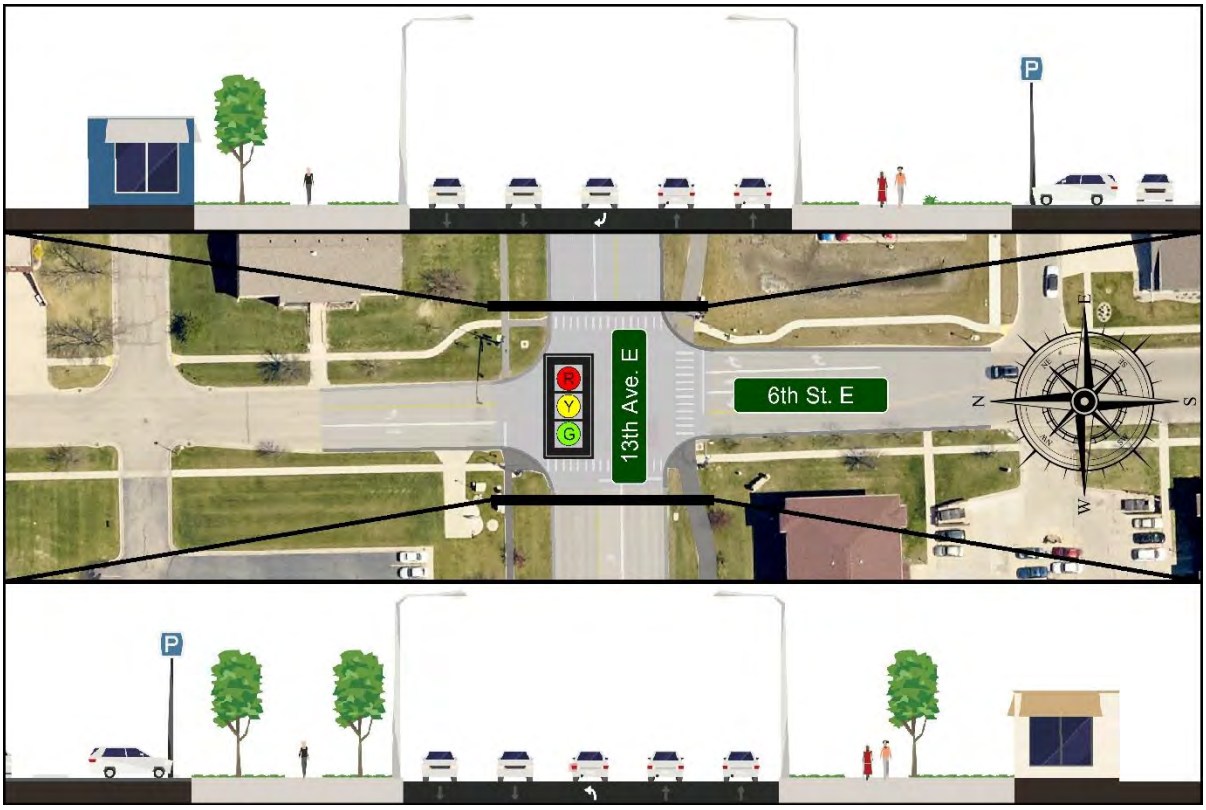

Figure 12. Existing 6th Street E Intersection

13th Avenue E and Woodlinn West

Woodlinn West runs north/south while 13th Avenue E runs east/west. This intersection does not have a south leg. The north leg has one lane for northbound traffic and one lane for southbound traffic. The north leg is stop controlled utilizing a stop sign. 13th Avenue E has two lanes for eastbound traffic and two lanes for westbound traffic. 13th Avenue E also has a left-turn lane for eastbound traffic, a left-turn lane for westbound traffic, and a median for each leg (east and west). See Figure 13 for the typical lane configurations of the west leg of this intersection.

Figure 13. Existing Woodlinn West Intersection

13th Avenue E and Prairie Parkway

Prairie Parkway runs north/south while 13th Avenue E runs east/west. Prairie Parkway has one lane for northbound traffic and one lane for southbound traffic. Prairie Parkway is stop controlled utilizing a stop sign on the north leg, and a stop sign on the south leg. 13th Avenue E has two lanes for each direction of traffic, a median, and a left turn lane for each leg (east and west). See Figure 14 for the typical lane configurations of the east and west legs of this intersection.

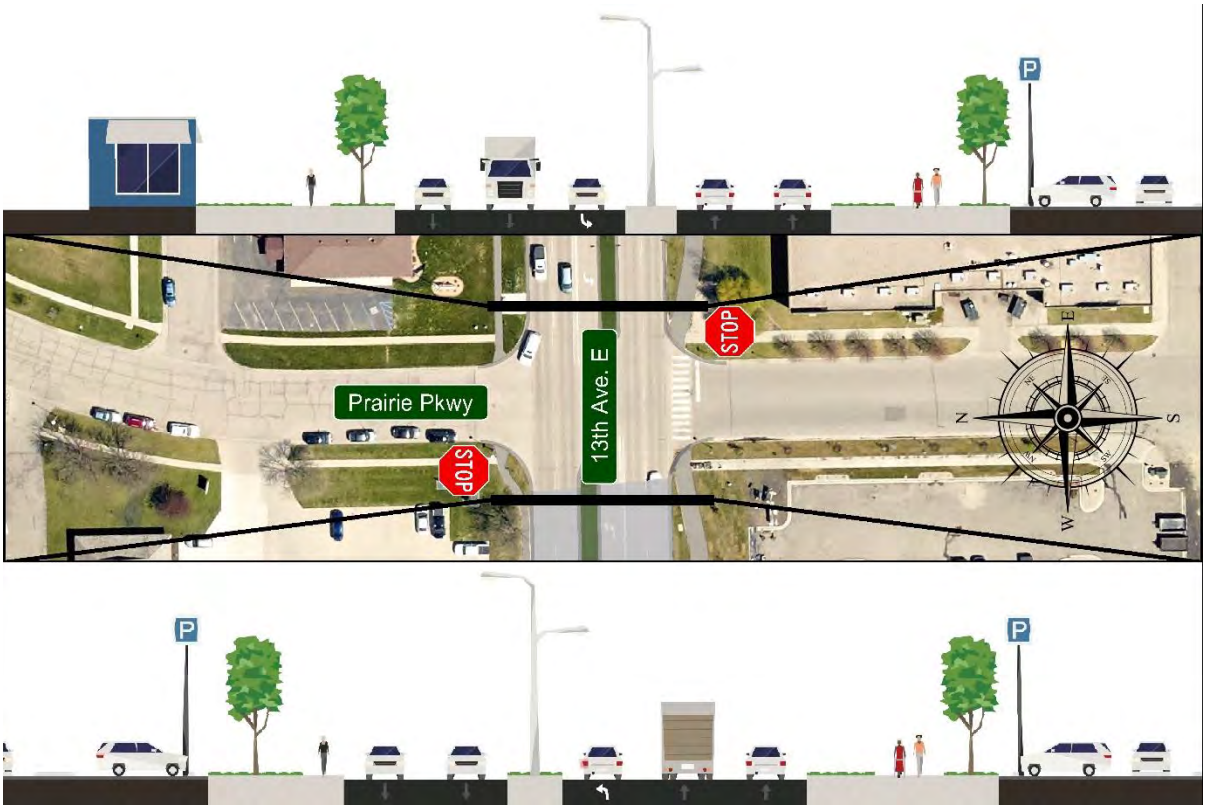

Figure 14. Existing Prairie Parkway Intersection

13th Avenue E and 9th Street E

9th Street E runs north/south while 13th Avenue E runs east/west. Reconstruction of this intersection was completed in the summer of 2018. This intersection is signal controlled utilizing signal heads. This intersection currently has one five-section signal head and one three-section signal head on each leg of the intersection. There is also a median in each leg of the intersection. The north leg of 9th Street E has two lanes for northbound thru traffic, one lane for southbound thru traffic, one right-turn lane for southbound traffic, and one left-turn lane for southbound traffic. The south leg of 9th Street E has two lanes for southbound thru traffic, one lane for northbound thru traffic, and one right-turn lane and one left-turn lane for northbound traffic. 13th Avenue E has two lanes each for eastbound thru traffic and westbound thru traffic. There is a right-turn lane and left-turn lane on each of the east and west legs. The reconstruction added a left turn lane on each leg of this intersection. See Figure 15 for the typical lane configurations of the east and west legs of this intersection.

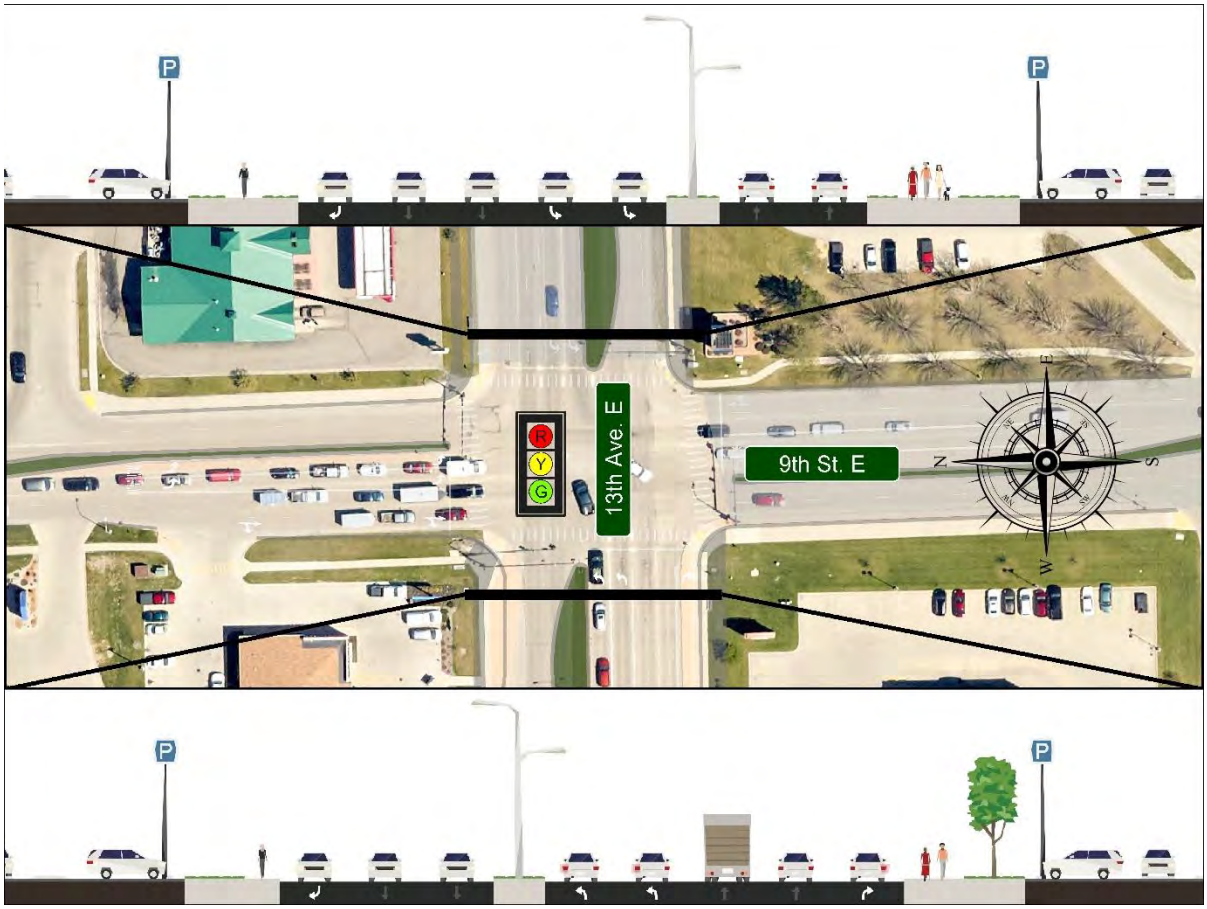

Figure 15. Existing 9th Street E Intersection

13th Avenue E and 12th Street E

12th Street E runs north/south while 13th Avenue E runs east/west. 12th Street E has one lane for northbound traffic, one lane for southbound traffic, and is stop controlled utilizing a stop sign on the north leg of the intersection. This intersection does not have a south leg. 13th Avenue E has two lanes eastbound thru traffic and three lanes for westbound thru traffic. 13th Avenue E also has a median on each leg (east and west). 13th Avenue E also has a left-turn lane for eastbound traffic on the west leg of the intersection. See Figure 16 for the typical lane configurations of the east and west legs of the intersection.

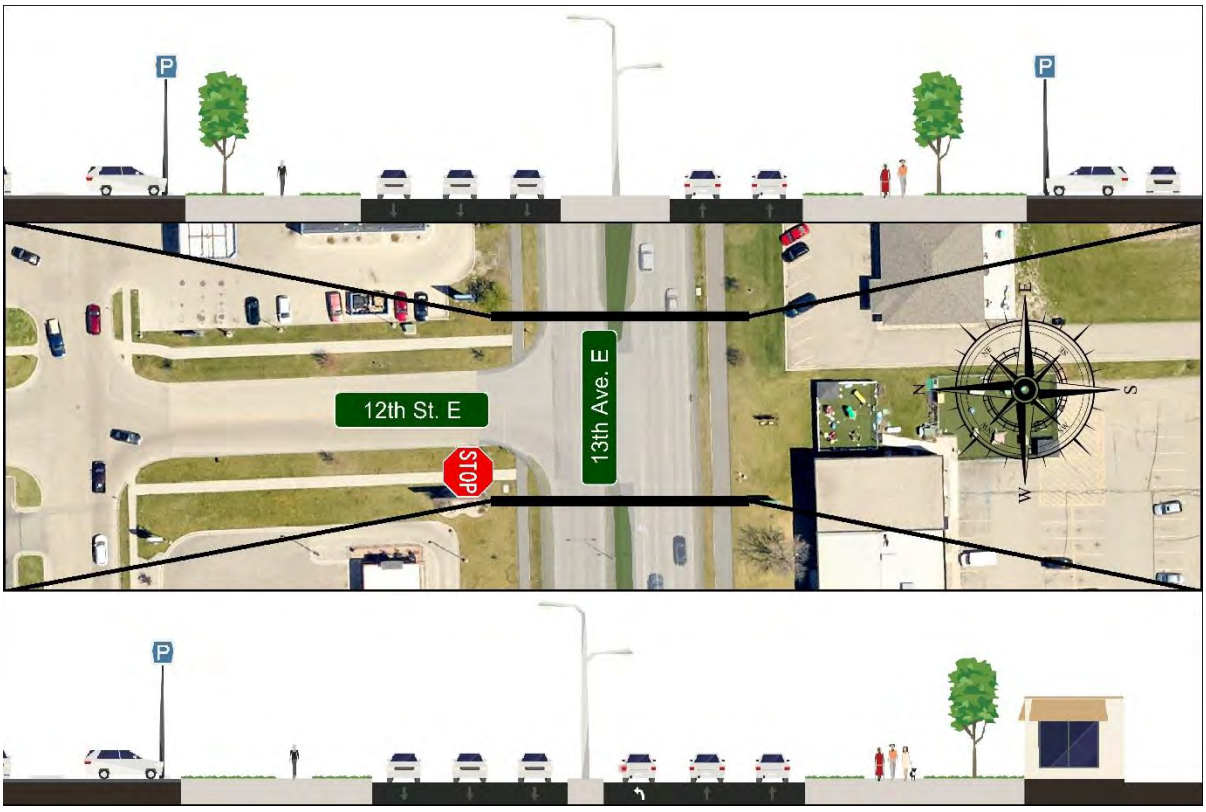

Figure 16. Existing 12th Street E Intersection

13th Avenue E and 14th Street E

14th Street E runs north/south while 13th Avenue E runs east/west. This intersection is signal controlled utilizing signal heads. The north and south legs each have one five-section signal head and one three-section signal head. The east and west legs each have one five-section signal head and two three-section signal heads. The south leg of 14th Street E has one lane for southbound thru traffic, one lane for northbound thru traffic and one right turn lane for northbound traffic. The north leg of 14th Street E has one lane each for southbound and northbound thru traffic and one right-turn lane each for southbound and northbound traffic. The east leg of 13th Avenue E has two lanes for eastbound thru traffic, three lanes for westbound thru traffic, and one left-turn lane for westbound traffic. The west leg of 13th Avenue E has two lanes for eastbound thru traffic and three lanes for westbound thru traffic, and one left-turn lane for eastbound traffic. There is a median on both the east leg and the west leg of 13th Avenue E. See Figure 17 for the typical lane configurations of the east and west legs of this intersection.

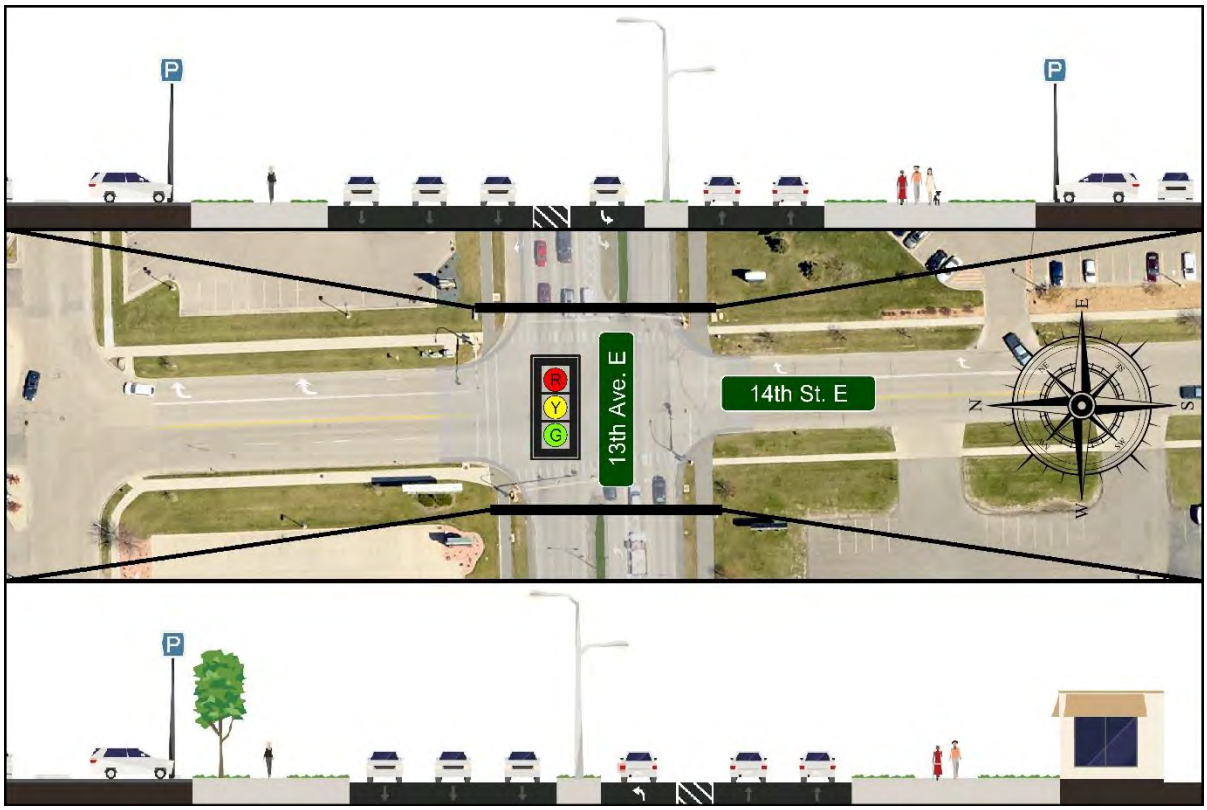

Figure 17. Existing 14th Street E Intersection

13th Avenue E and 16th Street E

16th Street E runs north/south while 13th Avenue E runs east/west. 16th Street E has one lane for northbound thru traffic and one lane for southbound thru traffic. There is also one right-turn lane each for northbound and southbound traffic on the north leg of the intersection. 16th Street E is stop controlled utilizing stop signs on both the north and south leg of the intersection. 13th Avenue E has two lanes for eastbound thru traffic, three lanes for westbound thru traffic, a median, a left-turn lane on the east leg, and a left-turn lane on the west leg of the intersection. See Figure 18 for the typical lane configurations of the east and west legs of this intersection.

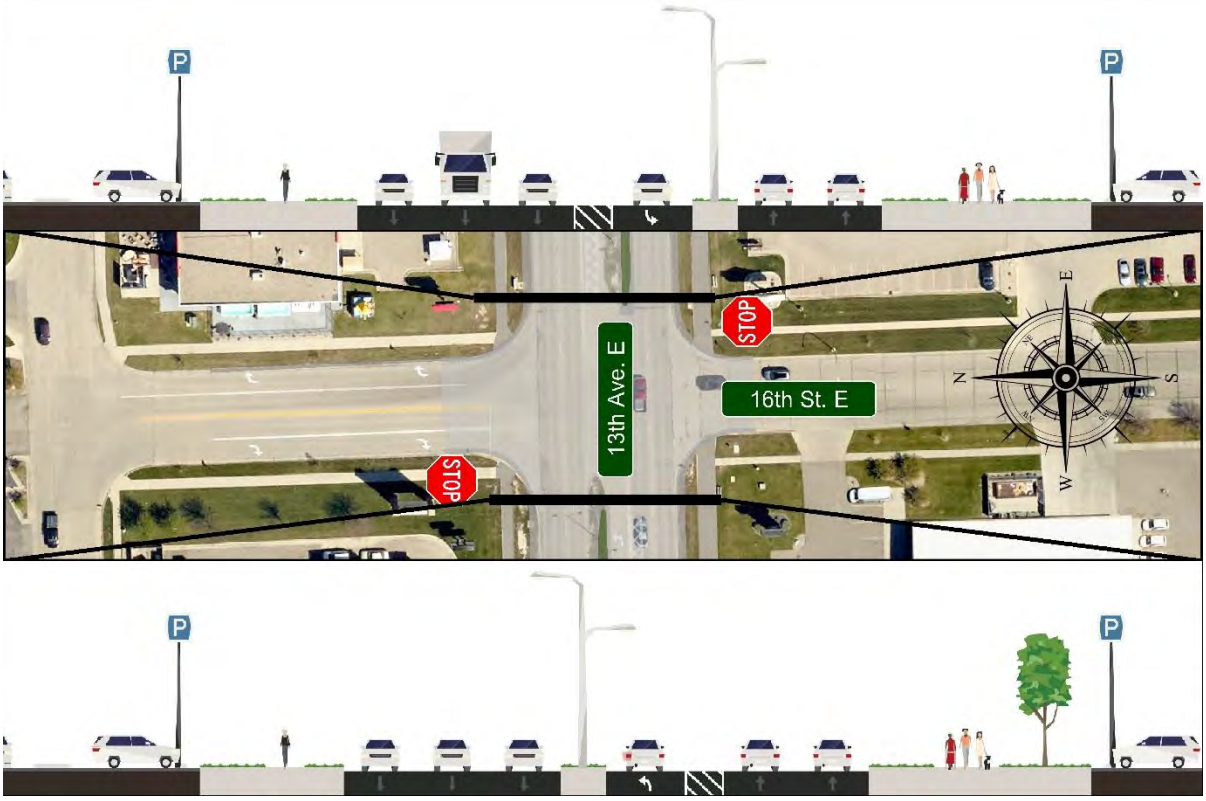

Figure 18. Existing 16th Street E Intersection

13th Avenue E and 17th Street E

17th Street E runs north/south while 13th Avenue E runs east/west. This intersection is signal controlled utilizing signal heads. The north and south legs each have three three-section signal heads. The east and west legs each have one five-section signal head and two three-section signal heads. The north leg of 17th Street E has one lane for southbound thru traffic, one lane for northbound thru traffic, and one southbound right-turn lane. The south leg of 17th Street E has one lane for northbound thru traffic and one lane for southbound thru traffic. The east leg of 13th Avenue E has two lanes for eastbound thru traffic, three lanes for westbound thru traffic, and one left-turn lane for westbound traffic. The west leg of 13th Avenue E has two lanes for eastbound traffic, three lanes for westbound traffic, and one left-turn lane for eastbound traffic. 13th Avenue has a median on both the east and west legs of the intersection. See Figure 19 for the typical lane configuration of the west leg of this intersection.

Figure 19. Existing 17th Street E Intersection

13th Avenue Existing Lane Configurations

Main Avenue W to 10th Street W

From the intersection of Main Avenue W and Cass County 28 to the intersection of 10th Street W and 13th Avenue W, there are two 12-foot lanes of traffic, one in each direction of travel. There is a 10-foot-wide multi-use path to the north/east of the road. There are 19 access points along the south/west side of the road and 12 along the north/east side of the road. See Figure 3 and Figure 4 for the typical sections and Figure 20 through Figure 22 for the typical lane configurations of this section of the study corridor.

10th Street W to River Street

From the intersection of 10th Street W and 13th Avenue W to the intersection of River Street and 13th Avenue W, there are two 12-foot lanes of traffic for eastbound traffic and two 12-foot lanes of traffic for westbound traffic. There is also a raised median and left-turn lane, which switches from eastbound to westbound as needed. There is a ten foot wide multi-use path on each of the north and south legs of the road. There are six access points along the north side of the road and five access points along the south side of the road. See Figure 4, Figure 5, and Figure 6 for the typical sections and Figure 22 and Figure 23 for the typical lane configurations of this section of the study corridor.

River Street to 6th Street E

From the intersection of River Street and 13th Avenue E to the intersection of 6th Street E and 13th Avenue E, there are five lanes of traffic. There are two 12-foot lanes for eastbound traffic, two 12-foot lanes for westbound traffic, and one shared left-turn lane in the middle. There is a ten foot wide multi-use path on the south side of the road and there is a 6-foot-wide sidewalk on the north side of the road. There are seven access points along the south side of the road and 12 access points along the north side of the road. See Figure 6 through Figure 12 for the typical sections and Figure 23 and Figure 24 for the typical lane configurations of this section of the study corridor.

6th Street E to 17th Street E

From the intersection of 6th Street E and 13th Avenue E to the intersection of 9th Street E and 13th Avenue E, there are two lanes of traffic for each westbound and eastbound traffic. There is also a raised median and left-turn lane, which switches from eastbound to westbound as needed. From the intersection of 12th Street E and 13th Avenue E to the intersection of 17th Street E and 13th Avenue E there are two lanes for eastbound traffic and 3 lanes for westbound traffic. Raised medians and left turn lanes are also utilized in this stretch. There is a 10-foot-wide multi-use path on the south side of the road and a six foot wide sidewalk on the north side of the road. For this total segment there are nine access points along the north side of the road and there are seven access points along the south side of the road. See Figure 12 through Figure 19 for the typical sections and Figure 25 and Figure 26 for the typical lane configurations of this section of the study corridor. A portion of this section from the intersection of 12th Street and 13th Avenue to the intersection of 17th Street and 13th Avenue was reconstructed in the summer of 2018.

Figure 20. Existing Lane Configurations A

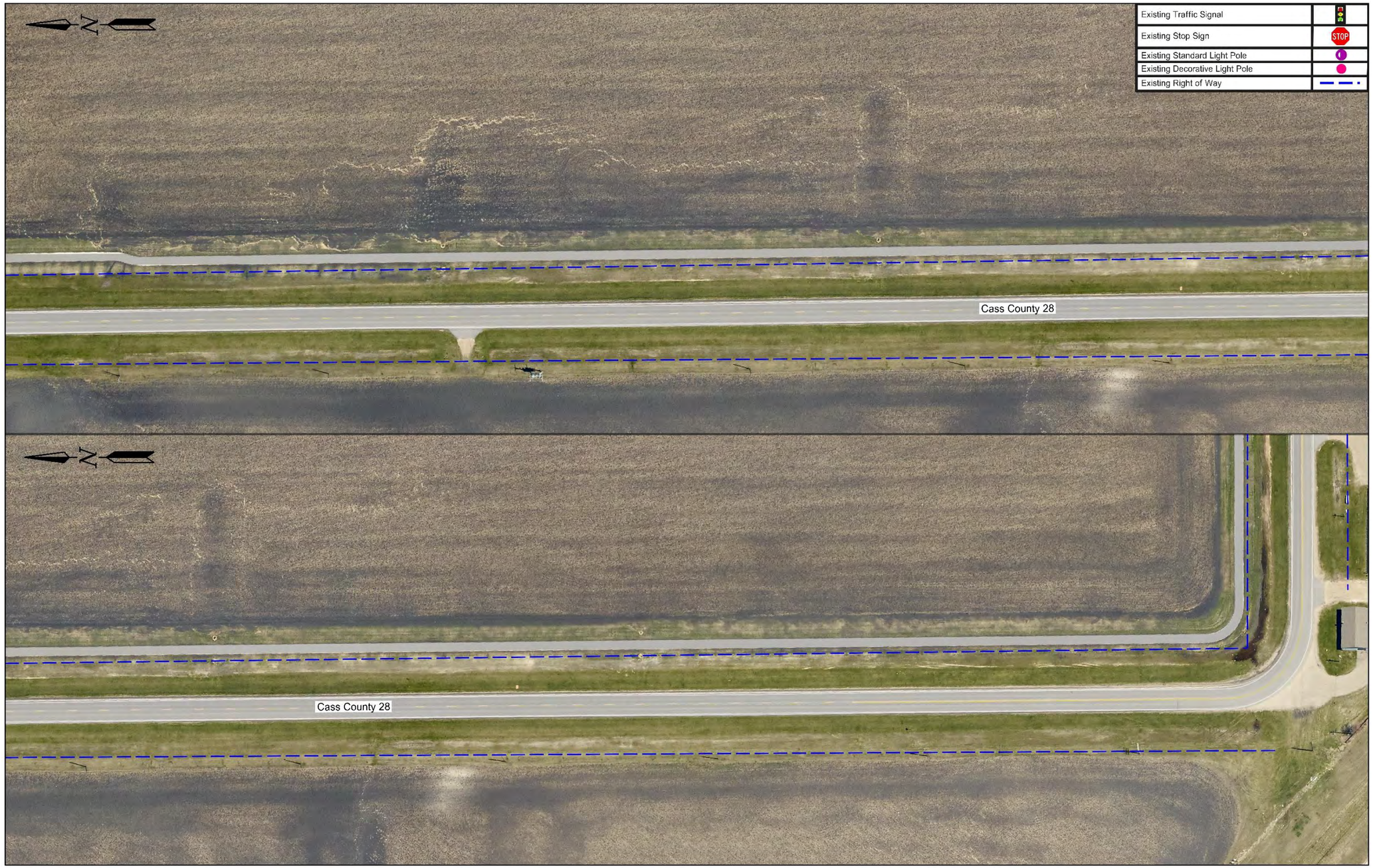

Figure 21. Existing Lane Configurations B

Figure 22. Existing Lane Configurations C

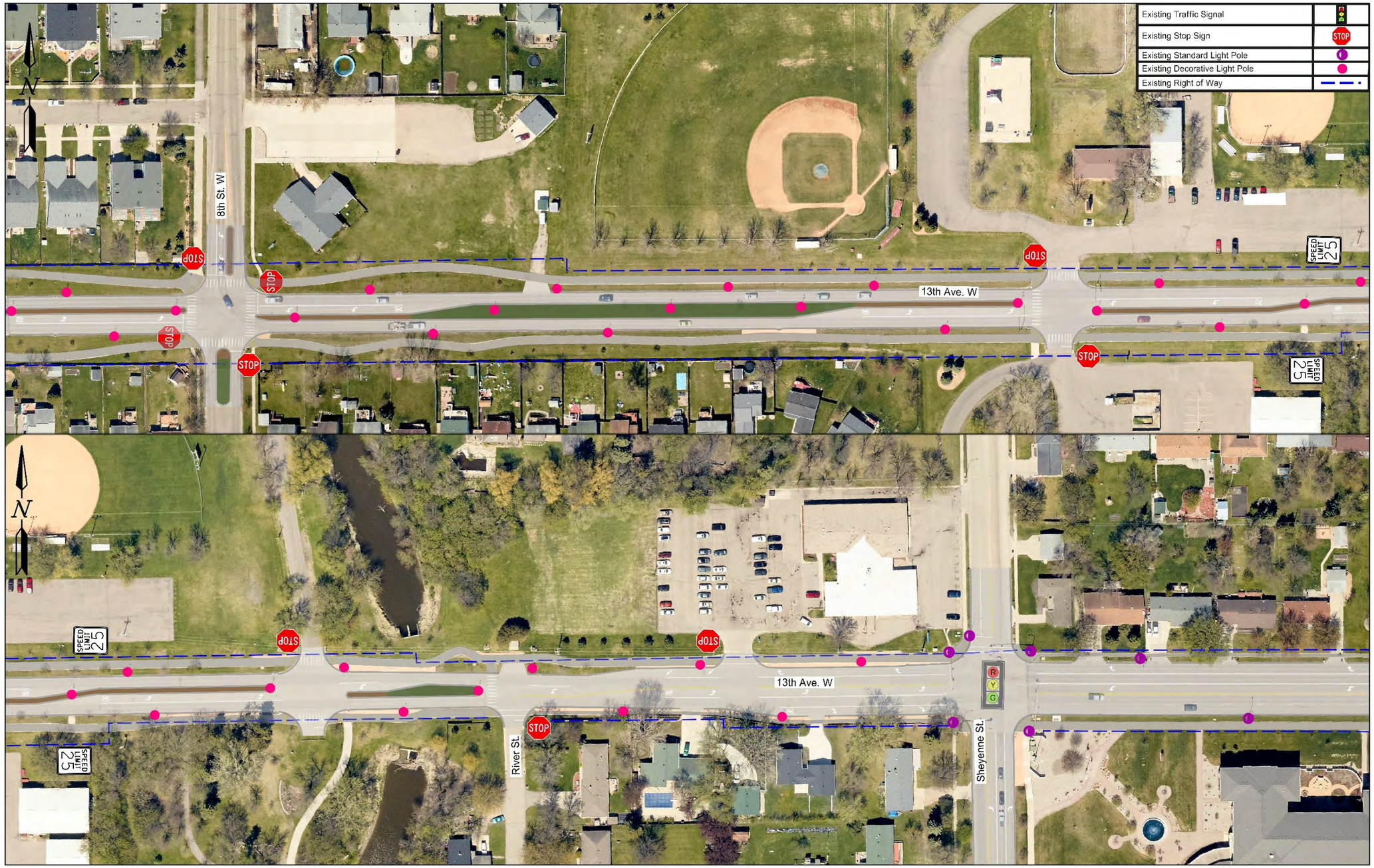

Figure 23. Existing Lane Configurations D

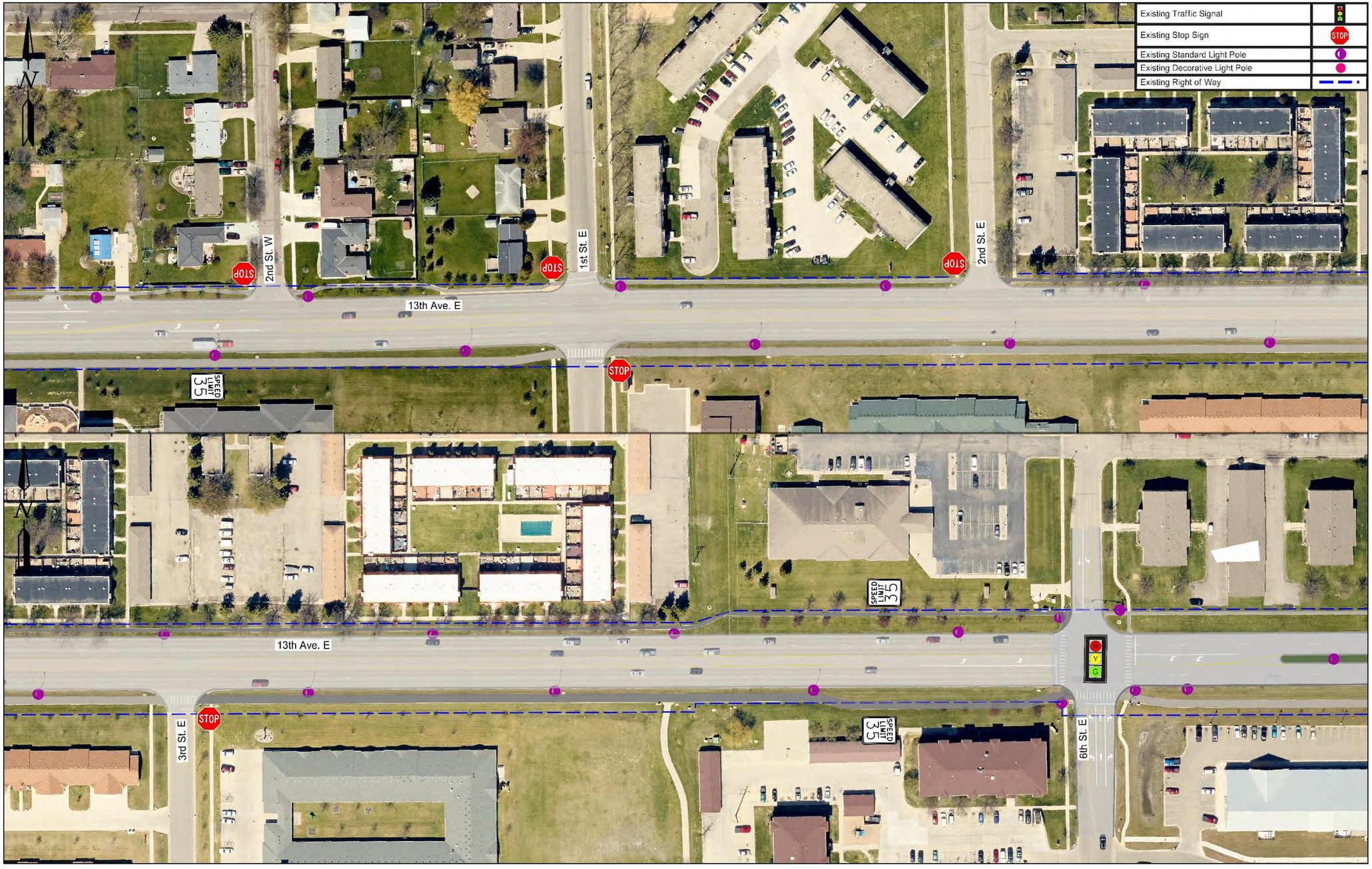

Figure 24. Existing Lane Configurations E

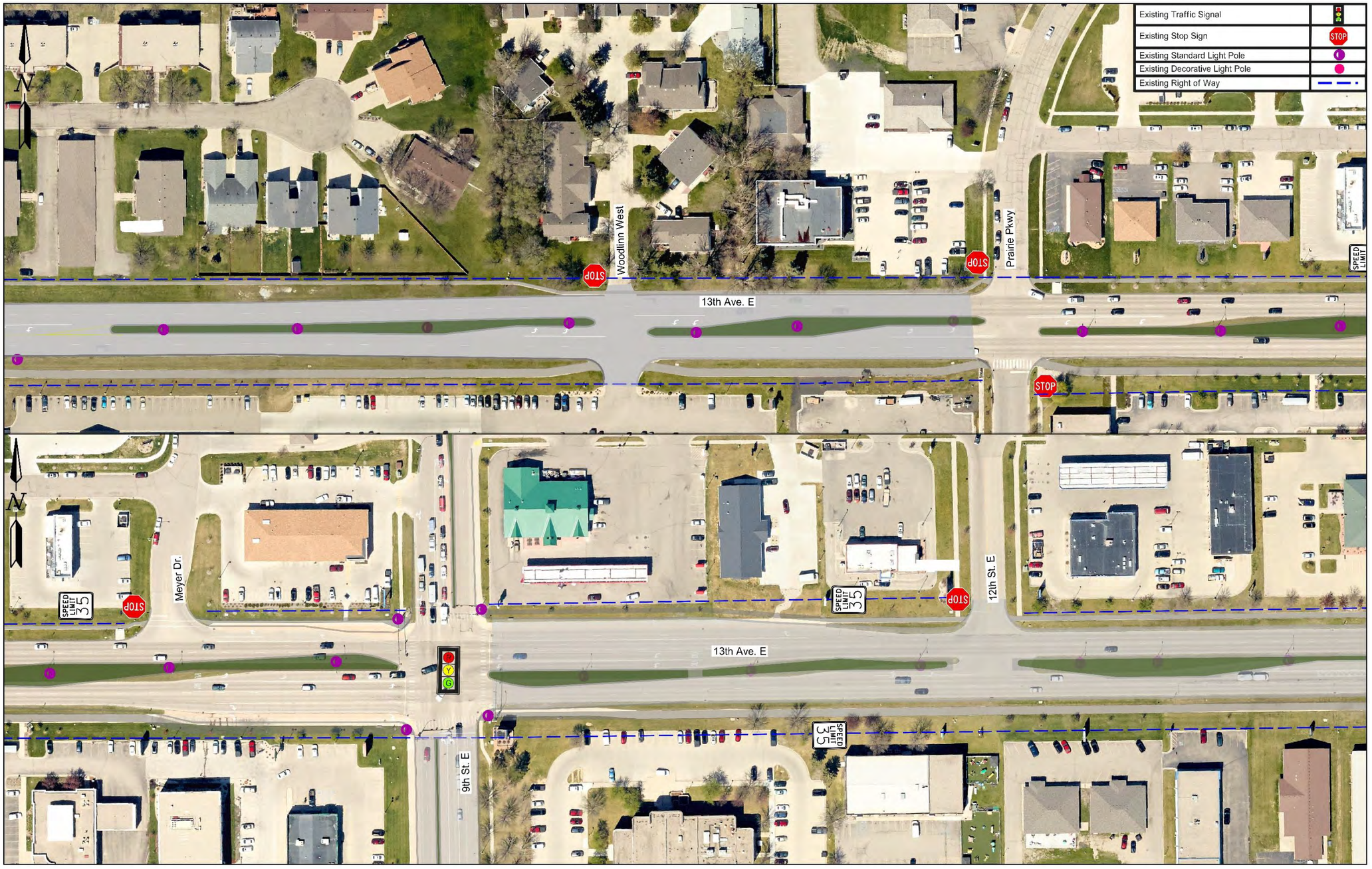

Figure 25. Existing Lane Configurations F

Figure 26. Existing Lane Configurations G

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Existing Traffic Operations

Data Collection

The following data were provided to HDR:

- 2045 Metro COG Travel Demand model was provided by the Advanced Traffic Analysis Center (ATAC)
- Socio-economic data and transportation analysis zone (TAZ) polygon shapefiles for the 2045 model were provided by ATAC as well
- Traffic signal timings for major intersections within the study area were provided by the FM Metro COG and City of West Fargo
- 2015 AM and PM peak hour turning movement counts were provided by the City of West Fargo for the following major signalized intersections:
    - 13th Avenue and Sheyenne Street
    - 13th Avenue and 6th Street
    - 13th Avenue and 9th Street
    - 13th Avenue and 14th Street
    - 13th Avenue and 17th Street
- 2017 AM and PM peak hour intersection counts for the intersection of Main Avenue and 15th Street W were provided by North Dakota Department of Transportation (NDDOT)
- 2015 and 2017 (where available) average annual daily traffic (AADT) count data for approximately ten locations throughout the 13th Avenue corridor were also provided by NDDOT
- 13th Avenue and CR28 crash data were provided by NDDOT for the calendar year range of 2012 to 2016. The data included crash summaries for all intersection and segment crashes, as well as a supplemental GIS shapefile for use in mapping.

Minor intersection turning movement counts were collected by HDR in November 2017 for the following intersections:

- 13th Avenue and 10th Street
- 13th Avenue and 8th Street
- 13th Avenue and 1st Street
- 13th Avenue and Prairie Parkway
- 13th Avenue and 16th Street.

Existing Traffic Volumes

2015 was selected as the baseline year for the existing conditions analysis due to the fact that it had the most consistent data in regards to AADT counts and turning movement counts at the major signalized intersections. Any 2017 counts received or collected were adjusted to 2015 volumes based on AADT growth rates at similar locations along the corridor between 2015 and 2017.

The 2015 turning movement counts are provided in Figure 27. The AM peak hour was identified as 7:30 to 8:30 AM. The PM peak hour was identified as 4:45 to 5:45 PM for most of the 13th Avenue corridor.

Capacity Analysis

Each major intersection within the 13th Avenue corridor study area was analyzed using Synchro 8 software utilizing capacity analysis methods as outlined in the 2010 Highway Capacity Manual. Factors such as level of service (LOS) for AM and PM peak hours, vehicle delay, and 95 percent queue lengths for turn lanes were analyzed to determine existing levels of operations. Truck percentages and intersection peak hour factors were developed from the collected data and applied to the analysis software as well. The AM and PM peak hour Synchro results can be found in Appendix B – Synchro Data.

LOS is an effective way of measuring how an intersection is functioning by assigning it a grade between A and F. Generally speaking, a LOS A,B,C or D are considered acceptable, with stable low-to-mid density traffic flow and high degree of freedom for drivers to select speed and limited interaction between vehicles. LOS E and F are considered unacceptable, with high-density fully congested traffic flow. Table 1 provides a visual representation of what traffic levels look like at each LOS. NDDOT's guidance for intersection LOS is that an intersection must meet or exceed an overall LOS D.

Table 1. LOS Background

Level of Service	Flow Conditions	Technical Descriptions
A		Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed. No Delays
B		Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability. No Delays
C		Stable traffic flow, but less freedom to selection speed, change lanes, or pass. Minimal Delays
D		Traffic flow becoming unstable. Speeds subject to sudden change. Passing is difficult. Minimal Delays
E		Unstable traffic flow. Speed change quickly and maneuverability is low. Significant Delays
F		Heavily congested traffic. Demand exceeds capacity and speeds vary greatly. Significant Delays

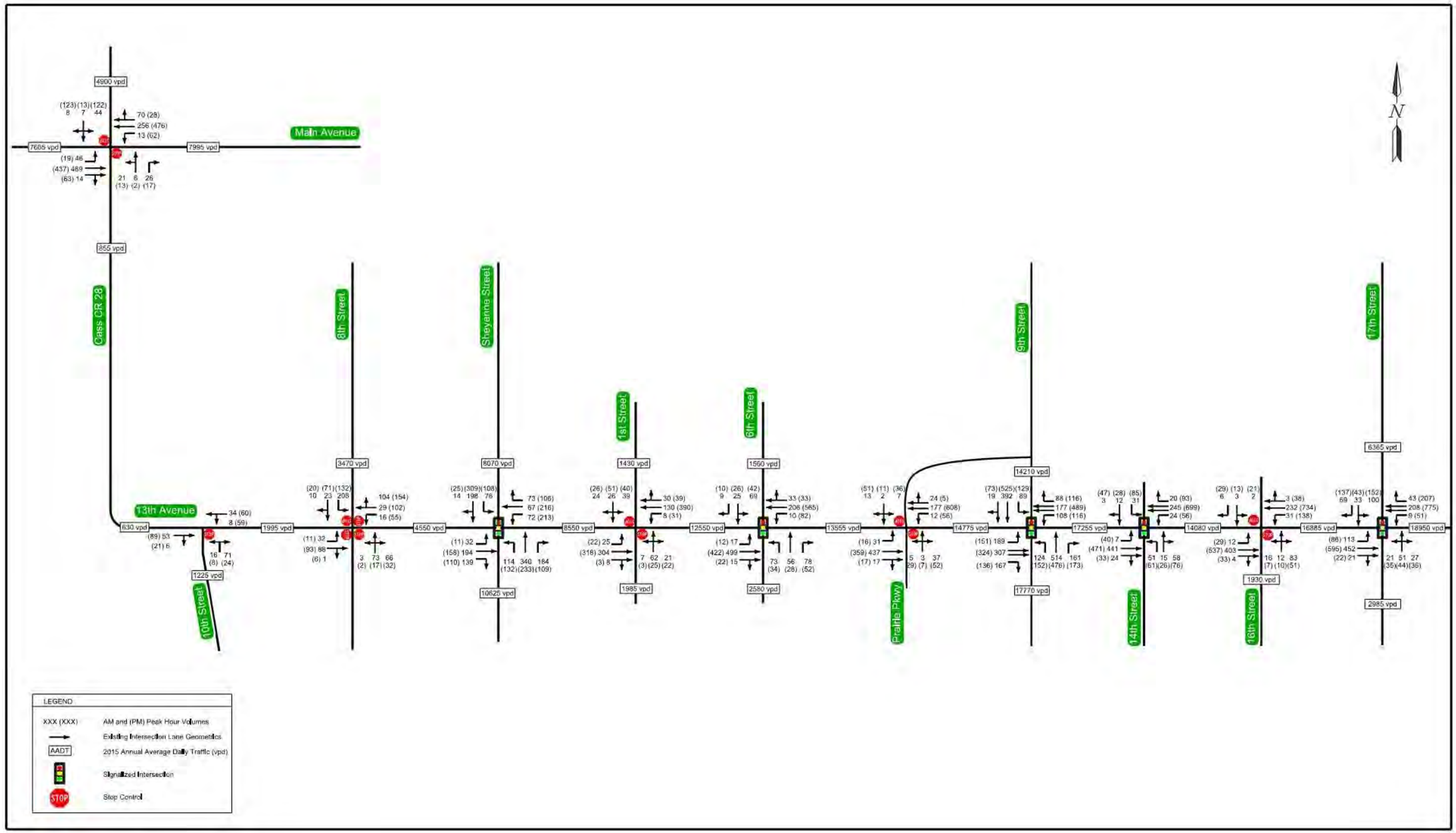

Figure 27. 2015 Turning Movement Counts

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Existing Level of Service

Existing intersection LOS results for 13th Avenue are provided in the following three tables. Table 2 depicts the LOS results for signalized intersections. These values represent traffic operations under existing 2015 roadway conditions and traffic volumes. Cells highlighted in yellow designate LOS D, signaling the lowest acceptable LOS. Cells with LOS E and LOS F are highlighted in orange and red, respectively.

Table 2. Existing 2015 LOS for Signalized Intersections

Intersection	Control	Movement	2015 Existing Conditions					
			AM			PM		
			Delay (s/veh)	LOS	95% Queue (ft)	Delay (s/veh)	LOS	95% Queue (ft)
13th Avenue / Sheyenne Street	Signalized	Overall Intersection	23.3	C	-	29.0	C	-
		EB Approach	19.2	B	-	23.1	C	-
		Left	18.0	B	34	19.0	B	12
		Through	29.4	C	195	35.6	D	179
		Right	6.1	A	43	7.7	A	41
		WB Approach	22.5	C	-	23.2	C	-
		Left	23.9	C	71	24.6	C	157
		Through	30.8	C	75	28.8	C	170
		Right	13.3	B	28	9.3	A	36
		NB Approach	24.1	C	-	24.7	C	-
		Left	20.8	C	66	26.0	C	91
		Through	38.1	D	263	33.5	C	189
		Right	4.5	A	9	5.4	A	37
		SB Approach	27.0	C	-	44.5	D	-
		Left	20.0	B	47	21.0	C	77
		Through/Right	29.8	C	166	52.3	D	321
13th Avenue / 6th Street	Signalized	Overall Intersection	10.9	B	-	11.5	B	-
		EB Approach	8.4	A	-	12.1	B	-
		Left	7.2	A	9	5.5	A	8
		Through/Right	8.5	B	87	12.3	B	128
		WB Approach	9.7	A	-	4.7	A	-
		Left	11.2	B	8	3.7	A	19
		Through/Right	9.6	A	52	4.9	A	71
		NB Approach	11.0	B	-	25.8	C	-
		Left	16.9	B	44	40.7	D	47
		Through	14.3	B	33	37.6	D	43
		Right	4.9	A	8	10.2	B	16
		SB Approach	20.3	C	-	38.3	D	-
		Left/Through	21.4	C	59	42.3	D	80
		Right	7.6	A	5	16.4	B	11

Table 2. Existing 2015 LOS for Signalized Intersections (continued)

13th Avenue / 9th Street	Signalized	Overall Intersection	31.7	C	-	33.0	C	-
		EB Approach	39.8	D	-	40.9	D	-
		Left	59.5	E	157	49.1	D	#167
		Through	40.2	D	141	46.9	D	188
		Right	10.5	B	25	17.5	B	67
		WB Approach	30.9	C	-	27.9	C	-
		Left	35.2	D	108	16.0	B	97
		Through	38.0	D	95	35.2	D	250
		Right	13.3	B	44	9.7	A	64
		NB Approach	30.6	C	-	34.3	C	-
		Left	13.4	B	66	25.7	C	100
		Through	43.2	D	425	49.3	D	450
		Right	3.5	A	31	4.4	A	35
		SB Approach	21.0	C	-	29.8	C	-
		Left	18.7	B	48	28.2	C	85
		Through/Right	21.6	C	137	30.2	C	230
13th Avenue / 14th Street	Signalized	Overall Intersection	18.5	B	-	19.1	B	-
		EB Approach	20.3	C	-	20.8	C	-
		Left	12.3	B	10	13.0	B	38
		Through/Right	20.4	C	196	21.5	C	218
		WB Approach	5.6	A	-	5.4	A	-
		Left	3.9	A	4	3.4	A	14
		Through	6.1	A	82	6.3	A	95
		Right	3.4	A	15	0.5	A	1
		NB Approach	31.3	C	-	45.7	D	-
		Left	52.4	D	72	80.8	F	85
		Through/Right	19.6	B	40	23.5	C	51
		SB Approach	30.6	C	-	42.9	D	-
		Left	34.8	C	37	61.0	E	95
		Through/Right	26.5	C	13	18..7	B	45
13th Avenue / 17th Street	Signalized	Overall Intersection	20.9	C	-	23.1	C	-
		EB Approach	13.8	B	-	10.6	B	-
		Left	9.7	A	69	8.4	A	42
		Through/Right	15.0	B	190	10.9	B	133
		WB Approach	14.4	B	-	11.6	B	-
		Left	9.7	A	9	6.0	A	22
		Through	16.9	B	84	14.5	B	221
		Right	6.0	A	16	2.1	A	30
		NB Approach	30.2	C	-	59.0	E	-
		Left/Through/Right	30.2	C	74	59.0	E	#174
		SB Approach	42.5	D	-	68.8	E	-
		Left/Through	56.4	E	121	111.6	F	#225
		Right	6.7	A	26	11.0	B	52

# denotes queue volume exceeding capacity

Signalized intersection findings:

- Sheyenne Street and 9th Street are the only signalized intersections that experienced LOS D or E on the eastbound and/or westbound approaches. All other signalized intersections that experienced LOS D or lower occurred on the northbound or southbound approaches.
- Significant queue lengths occurred on the eastbound left-turn lane at the intersection of 13th Avenue/9th Street, as well as the northbound and southbound left/through lanes at 13th Avenue/17th Street.

- The 13th Avenue and 9th Street intersection is currently under construction with the intent of incorporating a dual left turn lane for the southbound approach.
- The intersections of 13th Avenue/14th Street and 13th Avenue/17th Street experience unacceptable LOS for both northbound and southbound left-turning vehicles during AM and PM peak hours.

Table 3 and Table 4 show the LOS values for intersections where four-way or two-way stop control is present on the minor approaches. It is important to note that LOS of intersections with two-way stop control are based on the average delay for vehicles on the minor roadway approaches. The major roadway approaches will generally have much better LOS in comparison with the minor approaches because the through and right turns are unconstrained by delay and the left-turning vehicles only need to wait for gaps identified in opposing traffic platoons.

The all-way stop intersection of 13th Avenue/8th Street, shown in Table 3, experienced acceptable LOS for all approaches during both the AM and PM peak hours under existing traffic volumes.

Table 3. Existing 2015 LOS for Four-Way Stop Controlled Intersections

Intersection	Control	Movement	2015 Existing Conditions					
			AM			PM		
			Delay (s/veh)	LOS	95% Queue (ft)	Delay (s/veh)	LOS	95% Queue (ft)
13th Avenue / 8th Street	Four-Way Stop Control	Overall Intersection	12.2	B	-	12.0	B	-
		EB Approach	11.1	B	-	10.5	B	-
		Left	10.3	B	8	9.7	A	3
		Through/Right	11.3	B	25	10.6	B	20
		WB Approach	11.1	B	-	13.3	B	-
		Left	10.0	A	3	10.0	A	10
		Through/Right	11.2	B	33	14.0	B	83
		NB Approach	12.2	B	-	10.1	B	-
		Left/Through/Right	12.2	B	40	10.1	B	10
		SB Approach	13.7	B	-	11.3	B	-
		Left	14.7	B	63	12.0	B	30
		Through/Right	9.1	A	8	10.6	B	23

Based on the results shown in Table 4 for two-way stop controlled intersections:

- The intersection of Main Avenue/Cass County 28 Is the only intersection to experience an approach LOS lower than C during the AM peak hour. During the PM peak hour however, four of the five intersections experience unacceptable LOS on the minor approaches.
- The intersections of 13th Avenue/1st Street and 13th Avenue/Prairie Parkway experienced a southbound approach LOS E, while Main Avenue/Cass County 28 and 13th Avenue/16th Street experienced LOS F.

Table 4. Existing 2015 LOS for Two-Way Stop Controlled Intersections

Intersection	Control	Movement	2015 Existing Conditions					
			AM			PM		
			Delay (s/veh)	LOS	95% Queue (ft)	Delay (s/veh)	LOS	95% Queue (ft)
Main Avenue W / Cass County 28	Two-Way Stop Control	Overall Intersection	3.3	-	-	62.9	-	-
		EB Approach	0.7	A	-	0.4	A	-
		Left	8.4	A	4	8.8	A	2
		Through/Right	-	-	-	-	-	-
		WB Approach	0.4	A	-	1.0	A	-
		Left	8.9	A	2	9.1	A	6
		Through/Right	-	-	-	-	-	-
		NB Approach	18.6	C	-	31.8	D	-
		Left/Through	28.8	D	16	58.3	F	21
		Right	10.7	B	5	10.5	B	3
		SB Approach	27.2	D	-	249.1	F	-
		Left/Through/Right	27.2	D	33	249.1	F	600
13th Avenue / 10th Street	Two-Way Stop Control	Overall Intersection	5.0	-	-	3.3	-	-
		EB Approach	0.0	A	-	0.0	A	-
		Through/Right	-	-	-	-	-	-
		WB Approach	2.3	A	-	4.4	A	-
		Left/Through	7.4	A	1	7.6	A	5
		NB Approach	9.5	A	-	9.8	A	-
		Left/Right	9.5	A	12	9.8	A	4
13th Avenue / 1st Street	Two-Way Stop Control	Overall Intersection	5.4	-	-	7.6	-	-
		EB Approach	0.6	A	-	0.8	A	-
		Left	7.8	A	2	8.4	A	3
		Through/Right	-	-	-	-	-	-
		WB Approach	0.5	A	-	0.8	A	-
		Left	8.1	A	1	8.3	A	3
		Through/Right	-	-	-	-	-	-
		NB Approach	18.1	C	-	19.3	C	-
		Left/Through/Right	18.1	C	33	19.3	C	20
		SB Approach	18.0	C	-	42.4	E	-
		Left/Through/Right	18.0	C	34	42.4	E	102
13th Avenue / Prairie Parkway	Two-Way Stop Control	Overall Intersection	2.1	-	-	7.3	-	-
		EB Approach	0.5	A	-	0.3	A	-
		Left	7.8	A	2	9.0	A	2
		Through/Right	-	-	-	-	-	-
		WB Approach	0.6	A	-	0.8	A	-
		Left	8.6	A	2	8.8	A	5
		Through/Right	-	-	-	-	-	-
		NB Approach	13.4	B	-	31.8	D	-
		Left/Through/Right	13.4	B	13	31.8	D	54
		SB Approach	13.1	B	-	47.3	E	-
		Left/Through/Right	13.1	B	7	47.3	E	106
13th Avenue / 16th Street	Two-Way Stop Control	Overall Intersection	3.2	-	-	12.1	-	-
		EB Approach	0.2	A	-	0.6	A	-
		Left	7.9	A	1	9.7	A	4
		Through/Right	-	-	-	-	-	-
		WB Approach	1.1	A	-	1.8	A	-
		Left	8.5	A	3	9.7	A	19
		Through/Right	-	-	-	-	-	-
		NB Approach	15.1	C	-	79.5	F	-
		Left/Through/Right	15.1	C	34	79.5	F	108
		SB Approach	13.0	B	-	119.0	F	-
		Left/Through	18.7	C	2	266.7	F	100
		Right	9.2	A	1	11.8	B	9

Safety Analysis

First, utilizing the five-year crash data (2012–2016) provided by NDDOT, a heat map was developed to identify locations or intersections that experience high density levels in terms of crashes. The heat map is provided in Figure 28. Areas of red and orange represent the highest density of crash occurrences and can be considered high-priority, and therefore should receive additional focus for potential safety mitigation. Areas of green shown in the heat map represent demonstrate that crashes occurring in those locations are low-density and not cause for concern. The only intersection identified with high crash density levels is the intersection of 13th Avenue and 9th Street. It should be noted that this intersection was reconstructed in 2018 to address safety issues.

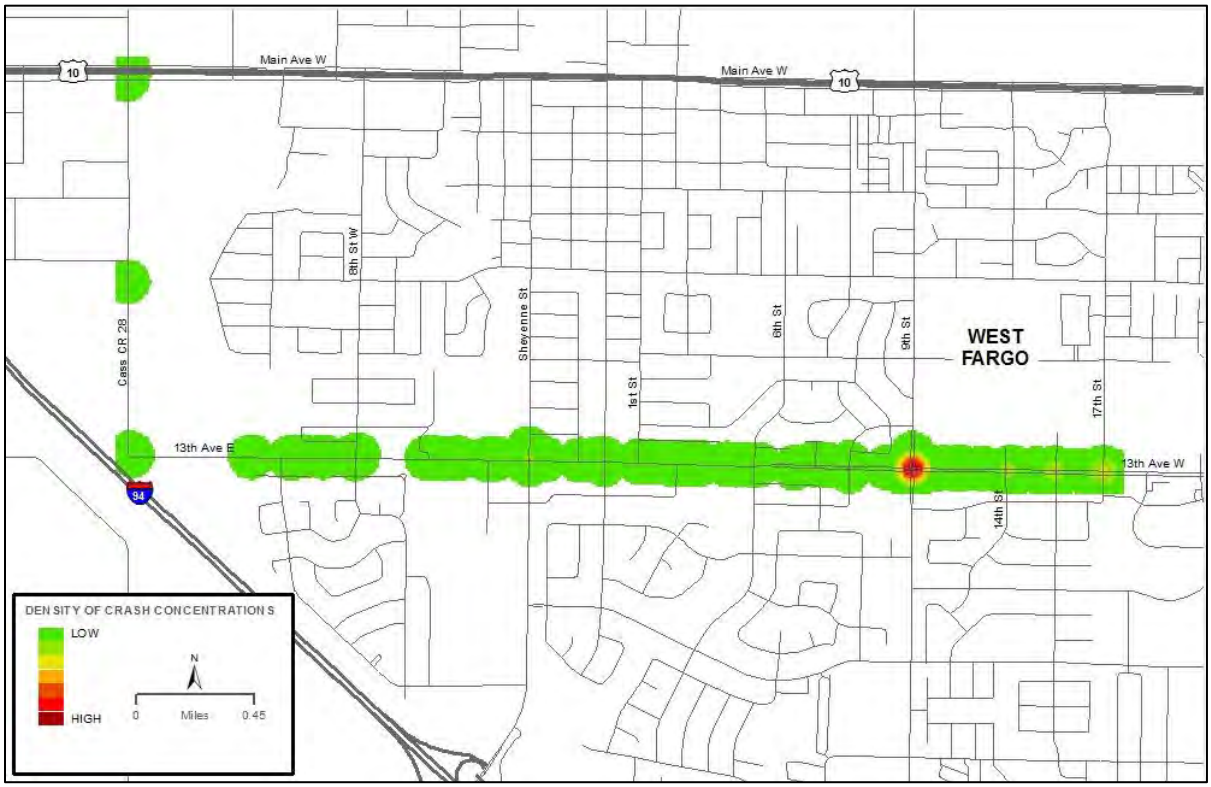

Figure 28. Heat Map of Crash Densities

During the five-year study period, a total of 253 crashes occurred on the corridor between Main Ave and 17th Street. There were zero fatalities. Seventy-five total crashes were injury-related and 178 crashes resulted in property damage only. Figure 29 depicts the yearly crash totals between the 2012 and 2016 study period. The linear trend line shows that the annual crash total increases at an average rate of approximately 13 crashes a year.

Because of the significant increase in crashes for the corridor, the percent changes in AADT between the years 2010, 2013 and 2015, AADT were evaluated as well. The AADT of the 13th Avenue corridor was found to increase by an average of 24.13 percent between 2010 and 2015.

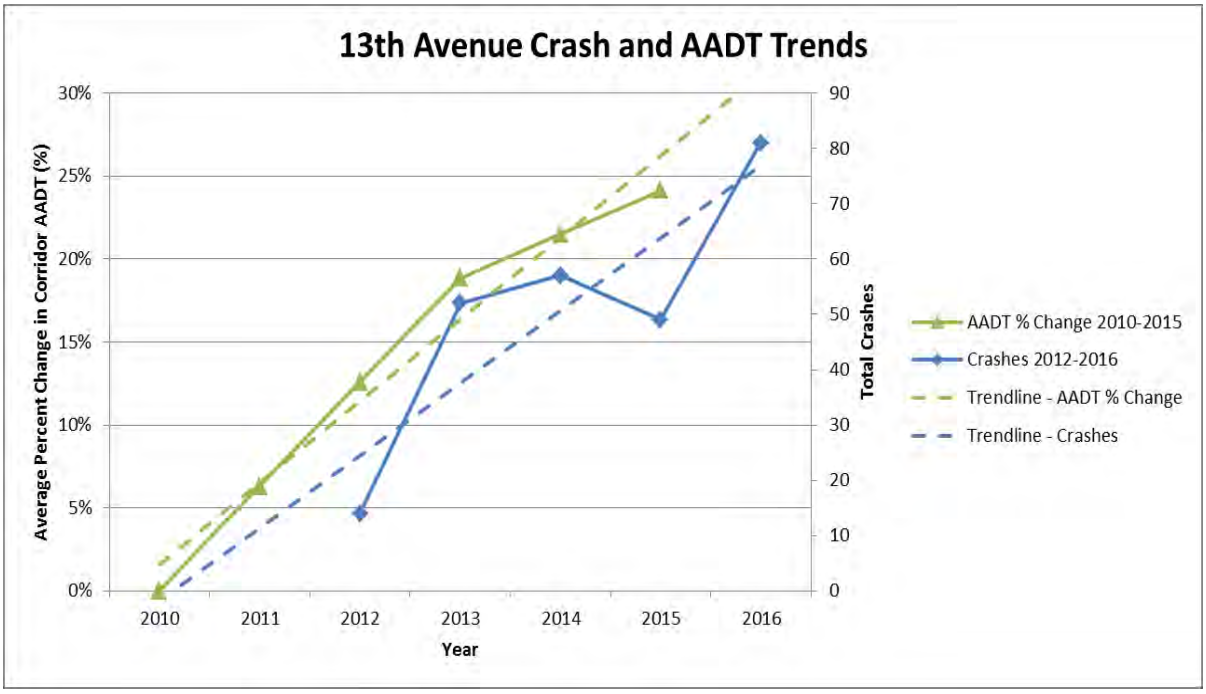

Figure 29. Annual Crash (2012-2016) and AADT (2010-2015) Trends

Intersection Crashes

Of the total 253 crashes previously mentioned, 195 were categorized as intersection crashes. Table 5 shows the breakdown of these crashes by manner of collision and year. Of the total 195 intersection crashes, 84 (43 percent) were categorized as angle-type crashes. A total of 72 (37 percent) were rear end crashes, while the third most common type of crash (11 percent) was identified as non-collision with motor vehicle, meaning the crash was between a vehicle and another obstacle rather than with another vehicle.

Table 5. Intersection Crashes by Manner of Collision

Manner of Collision	Year					
	2012	2013	2014	2015	2016	Total
Angle	5	14	22	20	23	84
Head On	0	0	0	2	6	8
Rear End	4	19	15	11	23	72
Sideswipe (Opp. Dir)	0	1	0	0	2	3
Sideswipe (Same Dir)	1	4	0	1	1	7
Non-Collision w/ Motor Vehicle	2	4	5	3	7	21
Total Intersection Crashes						195

Figure 30 shows the most severe intersection crash locations for the 13th Avenue study area during the 2012 to 2016 time period. Of the 195 total intersection crashes that took place, 23 (12 percent) resulted in a confirmed injury categorized as either an incapacitating injury or non-incapacitating injury. As shown in the figure, only three incapacitating injury crashes were reported: two at the intersection of 9th Street and 13th Avenue and one at the intersection of 14th Street and 13th Avenue.

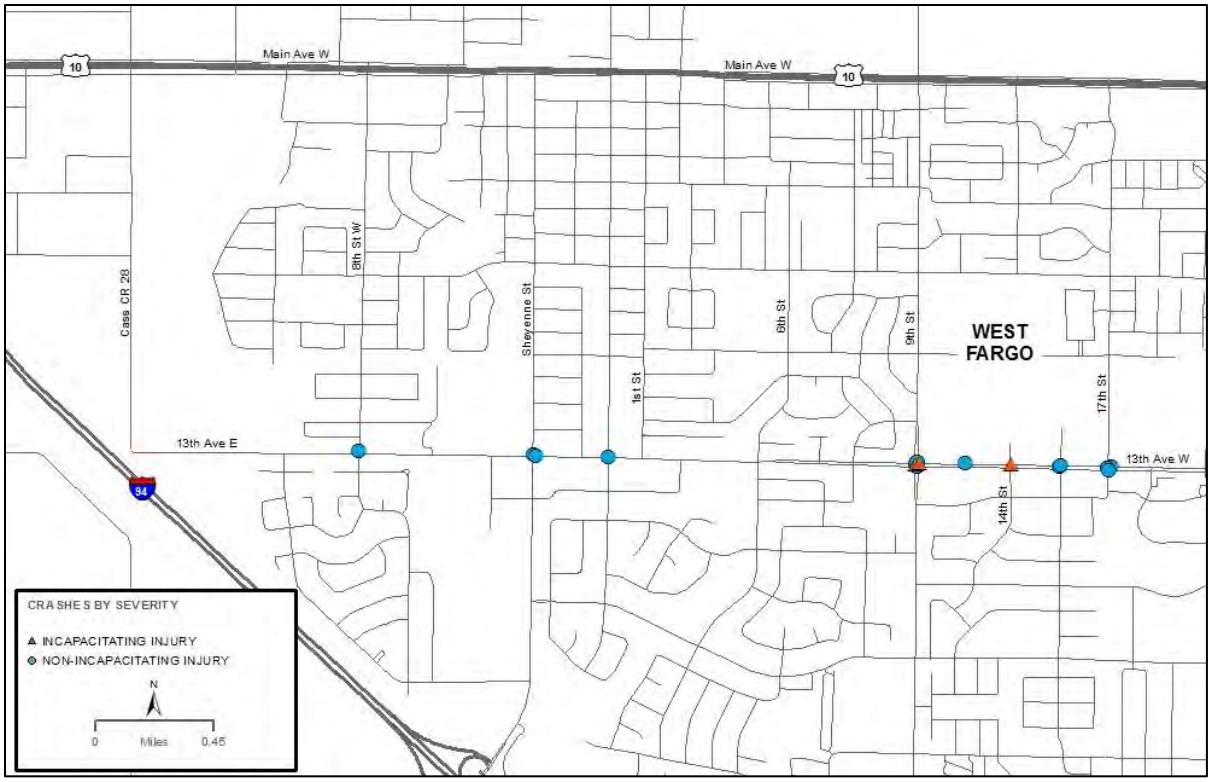

Figure 30. Injury-Related Intersection Crashes

Segment Corridor Crashes

The data were also evaluated based on segment corridor crashes as well. These crashes are characterized as “non-junction” incidents in the crash reports. The 13th Avenue corridor study area had 58 reported segment crashes during the five-year analysis period. Of those 58 crashes, only six were confirmed as injury-related. Figure 31 shows the locations of each of the injury-related segment crashes. The only incapacitating injury crash was located on the north approach of 9th Street

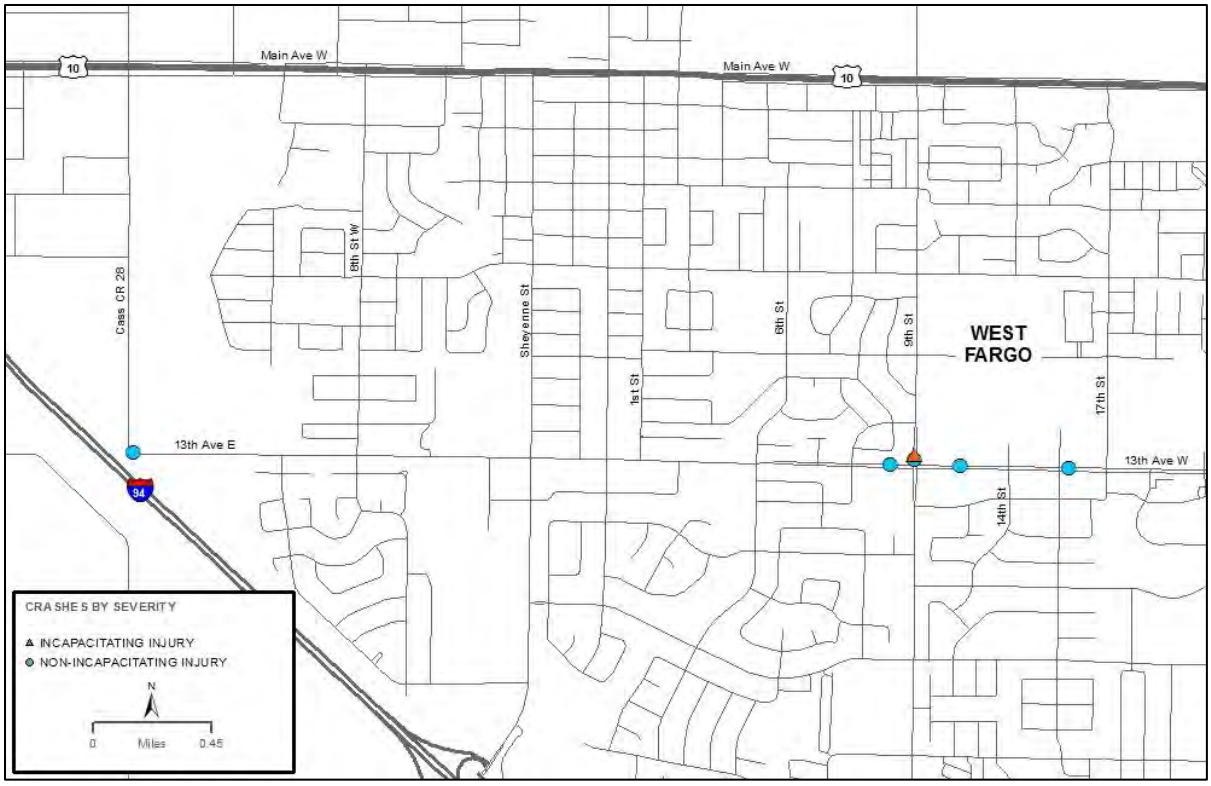

Figure 31. Injury-Related Segment Corridor Crashes

Additionally, crashes were evaluated based on manner of collision. Table 6 demonstrates that the most common type of collision experienced on this portion of 13th Avenue is rear end, consisting of 29 (50 percent) of the total 58 segment crashes.

Table 6. Segment Corridor Crashes by Manner of Collision

Manner of Collision	Year					
	2012	2013	2014	2015	2016	Total
Angle	0	1	2	1	2	6
Head On	0	1	0	0	0	1
Rear End	0	5	5	7	12	29
Sideswipe (Same Dir)	1	2	4	2	1	10
Non-Collision w/ Motor Vehicle	1	1	4	2	4	12
Total Segment Crashes						**58**

Focusing more closely on rear end crashes, which are shown in red in Figure 32, most rear end crashes occurring on 13th Avenue are taking place between the 9th Street and 17th Street intersections. The 9th Street and 17th Street intersections are approximately 0.5 mile apart. 9th Street, 14th Street, and 17th Street are all signalized intersections and 16th Street is two-way stop control, with 13th Avenue being the free uncontrolled movement.

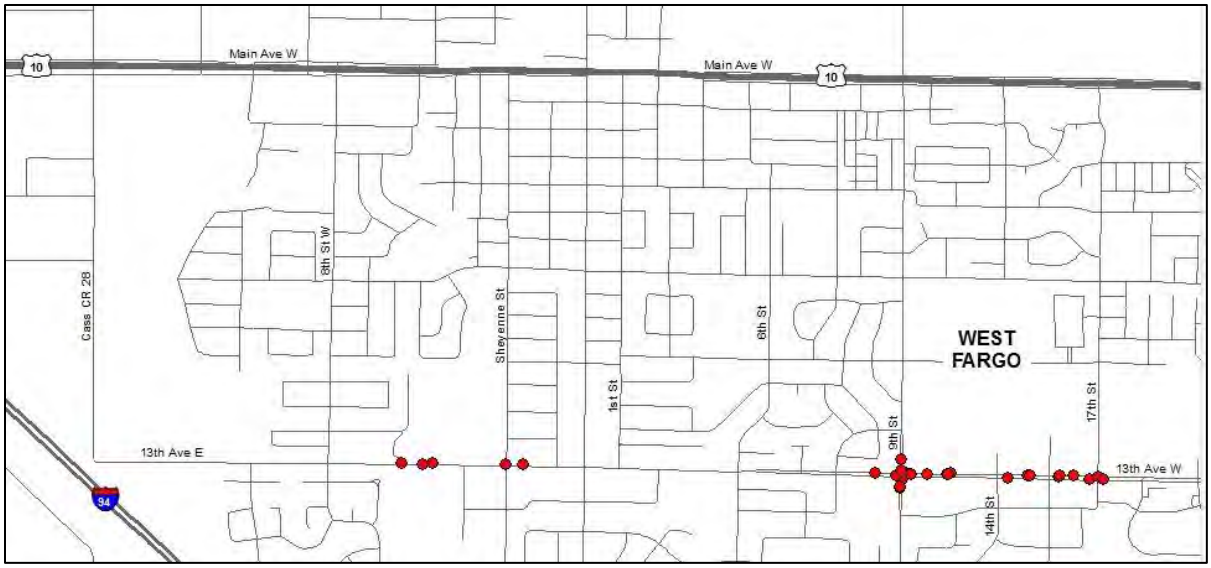

Figure 32. Segment Rear End Crashes

Crash Rates

Crash rates were also calculated and reviewed for intersections and segments along the corridor. Crash rates are beneficial in comparing the number of crashes that occur along a segment or at an intersection to the amount of exposure that occurs. For roadway segments, crash rates are measured in terms of how many crashes occur over one million vehicles miles traveled, while intersection crash rates are measured in crashes per million entering vehicles. All crashes that occurred within the study period of 2012 to 2016 were included in the exposure rate. Table 7 and Table 8 summarize and provide comparison for the calculated segment and intersection crash rates for the study area.

Table 7. Corridor Crash Rates by Segment

Segment	Ranking	Crash Rate (Crashes/MVMT)	MnDOT Comparison for Similar Section
13th Avenue - 10th Street to 8th Street	Highest	4.12	1.32
13th Avenue - Prairie Parkway to 9th Street		2.32	2.76
13th Avenue - 14th Street to 16th Street		1.80	2.76
13th Avenue - 9th Street to 14th Street		1.78	2.76
13th Avenue - Average Crash Rate for Corridor		1.57	-
13th Avenue - 16th Street to 17th Street		1.35	2.76
13th Avenue - 8th Street to Sheyenne Street		1.07	1.32
13th Avenue - Sheyenne Street to 1st Street		0.96	3.80
Cass County 28 - Main Avenue to 10th Street		0.92	1.46
13th Avenue - 1st Street to 6th Street		0.87	3.80
13th Avenue - 6th Street to Prairie Parkway	Lowest	0.49	2.76

*Yellow highlight denotes crash rate higher than corridor average

Table 8. Corridor Crashes by Intersection

Intersection	Ranking	Crash Rate (Crashes/MEV)	MnDOT Comparison for Similar Intersection
13th Avenue / 9th Street	Highest	1.63	0.70
13th Avenue / 17th Street		0.75	0.70
13th Avenue / 16th Street		0.71	0.18
13th Avenue / 8th Street		0.63	0.35
13th Avenue / Sheyenne Street		0.59	0.52
Average Intersection Crash Rate for Corridor		0.54	-
13th Avenue / 6th Street		0.51	0.52
13th Avenue / 14th Street		0.49	0.70
Main Avenue / Cass County 28		0.36	0.18
13th Avenue / 1st Street		0.13	0.18
13th Avenue / Prairie Parkway		0.11	0.18
13th Avenue / 10th Street	Lowest	0.00	0.18

*Yellow highlight denotes crash rate higher than corridor average

The study area result comparison provided in Table 8 reiterates what the crash density heat map showed in that the intersection of the 13th Avenue and 9th Street experiences a very high frequency of crashes. The 9th Street intersection also demonstrates a crash rate significantly higher than comparable intersections recorded by the Minnesota Department of Transportation. Construction at this intersection was completed in 2018; therefore, it should be monitored in the future to determine if further safety mitigation efforts are required. Five intersections demonstrated crash rates that exceeded the average comparison for the study corridor of 0.54 crashes per million entering vehicles. These four locations of the highest crash rates include the intersections of 13th Avenue and 8th Street, 9th Street, 17th Street, and 16th Street.

The segment of 13th Avenue between 10th Street and 8th Street is shown to have the highest crash rate for segments along the corridor, and its crash rate is much higher than Minnesota's statewide comparison for similar roadway sections. However, the total length of that segment is only 0.2 mile.

Multimodal Operations

Existing Transit Operations

Metro Area Transit (MATBUS) Route 20 currently services part of the 13th Avenue Corridor. The section that it services is from 8th Street W to 17th Street E. See Figure 33 for the MATBUS Route 20 service area. There is currently only one bus stop along this portion of the corridor, which is located near the Sanford West Fargo Clinic.

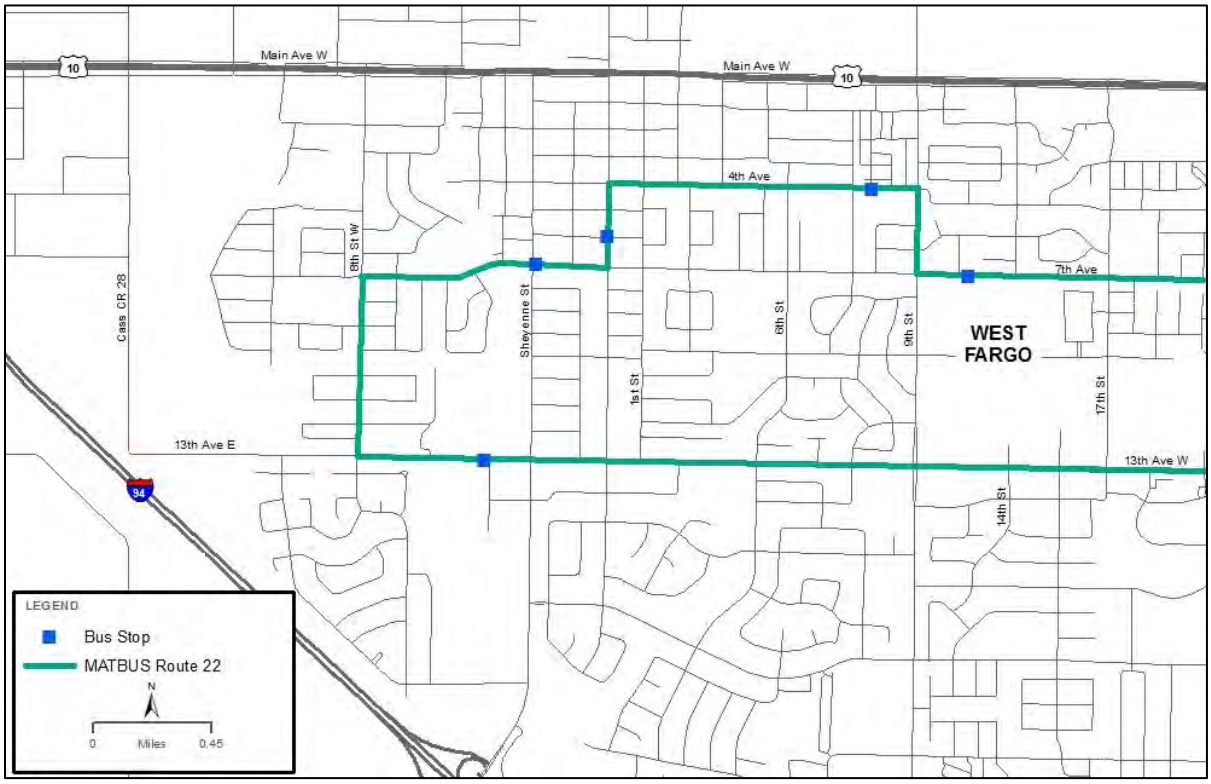

Figure 33. MATBUS Route along 13th Avenue Corridor

Future Transit Operations

Based on the Fargo-Moorhead 2016-2020 Transit Development Plan, there is no plan to expand transit in any of the study area. The current segment of 13th Avenue from 8th Street W to 17th Street E will be serviced by MATBUS Route 20 as it currently runs.

Truck Routes

The City of West Fargo Truck Routes map of 2017, Figure 34, currently shows Sheyenne Street, 13th Avenue between Sheyenne and 17th Street, and 9th Street as being utilized for existing truck routes.

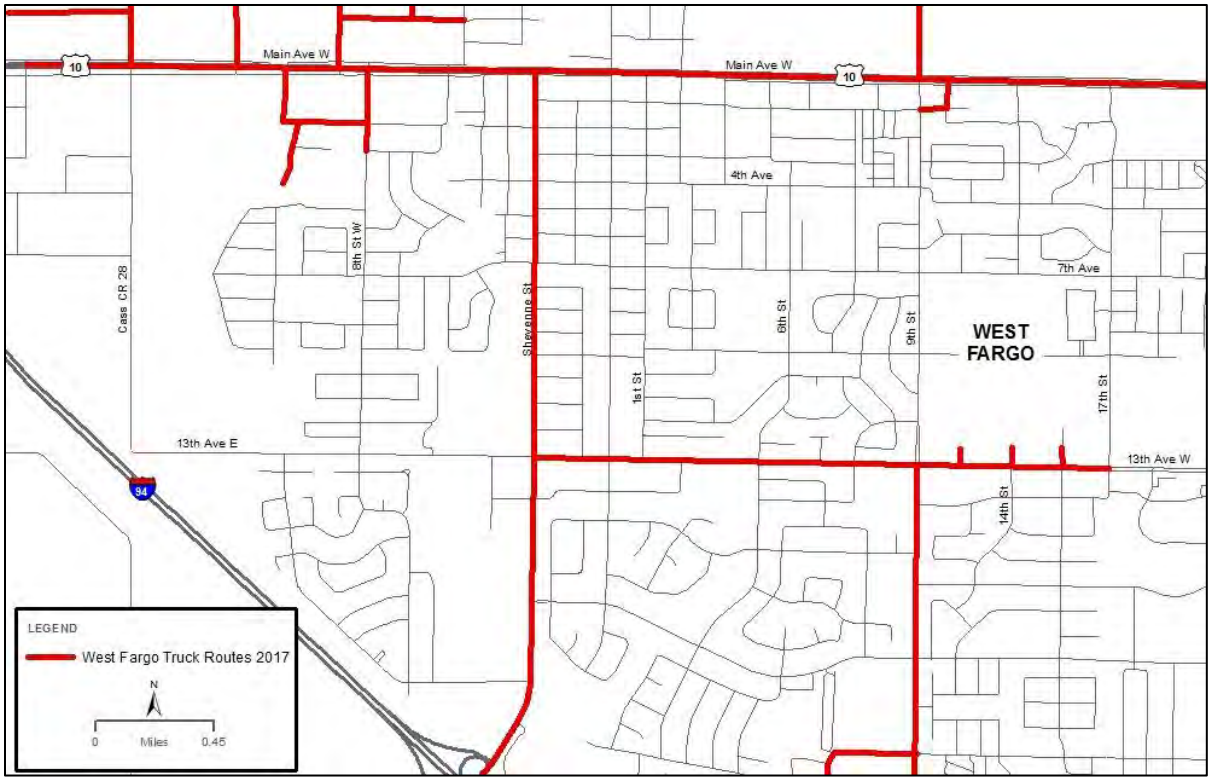

Figure 34. Existing Truck Routes along 13th Avenue Corridor

The presence of heavy vehicles utilizing these sections of roadway will be important to consider when developing future alternatives because factors such as efficient mobility, sight distance, and turning radii will be necessary to consider.

Traffic Forecasting

Scenario Development

A scenario development workshop was conducted with the SRC to identify potential land use and transportation network scenarios that may impact the 13th Avenue corridor. The SRC identified three land use and three transportation network scenarios. The three land use scenarios are as follows:

- Land Use 1 (L1) – New Town Center Development (Southwest of I-94)
  - This area was identified in the West Fargo 2.0 Comprehensive Plan. It is located between I-94 and the proposed FM Diversion. The plan is a mixed-use town center concept at this location.
- Land Use 2 (L2) – Red River Valley Fair Development
  - The Red River Valley Fairgrounds is being considered for annexation and redevelopment by the City of West Fargo. The redevelopment would include a convention center and hotel close to Main Avenue and additional commercial development along CR28 north of 13th Avenue W. Note that at

this time it is unknown how this site might redevelop. For now, the above assumptions will be used as a placeholder for similar development scenarios that would produce similar traffic volumes.

- Land Use 3 (L3) – L1 combined with L2

The three transportation network scenarios are as follows:

- Transportation Scenario 1 (T1) – 13th Avenue Overpass Connection
  - This scenario includes the construction of an overpass connection across I-94 to connect the corridor on the east and west sides of I-94.
- Transportation Scenario 2 (T2) – 15th Street Extension
  - This scenario includes extending 15th Street north of Main Avenue to 19th Avenue.
- Transportation Scenario 3 (T3) – T1 combined with T2.

After identifying the land use and transportation network scenarios, feasible combinations of these scenarios were identified. Table 9 shows the feasible combinations that were identified.

Table 9. Scenario Combinations

	Transportation Scenario 1 (T1) - 13th Avenue Overpass Connection	Transportation Scenario 2 (T2) - 15th Street Extension	Transportation Scenario 3 (T3) - T1 combined with T2	Baseline Transportation Network (TB)
Land Use 1 (L1) - New Town Center Development (Southwest of I-94)	✓		✓	
Land Use 2 (L2) - Red River Valley Fair Development		✓	✓	✓
Land Use 3 (L3) - L1 combined with L2	✓		✓	
Baseline Land Use (LB)		✓		✓

Travel Demand Modeling

Using 2015 as the baseline, each scenario combination identified as feasible was analyzed with FM Metro COG's 2045 Travel Demand Model to identify the future traffic projections. For each land use scenario, socio-economic data was developed to account for the land use changes in the travel analysis zones (TAZ). In order to remain consistent with the 2045 regional socio-economic control totals, the socio-economic data were reduced on other TAZs from across the metro, so there would not be a net increase. The 2045 projected average daily traffic volumes for each of the scenario combinations along with the 2015 average daily traffic and the 2045 base projection are shown on Figure 35.

2045 Forecasted Traffic Volumes

As mentioned previously, the 2015 volumes were used as the baseline for determining the 2045 turning movement forecasts. Several model runs utilizing different land use and development scenarios were completed for the 13th Avenue corridor and its crossroads within the study area. In doing so, the 2045 average daily traffic (ADT) volumes were established utilizing the development generators shown in Figure 35. Turning movement volumes were adjusted to balance traffic between intersections where appropriate. The 2045 turning movement counts used for the forecasted analysis are provided in Figure 36.

8th Street West Signal Warrant

The 8th Street West and 13th Avenue intersection is currently an all-way stop controlled intersection. A signal warrant analysis was completed to see if a traffic signal is currently warranted at this intersection or if it is anticipated that traffic signal warrants may be met in the future. The Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition was used to assess the signal warrants. Due to limited available traffic count data at this intersection, the only warrant that was analyzed was Warrant 3 – Peak Hour. The existing year peak hour turning movements do not meet signal warrants. The future year traffic projections indicate that this intersection may meet signal warrants by year 2045. It is recommended to monitor this intersection and install a traffic signal when warrants are met.

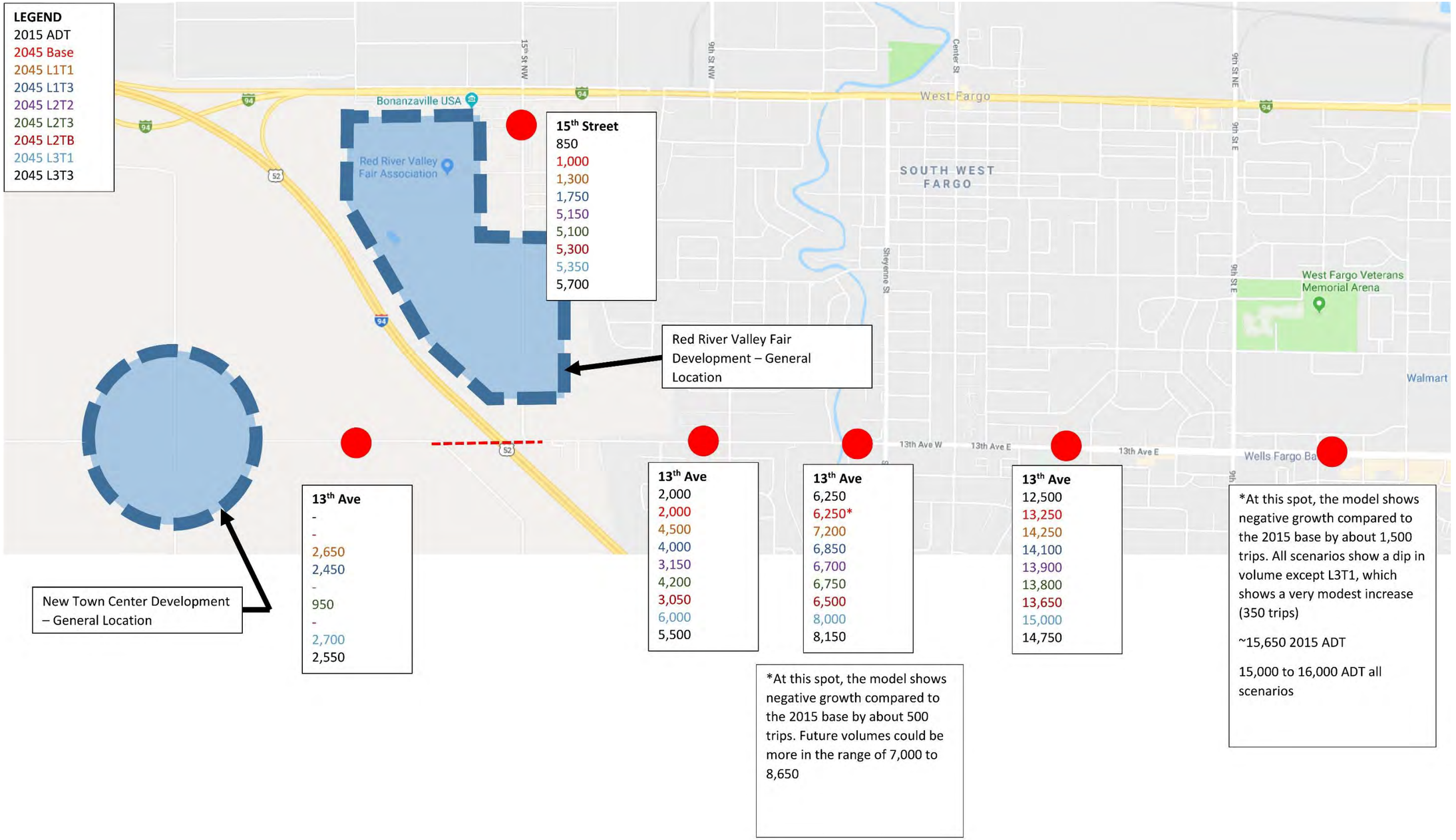

Figure 35. Scenario Development Traffic Projections

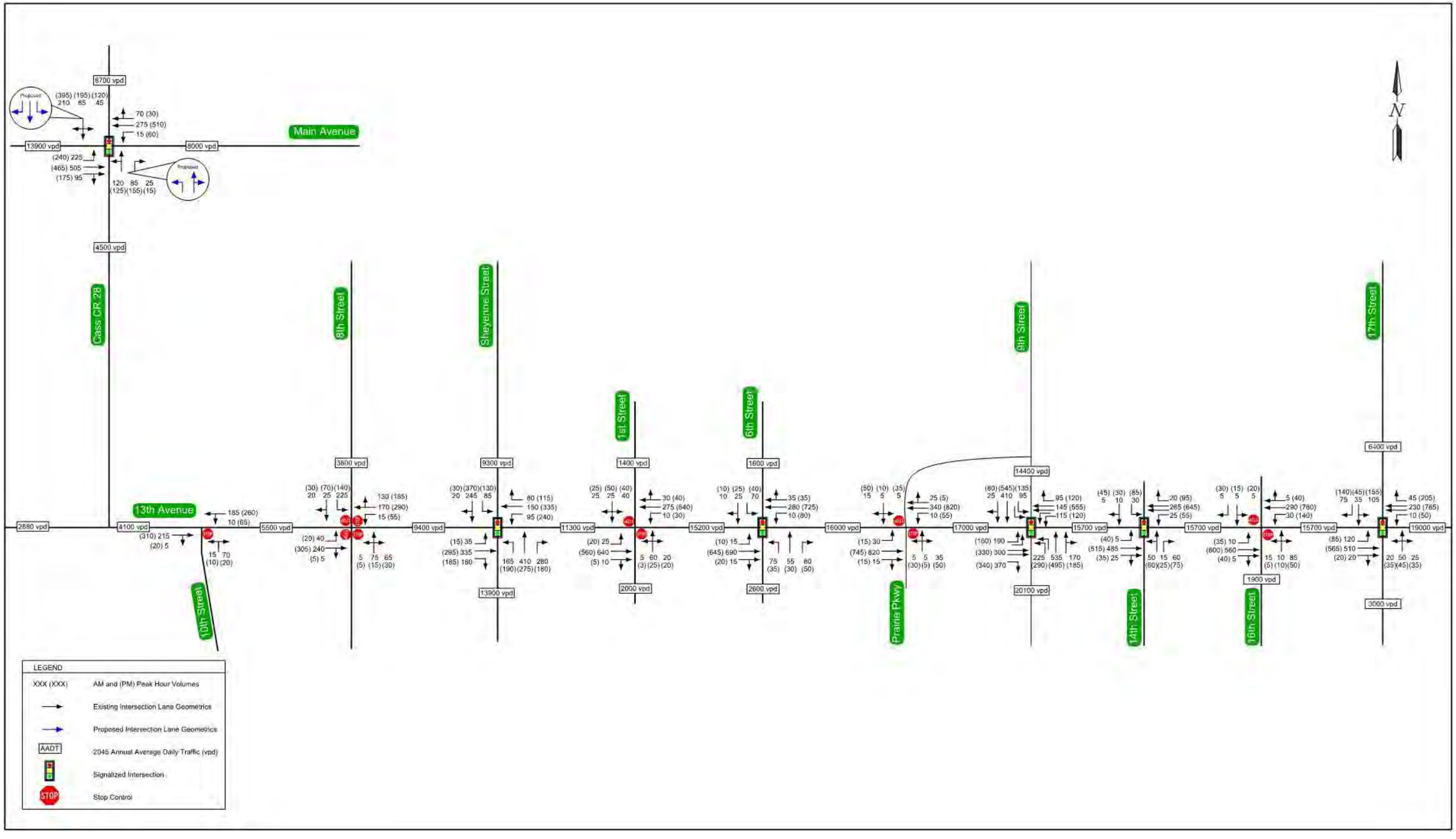

Figure 36. 2045 Forecasted Traffic Volumes and Turn Movements

Forecasted Level of Service – No Build

Intersection LOS for 13th Avenue are provided in Table 10 through Table 13. Table 10 depicts the LOS results for signalized intersections under the 2045 traffic volumes using the existing lane configurations. NDDOT's guidance for intersection LOS is that an intersection must meet or exceed an overall LOS D under forecasted conditions. Therefore, intersections meeting or exceeding LOS D are assumed to function adequately to meet forecasted traffic needs and no changes will be recommended. Intersections operating below LOS D will be analyzed to determine what geometric or signalized improvements can be made to improve its LOS. As was done for the existing analysis tables, cells with LOS D are highlighted in yellow to denote the lowest acceptable LOS based on NDDOT guidelines. LOS E is shown in orange and LOS F is shown as red to denote failing LOS.

Signalized intersection findings include the following:

- All but one of the signalized intersections demonstrated acceptable LOS for the existing lane configurations under forecasted traffic volumes, except for the intersection of Main Avenue/CR28 during the PM peak hour.
- The intersection of Main Avenue/CR28 showed significant delays and an overall intersection LOS of E under the existing lane configuration. During the PM peak hour, the eastbound and westbound approaches experienced LOS D, with the eastbound left-turning movement experiencing LOS F. The south approach experienced LOS F as well.

Table 10. Forecasted 2045 LOS for Signalized Intersections Utilizing Existing Lane Configurations

Intersection	Control	Movement	2045 Forecasted Conditions Utililzing Existing Lane Configurations					
			AM			PM		
			Delay (s/veh)	LOS	95% Queue (ft)	Delay (s/veh)	LOS	95% Queue (ft)
Main Avenue W / Cass County 28	Signalized	Overall Intersection	17.4	B	-	56.3	E	-
		EB Approach	14.9	B	-	48.5	D	-
		Left	19.7	B	#125	93.8	F	#246
		Through/Right	13.1	B	154	31.5	C	#246
		WB Approach	17.4	B	-	48.7	D	-
		Left	9.9	A	12	23.2	C	47
		Through/Right	17.7	B	84	51.6	D	#248
		NB Approach	30.1	C	-	29.0	C	-
		Left/Through	33.0	C	#155	30.3	C	#255
		Right	5.9	A	13	5.3	A	9
		SB Approach	14.9	B	-	83.8	F	-
		Left/Through/Right	14.9	B	134	83.8	F	#628
13th Avenue / Sheyenne Street	Signalized	Overall Intersection	21.0	C	-	27.8	C	-
		EB Approach	22.4	C	-	23.7	C	-
		Left	13.5	B	27	12.9	B	15
		Through	32.5	C	#275	35.3	D	#245
		Right	5.4	A	45	6.0	A	48
		WB Approach	16.4	B	-	21.5	C	-
		Left	17.0	B	58	28.9	C	#167
		Through	21.6	C	110	21.9	C	#253
		Right	6.1	A	31	4.7	A	36
		NB Approach	20.6	C	-	24.1	C	-
		Left	17.3	B	87	40.4	D	#144
		Through	32.7	C	#336	25.3	C	192
		Right	4.8	A	52	4.9	A	43
		SB Approach	23.9	C	-	44.6	D	-
		Left	15.6	B	49	17.1	B	72
		Through/Right	26.5	C	183	53.5	D	#360
13th Avenue / 6th Street	Signalized	Overall Intersection	7.7	C	-	5.8	A	-
		EB Approach	6.6	A	-	4.9	A	-
		Left	5.9	A	9	5.1	A	6
		Through/Right	6.6	A	94	4.9	A	74
		WB Approach	5.4	A	-	5.3	A	-
		Left	6.1	A	7	6.5	A	30
		Through/Right	5.4	A	38	5.2	A	87
		NB Approach	12.0	B	-	10.5	B	-
		Left	16.1	B	40	14.0	B	23
		Through	13.5	B	30	13.3	B	20
		Right	7.2	A	26	6.3	A	18
		SB Approach	14.3	B	-	12.9	B	-
		Left	16.1	B	38	14.3	B	25
		Through/Right	10.6	B	20	11.4	B	20

Table 10. Forecasted 2045 LOS for Signalized Intersections Utilizing Existing Lane Configurations (continued)

13th Avenue / 9th Street	Signalized	Overall Intersection	27.6	C	-	32.3	C	-
		EB Approach	26.3	C	-	26.7	C	-
		Left	48.8	D	#110	49.0	D	#93
		Through	28.1	C	120	27.6	C	141
		Right	13.2	B	180	15.3	B	194
		WB Approach	27.1	C	-	33.0	C	-
		Left	45.0	D	#67	44.7	D	66
		Through	27.3	C	65	36.6	D	225
		Right	5.0	A	32	4.5	A	35
		NB Approach	30.5	C	-	33.0	C	-
		Left	47.4	D	#125	50.1	D	#159
		Through/Right	25.1	C	211	25.6	C	227
		SB Approach	25.0	C	-	36.3	C	-
		Left	36.8	D	51	48.5	D	#79
		Through/Right	22.4	C	132	33.6	C	236
13th Avenue / 14th Street	Signalized	Overall Intersection	11.4	B	-	13.5	B	-
		EB Approach	10.8	B	-	13.7	B	-
		Left	7.4	A	6	8.5	A	22
		Through/Right	10.9	B	132	14.1	B	141
		WB Approach	8.5	A	-	12.2	B	-
		Left	7.2	A	16	8.5	A	28
		Through	8.9	A	70	13.6	B	173
		Right	5.8	A	13	4.3	A	28
		NB Approach	19.3	B	-	19.4	B	-
		Left/Through	28.1	C	61	29.1	C	70
		Right	9.8	A	30	8.5	A	31
		SB Approach	16.0	B	-	13.8	B	-
		Left	17.0	B	27	17.6	B	53
		Through/Right	14.1	B	16	9.5	A	36
13th Avenue / 17th Street	Signalized	Overall Intersection	12.9	B	-	16.6	B	-
		EB Approach	7.8	A	-	13.2	B	-
		Left	6.4	A	49	9.6	A	47
		Through/Right	8.2	A	133	13.8	B	178
		WB Approach	11.2	B	-	15.1	B	-
		Left	6.3	A	8	8.7	A	30
		Through	12.6	B	66	18.5	B	272
		Right	4.8	A	20	3.6	A	44
		NB Approach	23.3	C	-	22.5	C	-
		Left/Through/Right	23.3	C	76	22.5	C	87
		SB Approach	26.1	C	-	25.8	C	-
		Left/Through	35.8	D	124	39.6	D	175
		Right	8.0	A	33	6.1	A	41

# denotes queue volume exceeding capacity

Table 11 and Table 12 show the LOS values for intersections where two-way or four-way stop control is present on the minor approaches. It is important to note that LOS of intersections with two-way stop control are based on the average delay for vehicles on the minor roadway approaches. The major roadway approaches will generally have much better LOS in comparison to the minor approaches because the through and right turns are

unconstrained by delay and the left-turning vehicles only need to wait for gaps identified in opposing traffic platoons.

For all-way stop control:

- The all-way stop intersection of 13th Avenue/8th Street experienced acceptable LOS for all approaches during both the AM and PM peak hours under forecasted traffic volumes.

Table 11 Forecasted 2045 LOS for Four-Way Stop Controlled Intersections

Intersection	Control	Movement	2045 Forecasted Conditions					
			AM			PM		
			Delay (s/veh)	LOS	95% Queue (ft)	Delay (s/veh)	LOS	95% Queue (ft)
13th Avenue / 8th Street	Four-Way Stop Control	Overall Intersection	16.1	C	-	23.1	C	-
		EB Approach	15.5	B	-	18.4	B	-
		Left	10.8	B	8	10.1	B	3
		Through/Right	16.3	C	75	18.9	C	115
		WB Approach	17.6	B	-	31.5	D	-
		Left	10.3	B	3	10.4	B	10
		Through/Right	18.0	C	105	33.9	D	420
		NB Approach	13.4	B	-	11.7	B	-
		Left/Through/Right	13.4	B	35	11.7	B	10
		SB Approach	16.4	B	-	13.2	B	-
		Left	17.7	C	78	14.3	B	38
		Through/Right	10.1	B	8	11.7	B	20

For two-way stop controlled intersections:

- The increase in the projected traffic volumes resulted in unacceptable LOS for the northbound and southbound minor approaches at three of the four intersections during the PM peak hour.
- These intersections were evaluated to determine if traffic signal warrants were met using the criteria identified in the Manual on Uniform Traffic Control Devices. None of these intersections met the signal warrant criteria.
- Also, all three of these intersections have alternate ways to access 13th Street at a signalized intersection.

Table 12. Forecasted 2045 LOS for Two-Way Stop Controlled Intersections

Intersection	Control	Movement	2045 Forecasted Conditions					
			AM			PM		
			Delay (s/veh)	LOS	95% Queue (ft)	Delay (s/veh)	LOS	95% Queue (ft)
13th Avenue / 10th Street	Two-Way Stop Control	Overall Intersection	1.9	-	-	1.3	-	-
		EB Approach	0.0	A	-	0.0	A	-
		Through/Right	-	-	-	-	-	-
		WB Approach	0.4	A	-	1.6	A	-
		Left/Through	7.7	A	1	8.2	A	5
		NB Approach	10.5	B	-	12.4	B	-
		Left/Right	10.5	B	11	12.4	B	5
13th Avenue / 1st Street	Two-Way Stop Control	Overall Intersection	4.5	-	-	9.2	-	-
		EB Approach	0.3	A	-	0.3	A	-
		Left	8.0	A	2	9.3	A	2
		Through/Right	-	-	-	-	-	-
		WB Approach	0.3	A	-	0.4	A	-
		Left	9.1	A	1	8.9	A	3
		Through/Right	-	-	-	-	-	-
		NB Approach	29.2	C	-	34.6	D	-
		Left/Through/Right	29.2	D	43	34.6	D	31
		SB Approach	27.1	C	-	98.3	F	-
		Left/Through/Right	27.1	D	42	98.3	F	140
13th Avenue / Prairie Parkway	Two-Way Stop Control	Overall Intersection	1.2	-	-	8.4	-	-
		EB Approach	0.3	A	-	0.2	A	-
		Left	8.2	A	2	9.9	A	2
		Through/Right	-	-	-	-	-	-
		WB Approach	0.3	A	-	0.6	A	-
		Left	9.9	A	1	9.9	A	6
		Through/Right	-	-	-	-	-	-
		NB Approach	17.8	C	-	66.5	F	-
		Left/Through/Right	17.8	C	13	66.5	F	87
		SB Approach	17.6	C	-	96.1	F	-
		Left/Through/Right	17.6	C	7	96.1	F	119
13th Avenue / 16th Street	Two-Way Stop Control	Overall Intersection	2.2	-	-	6.4	-	-
		EB Approach	0.1	A	-	0.5	A	-
		Left	7.9	A	1	9.9	A	4
		Through/Right	-	-	-	-	-	-
		WB Approach	0.8	A	-	1.5	A	-
		Left	8.9	A	3	9.8	A	15
		Through/Right	-	-	-	-	-	-
		NB Approach	15.1	C	-	37.6	E	-
		Left/Through/Right	15.1	C	25	37.6	E	43
		SB Approach	16.9	C	-	107.2	F	-
		Left/Through	20.7	C	4	189.2	F	78
		Right	9.2	A	0	11.7	B	5

Forecasted Level of Service – with Lane Improvements

Further analysis regarding the effectiveness of lane improvements was conducted on the intersection of Main Avenue/CR28 to improve its PM peak hour LOS. The northbound and southbound lane configurations were changed to the following:

- Northbound protected-permissive left
- Northbound shared through/right
- Southbound protected-permissive left
- Southbound through
- Southbound permissive designated right

The intersection LOS results for this lane configuration are provided in Table 13. The change in lane configuration improved the overall intersection LOS from E to C during the PM peak hour. The southbound and eastbound approaches also no longer experience LOS F. The overall intersection and each approach are now expected to experience LOS B during the AM peak and LOS C during the PM peak.

No other lane improvements were deemed necessary since all of the other signalized intersections experienced LOS D or better. Also, as previously mentioned, none of the stop-controlled intersections meet warrants for conversion to traffic signals.

Table 13. Forecasted 2045 LOS for Main Avenue/CR 8 with Lane Improvements

Intersection	Control	Movement	2045 Forecasted Conditions With Lane Improvements					
			AM			PM		
			Delay (s/veh)	LOS	95% Queue (ft)	Delay (s/veh)	LOS	95% Queue (ft)
Main Avenue W / Cass County 28	Signalized	Overall Intersection	15.6	B	-	23.4	C	-
		EB Approach	15.3	B	-	20.9	C	-
		Left	20.0	C	#127	26.2	C	#177
		Through/Right	13.6	B	157	18.9	B	199
		WB Approach	18.2	B	-	31.4	C	-
		Left	9.9	A	12	15.5	B	41
		Through/Right	18.6	B	87	33.2	C	#224
		NB Approach	16.9	B	-	22.5	C	-
		Left	17.0	B	65	19.7	B	71
		Through/Right	16.7	B	69	24.6	C	115
		SB Approach	12.5	B	-	20.1	C	-
		Left	13.3	B	30	18.5	B	69
		Through	22.4	C	63	27.0	C	135
		Right	8.3	A	48	17.1	B	143

# denotes queue volume exceeding capacity

The following recommendations are based on LOS results:

- Implement a southbound right turn lane at the intersection of Main Avenue/CR28.
- Implement a southbound protected-permissive left turn lane at the intersection of Main Avenue/CR28.
- Install a northbound protected-permissive designated left at the intersection of Main Avenue/CR28.
- Implement protected-permissive left turns when possible at all other intersections to optimize capacity.

Issues and Needs Assessment

Purpose and Need

The purpose of this study is to identify the future needs of this corridor in order to establish recommended transportation improvements to occur in the near future and in the next 20 to 25 years. The following is a list of specific needs/issues that were identified for this study:

- Sections of the corridor are experiencing failing pavement conditions which will result in the need for reconstruction in the near future.
- Vacant land along the western portion of the corridor has been targeted for development. Access management, traffic operations, and safety will need to be addressed as this area develops.
- With future growth areas potentially opening up southwest of Interstate 94, an overpass connection across Interstate 94 may be considered in the future. The traffic and safety impact on 13th Avenue resulting from a grade separation will need to be addressed.
- The CR28 and Main Avenue intersection is projected to have failing traffic operations by the year 2045 during the PM peak hour. It should be noted that analysis of this intersection was completed before the traffic signals were added.

The primary goal of this study is to develop feasible solutions to address the issues and needs. Figure 37 through Figure 43 show the entire corridor with a summary of the issues and needs.

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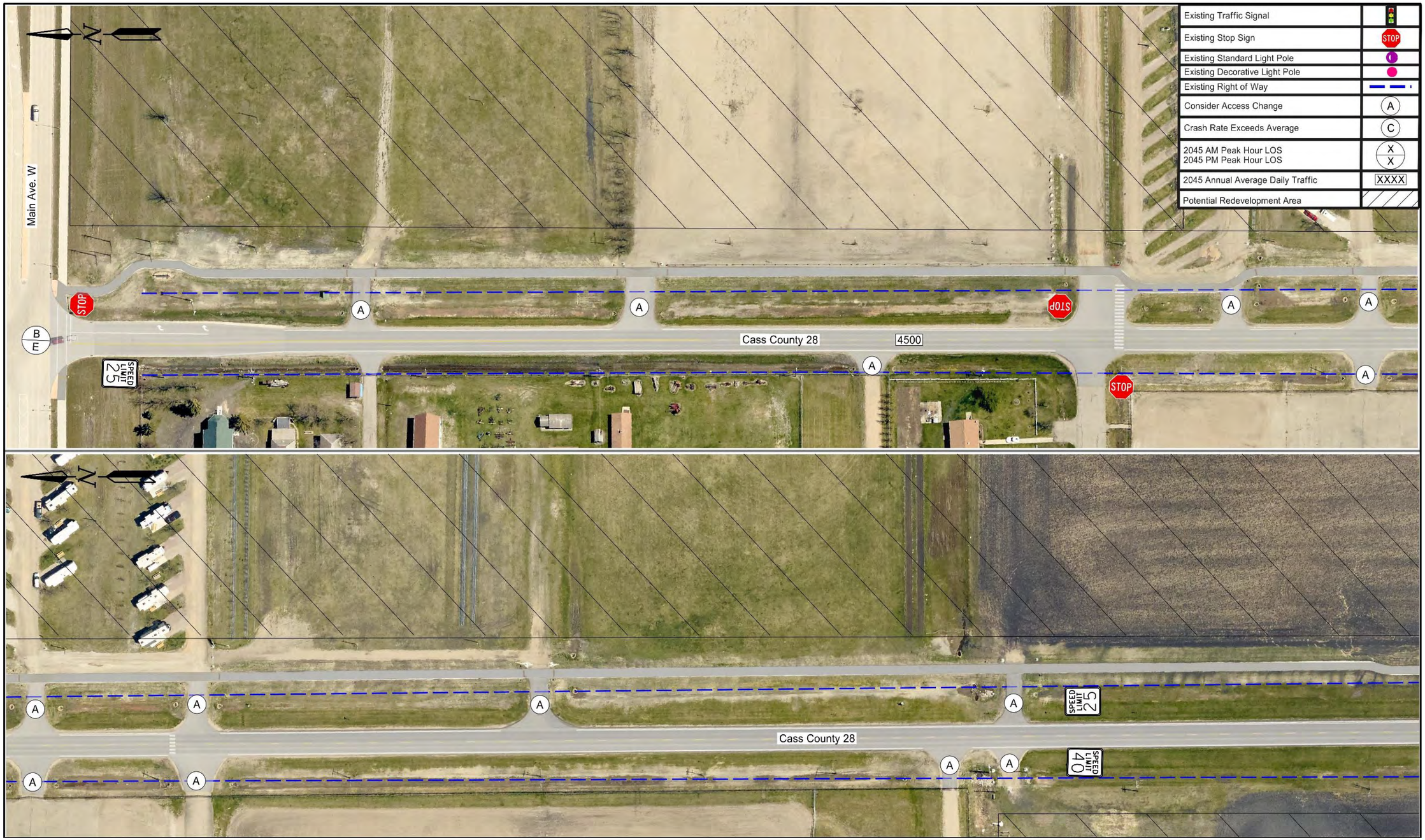

Figure 37. Issues and Needs Summary A

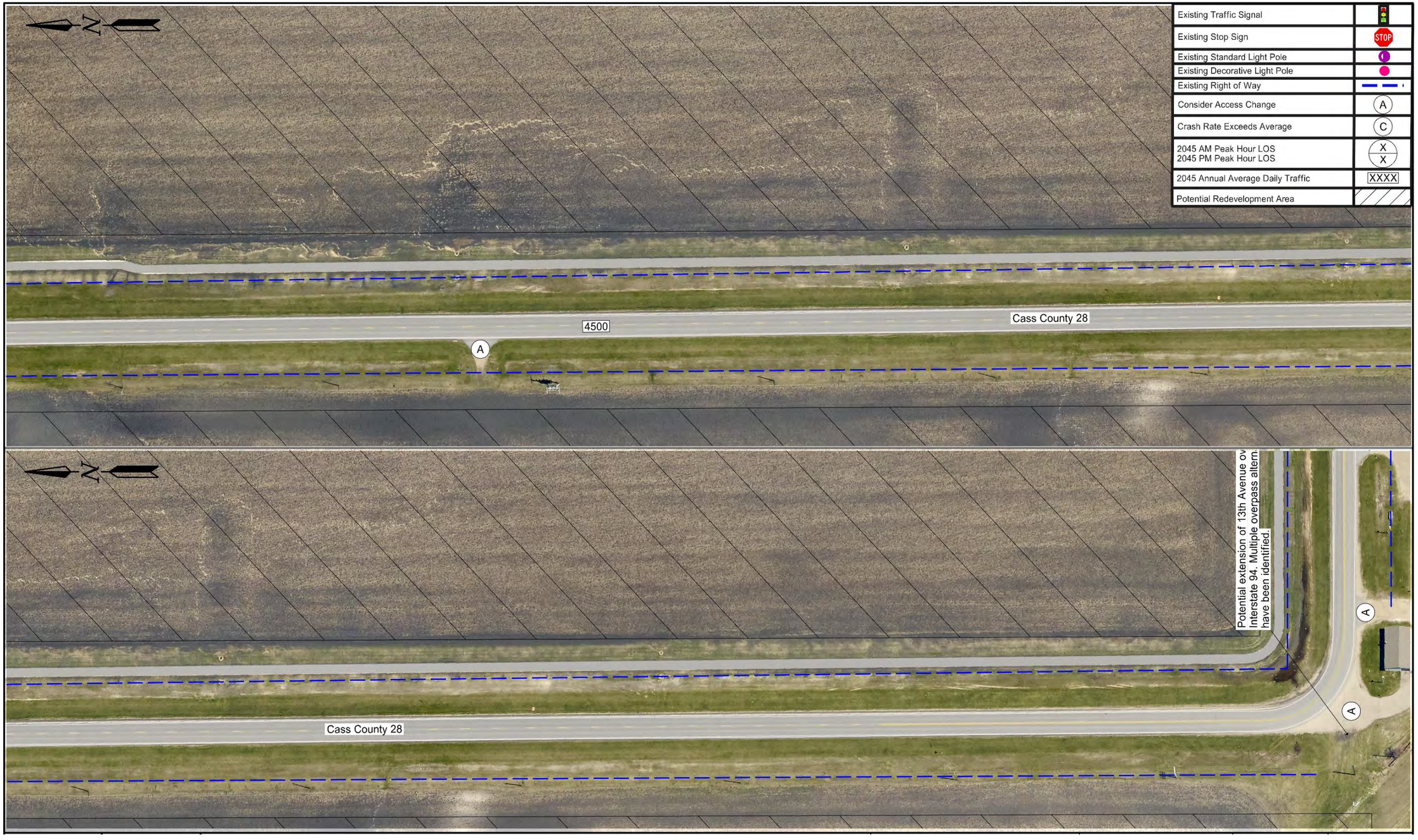

Figure 38. Issues and Needs Summary B

Figure 39. Issues and Needs Summary C

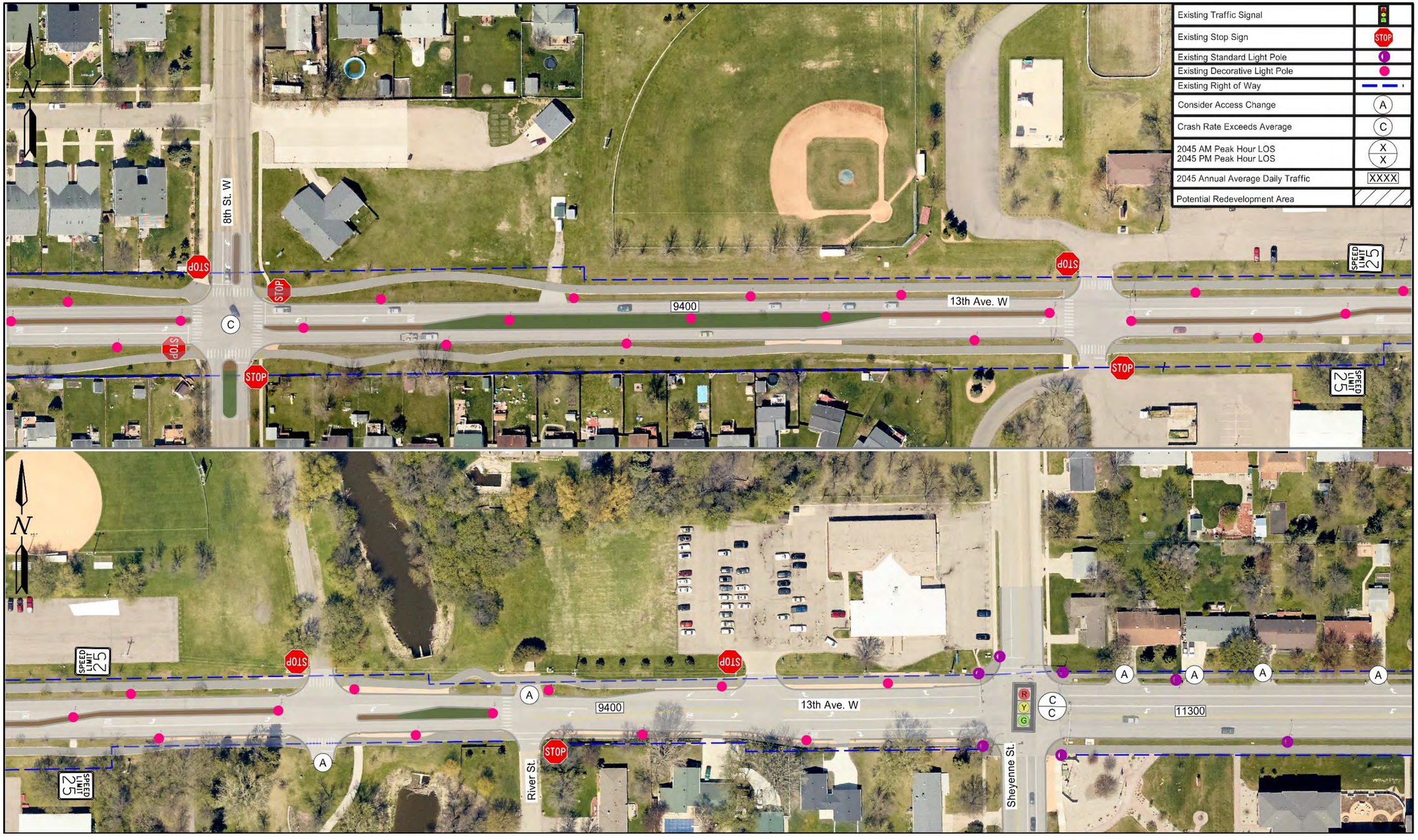

Figure 40. Issues and Needs Summary D

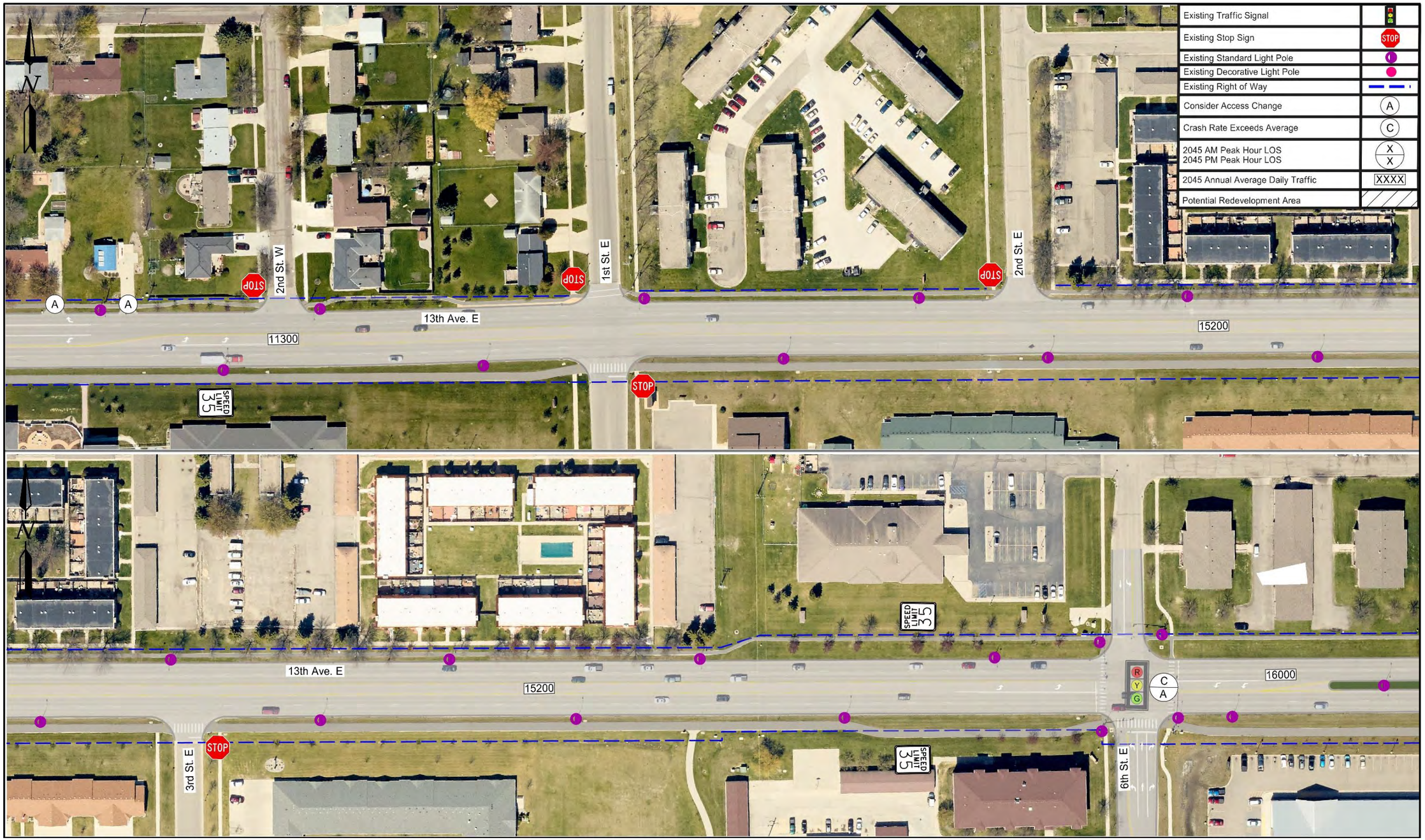

Figure 41. Issues and Needs Summary E

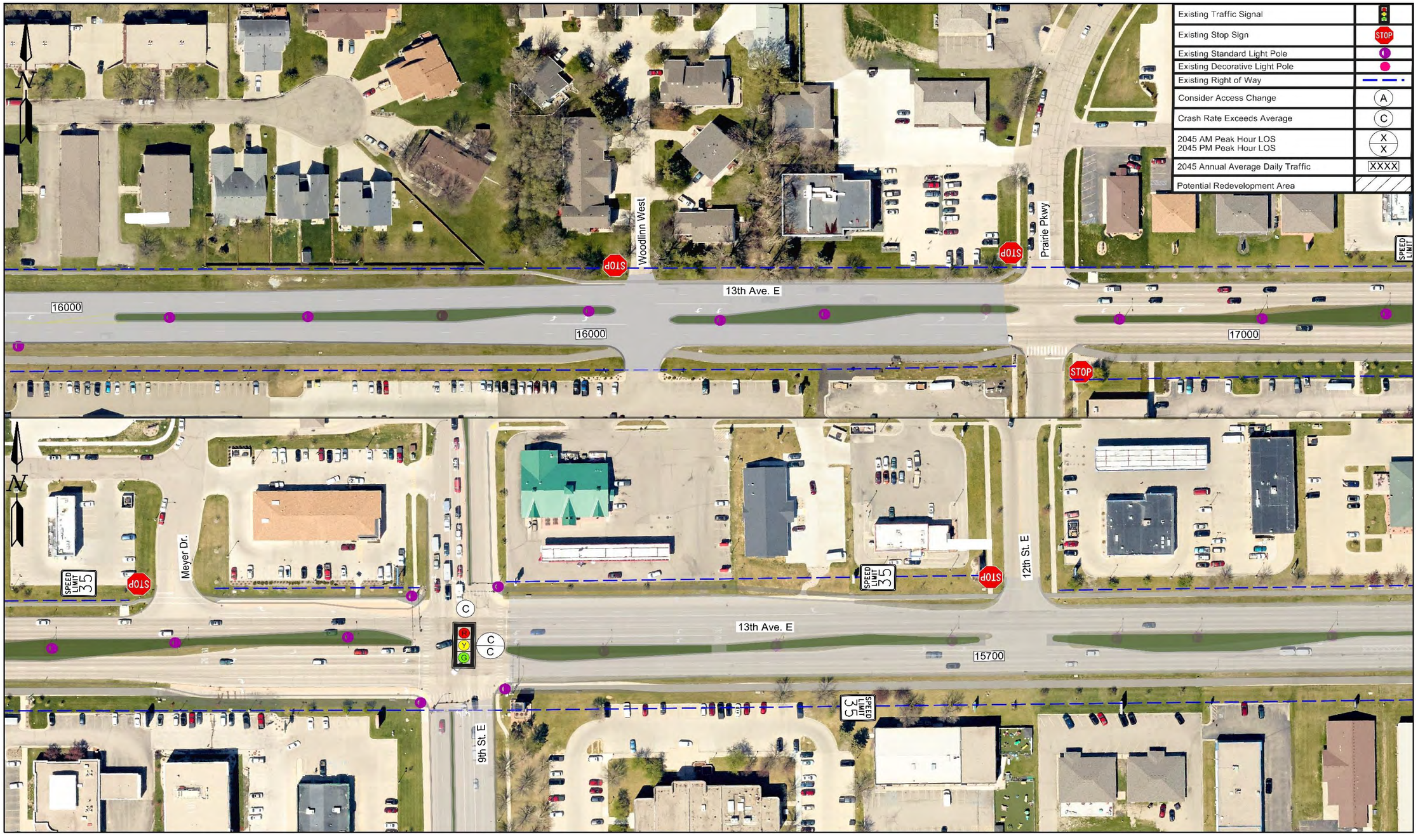

Figure 42. Issues and Needs Summary F

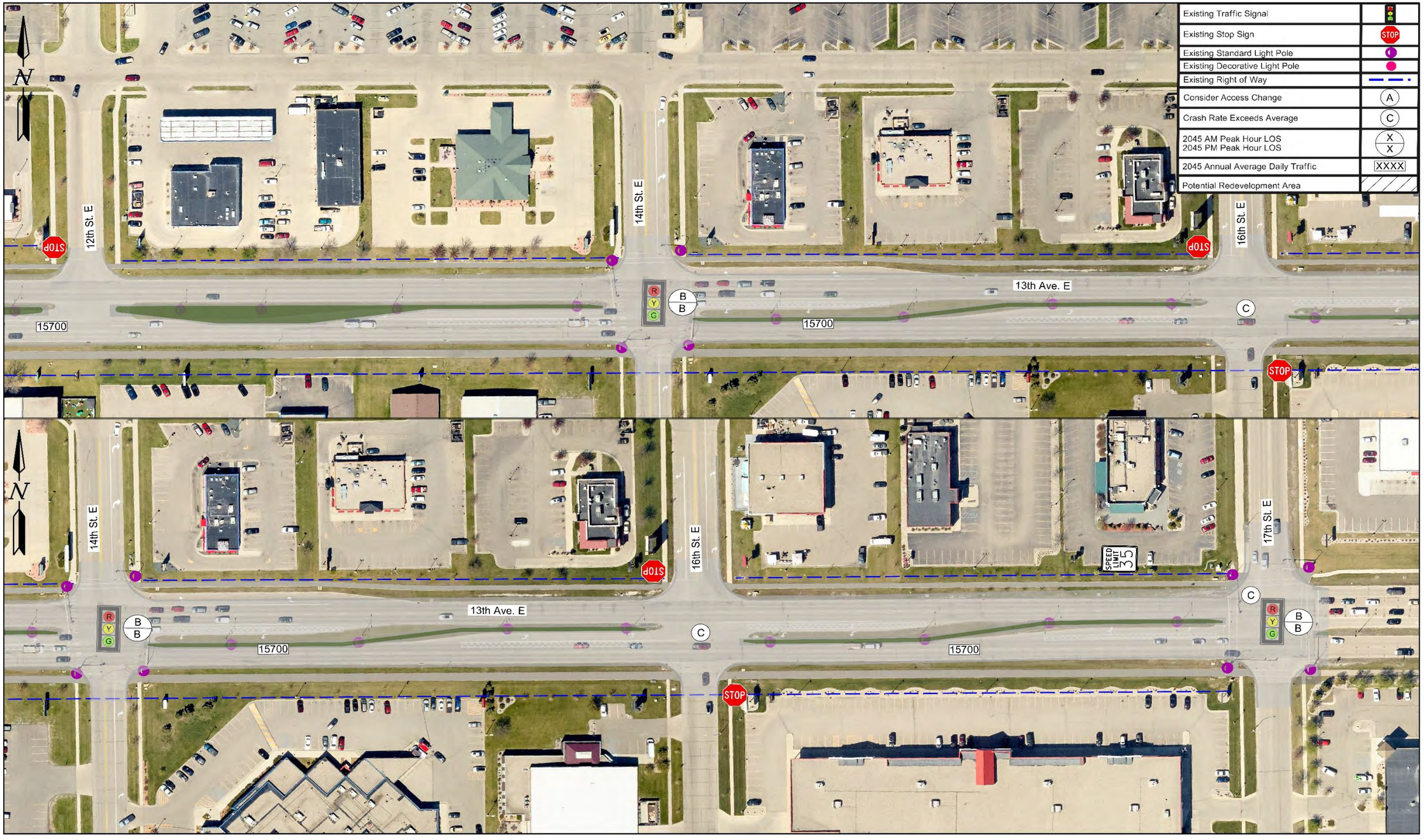

Figure 43. Issues and Needs Summary G

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Development of Alternatives

Introduction

The alternatives developed for this analysis were completed utilizing a high-level, concept-based layout. It is recommended that further detailed analysis and design be required if any specific alternative moves forward into a project. It is also important to note that the City of West Fargo recently underwent development through *West Fargo 2.0: Redefining Tomorrow*, their comprehensive plan for the future growth in the City.

As a result, the City would like to include certain aesthetics and corridor characteristics as part of future projects. With this in mind, as alternatives are developed and carried forward into project phases, it is recommended to incorporate these desires through both geometric design and streetscaping in efforts to promote consistency and cohesiveness along the corridor.

Segment 1: Cass County Road 28 (CR28): Main Avenue to 10th Street W

The SRC discussed four alternatives for Segment 1 of the 13th Avenue Corridor Study. All vary in operations, impacts, and costs. These four alternatives are listed as follows:

- No Build
- Two-Lane (Urban)
- Two-Lane Divided (Urban)
- Interstate 94 (I-94) Overpass Connection.

No Build

The no build alternative would leave the current two-lane rural roadway configuration in place. Maintenance operations would continue as currently scheduled.

Two-Lane (Urban)

The two-lane urban section would leave the current roadway configuration in place, with the addition of curb and gutter to the roadway section. The two-lane urban typical section is shown in Figure 44.

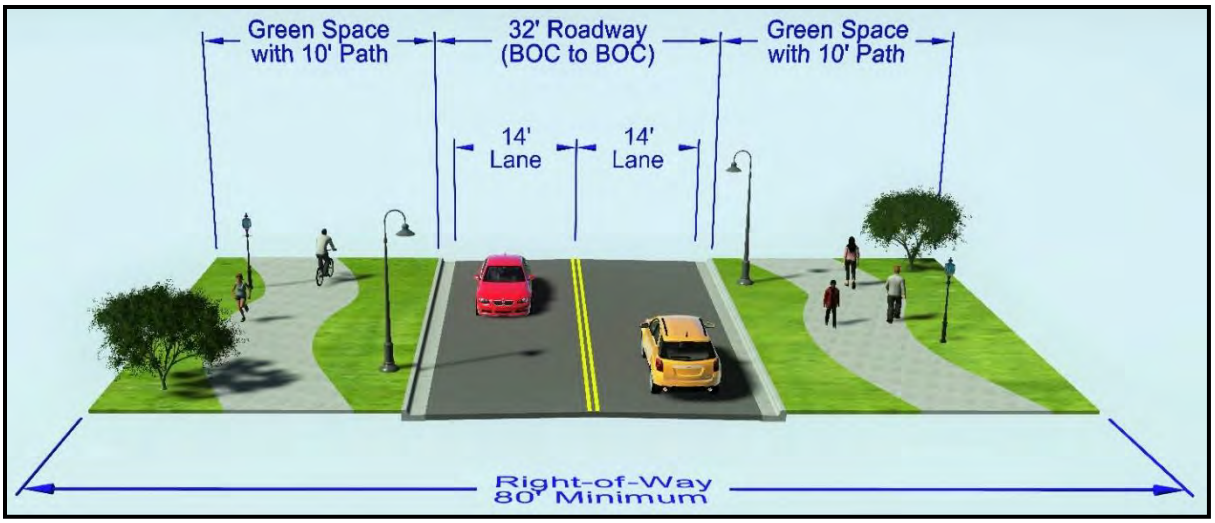

Figure 44. Two-Lane Urban Typical Section

Two-Lane Divided (Urban)

The two-lane divided urban section would add a raised median to provide access management opportunities once this area becomes developed, as well as the addition of curb and gutter. The current shared use path would be maintained and connections would be made where gaps in accessibility exist. A typical section is shown in Figure 45. Plan view layouts are also shown in Figure 49 through Figure 53.

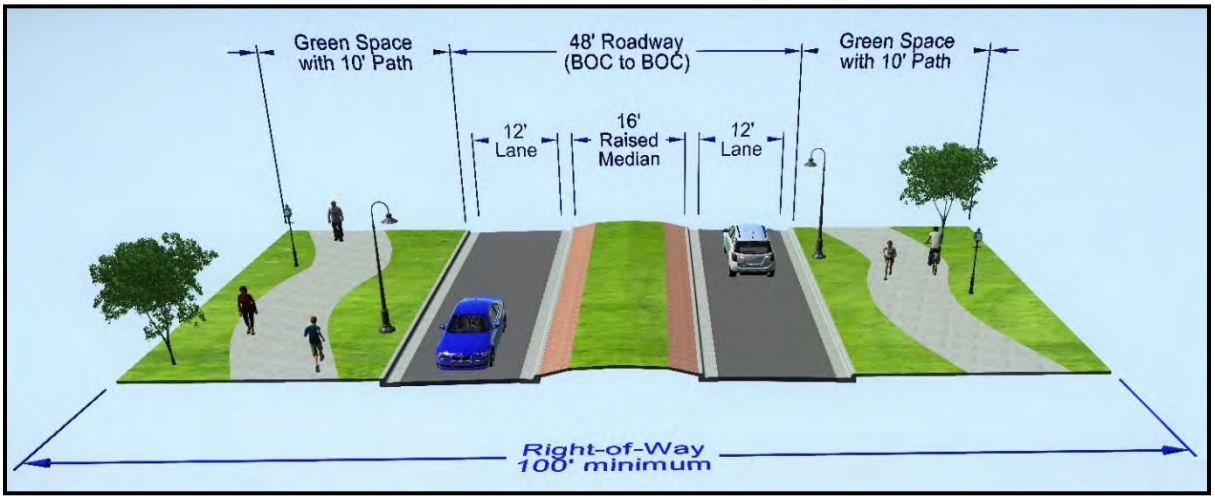

Figure 45. Two-Lane Divided Urban Typical Section

Interstate 94 Overpass Connection

Segment 1 currently consists of a 90 degree curve adjacent to I-94. At the request of the City, as part of this study an overpass connection across I-94 was analyzed. The overpass connection would allow future areas of development southwest of I-94 a shorter connection to both the 13th Avenue and the Main Avenue corridors. The I-94 overpass connection could be incorporated into any of the other three alternatives for Segment 1 if progressed into a project.

During the third SRC meeting, three separate options for the overpass were discussed, with one being chosen for further evaluation. As mentioned previously, alternatives developed for this high-level analysis are concept-based and are anticipated to undergo further analysis before moving forward into the project phase. As an overpass connection would cross the Sheyenne River Diversion (Diversion) which was a federally authorized flood control project. This is a major flood protection asset and work in the channel or on the levees will need to be coordinated further with the U.S. Army Corps of Engineers and 408 permits will need to be obtained. Any environmental or hydraulic impacts will need to be further assessed. The potential overpass alternatives are discussed below and are shown in Figure 46.

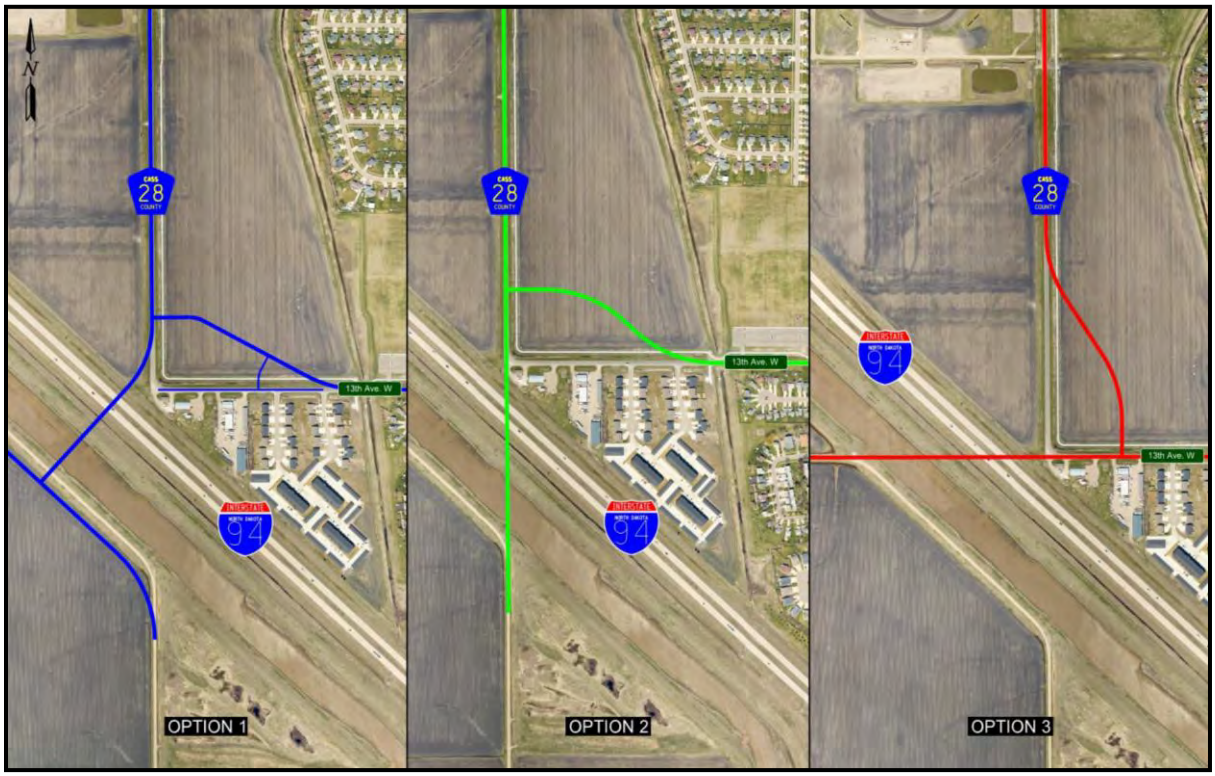

Figure 46. I-94 Overpass Alternatives

- Option 1: Cross I-94 at 90° (±5°) with CR28, tying 13th Avenue W into the new alignment of CR28. This option would require realignment of 13th Avenue W. A plan view variant of this option is shown in Figure 51 and Figure 52.
- Option 2: Cross I-94 along the current alignment of CR28, tying 13th Avenue W into the alignment of CR28. Realignment of 13th Avenue W would be required in this option.
- Option 3: Cross I-94 along the current alignment of 13th Avenue W, tying CR28 into the alignment of 13th Avenue W. This option requires the realignment of CR28.

Due to the extreme skew angle of crossing I-94 along either of the current alignments, which would result in longer structures as well as higher design and construction costs; Options 2 and 3 were removed from further development and analysis.

The proposed overall structure width is approximately 64 feet, including two 12-foot thru lanes (one in each direction of travel), a 17-foot raised median, and a 10-foot shared use path on one side of the structure. The barrier face to barrier face clear width provided provides adequate space for future lane reconfiguration for a four-lane undivided section through the structure. A typical section is shown in Figure 47.

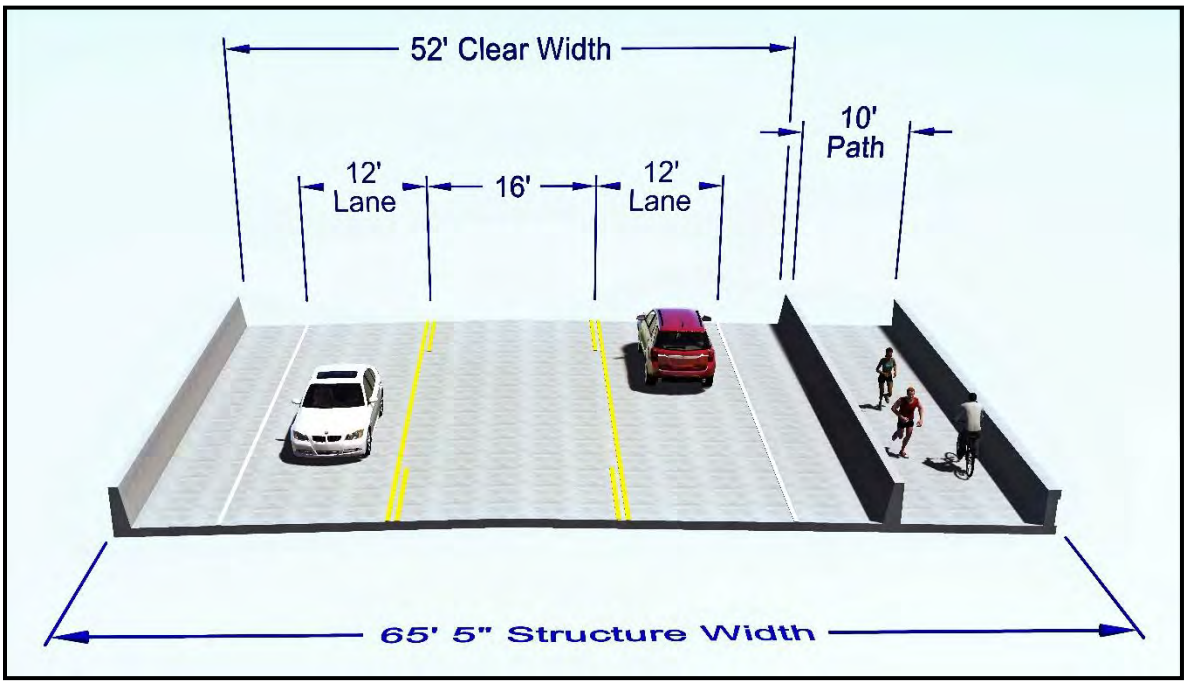

Figure 47. Proposed Structure Typical Section

Segment 2: 13th Avenue W: 10th Street W to Sheyenne Street

The SRC discussed two alternatives for segment 2 of the 13th Avenue Corridor Study, listed below. Once again, all vary in operations, impacts, and costs.

No Build

The no build alternative would leave the current two-lane divided urban roadway configuration in place. Maintenance operations would continue as scheduled.

Safety Improvements

Projected 2045 traffic volumes along 13th Avenue W through segment 2 are not expected to exceed the capacity of the current roadway section. As discussed at the SRC meeting, focus was given to spot improvements with the intent of improving safety, as well as pedestrian and bicyclist operations. These spot improvements include potentially reconstructing left turn lanes to have positive offsets at 8th Street W, as well as updating all pedestrian signing to ensure adequate reflectivity, updating all crosswalk pavement markings, and adjusting truncated domes on pedestrian ramps to sidewalks so they are properly aligned with crosswalks. A plan view of some of these improvements is shown in Figure 53 and Figure 54.

The SRC committee brought up high pedestrian traffic around Elmwood Park during sporting events. There are additional items that can be added at pedestrian crosswalks to increase their effectiveness. Some of these items include:

- High Visibility Markings
- Illumination
- Signing
- Advance Stop Bars
- Median Islands
- Curb Extensions
- Rectangular Rapid Flash Beacon
- Pedestrian Signal
- Pedestrian Hybrid Beacon (aka HAWK)

The type of treatment will vary depending on the roadway characteristics, pedestrian volumes and surrounding environment. An engineering study may be necessary for implementation of beacons or signals.

Segment 3: 13th Ave W/E: Sheyenne Street to Prairie Parkway

The SRC discussed two alternatives for Segment 2 of the 13th Avenue Corridor Study, listed below. Once again, all vary in operations, impacts, and cost.

- No Build
- Four-Lane Divided (Urban).

No Build

The no build alternative would leave the five-lane roadway configuration in place. Maintenance operations would continue as scheduled.

Four-Lane Divided (Urban)

The four-lane divided urban section shown in Figure 48 would add a raised median producing a consistent corridor from Segment 2 to Segment 4. The raised median also provides opportunity for access management along this segment of roadway. This alternative would keep the full access intersections at Sheyenne Street, 1st Street E, and 6th Street E; all other intersections and access points would be limited to right-in/right-out traffic operations. A plan view of a variant of this alternative is shown in Figure 54 and Figure 55.

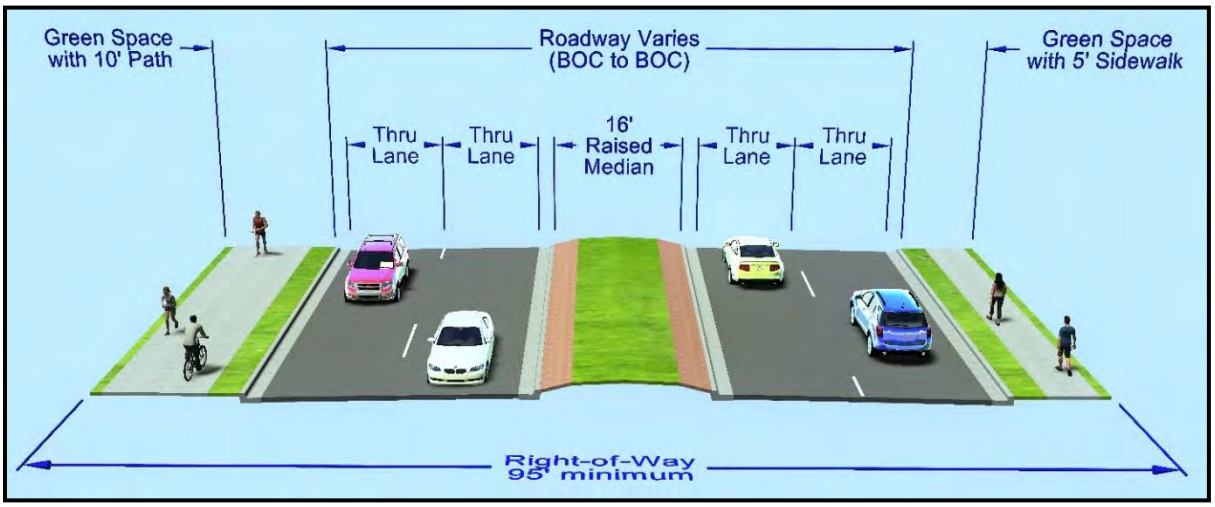

Figure 48. Four-Lane Divided Urban Typical Section

Segment 4: 13th Ave E: Prairie Pkwy to 17th St E

The portion of 13th Avenue included in Segment 4 was recently updated as part of two separate construction projects. The intersection of 13th Avenue E and 9th Street E reconstruction project began in 2017 and concluded in late 2018. The project consisted of reconstructing and widening the intersection to accommodate dual left turn lanes on all legs of the intersection. The project limits along 13th Avenue E stretched from Prairie Parkway to 12th Street E. The second construction project was located along 13th Avenue E from 12th Street E to 17th Street E (West Fargo City Limits). Work consisted of complete reconstruction of three westbound lanes and two eastbound lanes along 13th Avenue E. The SRC determined, due to the recent construction projects throughout Segment 4, that development of alternatives for this segment was not warranted.

Figure 49. Alternative Development A

Figure 50. Alternative Development B

Figure 51. Alternative Development C

Figure 52. Alternative Development D

Figure 53. Alternative Development E

Figure 54. Alternative Development F

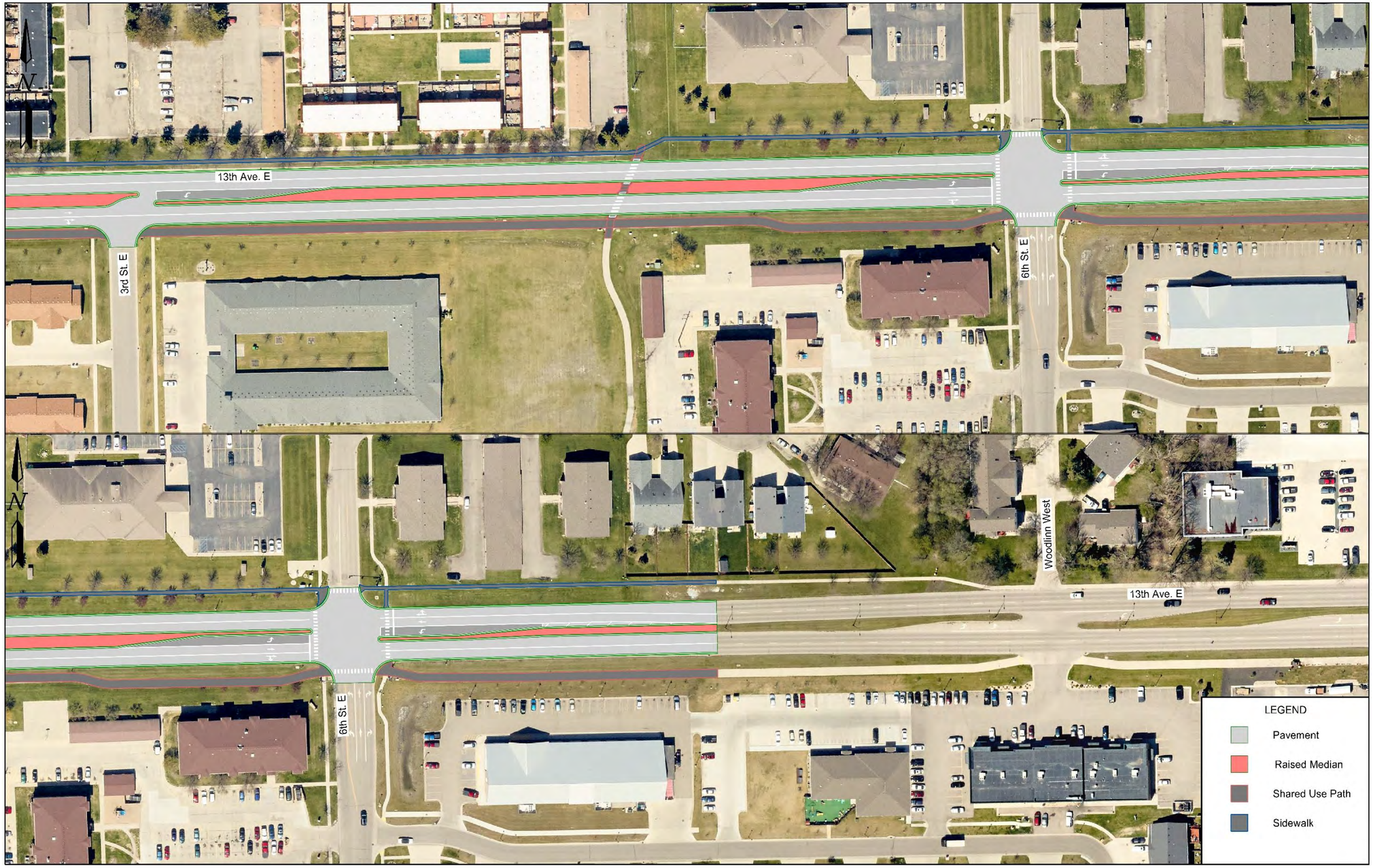

Figure 55. Alternative Development G

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Analysis of Alternatives

Introduction

As previously stated, the alternatives developed for this analysis were completed utilizing a high-level, concept-based layout. It is recommended that further detailed analysis and design be required if any specific alternative moves forward into a project.

Design Considerations

While additional lanes are not warranted along the 13th Avenue Corridor, the addition of a raised median to a lane configuration can help to increase safety. Raised medians are a recognized Crash Modification Factor. A raised median increases safety by providing a physical barrier between opposing traffic, can reduce speed by making the traveled way appear more narrow, serves as access management where needed, and can provide an opportunity for pedestrian refuge. The two-lane divided urban alternative in Segment 1 and the four-lane divided urban alternative in Segment 3 incorporate raised medians.

Cost Estimates

High-level cost estimates for each alternative within each segment are listed below. The primary function of these cost estimates is for comparison of alternatives. Costs shown are in 2019 U.S. dollars. In all instances of no build options, NA represents that cost estimates are not applicable, however regularly scheduled maintenance activities will continue.

Segment 1

- No Build ..... NA
- Two-Lane Urban $5,500,000
- Two-Lane Divided Urban $6,750,000
- I-94 Overpass Connection (90° realign)
    - Standard Intersection option $12,900,000
    - Roundabout option $15,500,000
- I-94 Overpass Connection (13th Ave or CR 28 current alignment)
    - Standard Intersection option $18,900,000
    - Roundabout option $21,500,000

Segment 2

- No Build ..... NA
- Safety Improvements $500,000

Segment 3

- No Build ..... NA
- Four-Lane Divided Urban $6,350,000

Segment 4

- No Build ..... NA

Access Management

It is recommended that all new access along the 13th Avenue corridor follow the recently developed recommendations from the *Fargo/West Fargo Parking & Access Study,* completed in 2018 and any existing access be evaluated further during the design of any alternative moving into a project. Also, since a portion of the corridor being studied is CR28 the following recommended access spacing from Cass County's access ordinance should be utilized, "*10.1.2 Spacing of Adjacent Access Points and Intersecting Streets to function effectively, adjacent access points and intersecting streets shall be spaced to ensure safe and efficient traffic movements and operations. Access shall generally be restricted to one access per one-quarter mile."*

Right-of-Way Needs

The right-of-way needed for a realignment of the junction of CR 28 and 13th Avenue will be approximately 5 acres for nearly all options explored. This includes a 130 foot wide corridor of right-of-way. A cost estimate for right-of-way is not included in this study due to the high level of variability that is inherent when dealing with real estate prices. Right-of-way for two realignment scenarios is shown in Figure 56.

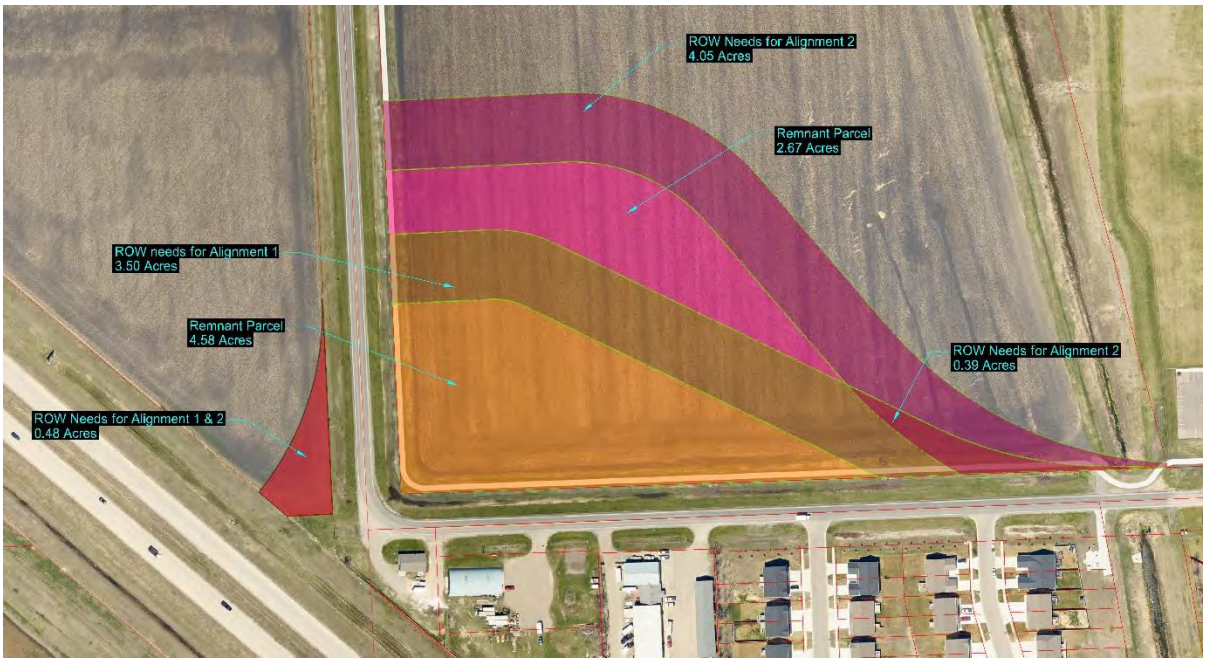

Figure 56. Right-of-Way for CR 28/13th Avenue Realignment

Summary of Public Involvement

Introduction

The public involvement process was introduced at two stages of the study; the initial input opportunities began with data gathering and the public was given opportunities to comment on the alternatives once they were developed. A combination of grass-roots events, online surveys, Study Review Committee (SRC) meetings, a public open house, and a virtual open house were utilized throughout the study to facilitate public involvement. Figure 57 shows the five steps of public input as it pertains to the study.

Figure 57. Public Involvement Process

Summaries of public involvement events are provided below with meeting documents and minutes in Appendix A – Public Input Documentation.

SRC Meeting #1: Project Kick-Off Meeting

This first meeting of the SRC was held to introduce all stakeholders to the study and lay out the needs and expectations of the study team. Project scope and extents of the study were discussed.

Online Survey

As part of the initial phase of the study, an online survey was developed to gain public input on several aspects of the corridor. The survey was designed to help develop alternatives that were in line with the public's needs and wants. The online survey had 285 respondents, where 60% lived in West Fargo, 23% lived outside of West Fargo, 10% worked in West Fargo, 1% had a business in West Fargo, and 6% responded "none of the above." Questions included, "How often do you use this stretch of 13th Avenue?", "How do you travel most often?", and "On most days, how satisfied are you with the ease of travel within this corridor?" A total of 97 percent of respondents said they travel the corridor by vehicle, while the other 3 percent said they use MATBUS. Other statistics are shown in Figure 58 and Figure 59.

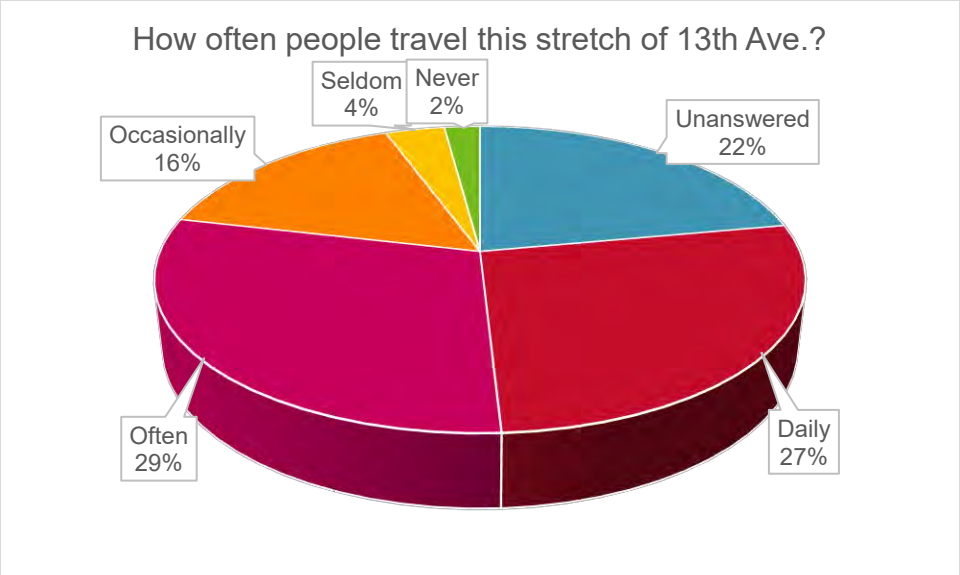

Figure 58. Survey Answers – 13th Avenue Use Frequency

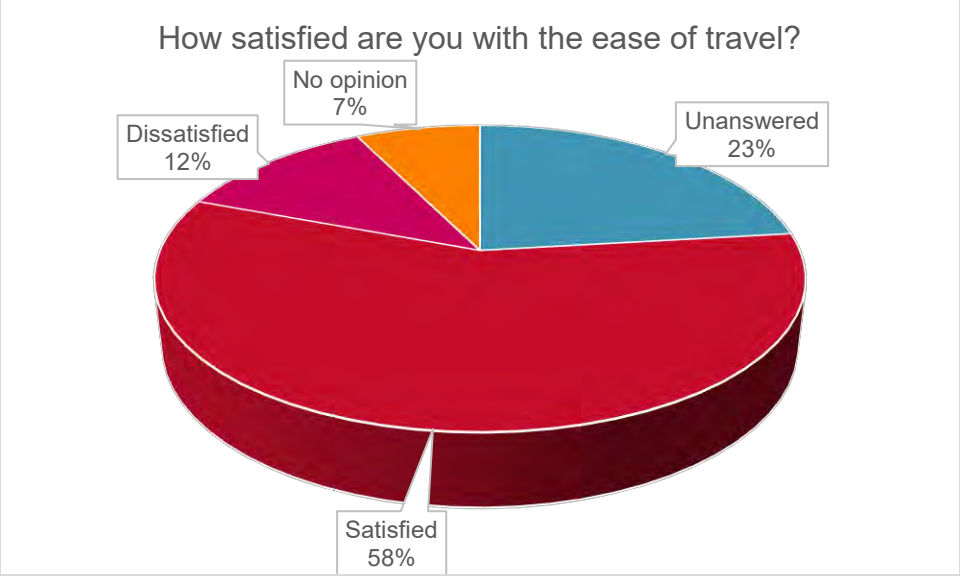

Figure 59. Survey Answers – 13th Avenue Ease of Travel Satisfaction

WestFest Public Input Booth

The first grassroots event identified to gather public input was at the annual WestFest event held along Sheyenne Street in West Fargo. Staff from HDR and Flint worked a booth along the parade route prior to and during the parade. The booth was promoted on social media and staff distributed door knockers in neighborhoods surrounding the corridor in the week prior to the event. A mobile cart was utilized to engage the crowd waiting to watch the parade with the online survey. Paper copies of the survey were filled out at the booth and mobile cart after the parade staff set up the mobile cart within the inflatable games area.

Figure 60. WestFest Public Input Booth

SRC Meeting #2: Scenario Development Workshop

A scenario development workshop was conducted with the SRC to identify potential land use and transportation network scenarios that may impact the 13th Avenue Corridor. The discussed scenarios were consistent with the direction of *West Fargo 2.0: Redefining Tomorrow.* The SRC identified three land use and three transportation network scenarios at this meeting.

Santa's Pajama Party Public Input Booth

The consultant team set up a booth at *Santa's Pajama Party*, a community event held at the Rustad Recreation Center in West Fargo on December 10, 2017. This was identified as a grassroots event at which additional surveys were collected about the public's use of the 13th Avenue Corridor. Staff from HDR and Flint Group were on site to receive comments from and discuss the study with the general public.

Figure 61. Santa's Pajama Party Public Input Booth

SRC Meeting #3: Development of Alternatives Discussion

An SRC meeting was held to discuss alternatives to carry forward into the development stage of the study. The corridor was discussed in four segments at this meeting. With the results of the analysis showing that additional lanes along the corridor were not warranted, much of the discussion was on safety—bicycle and pedestrian—and aesthetic updates.

Public Input Open House

A public open house was held for the City of West Fargo and Fargo Moorhead Metro COG's 13th Avenue Corridor Study from 4 PM to 6 PM on Thursday, December 6, 2018, at West Fargo City Hall.

Attendees had the opportunity to view and comment on the transportation vision for the 13th Avenue Corridor between 17th Street SE and Main Avenue W in West Fargo. General comments, both verbal and written, were encouraged and recorded. City of West Fargo, Metro COG, and HDR staff were available for the duration of the open house to interact with area residents, businesses, media, and other stakeholders.

Public Input Virtual Open House

A virtual open house was available online from December 7 to 21, 2018, to make it convenient for the community to participate in the study—especially those who were unable to attend the physical event. The virtual open house walked visitors through all the graphics presented at the physical event and provided opportunities to comment on any of the slides.

SRC Meeting #4: Draft Report Review

An SRC meeting was held to discuss the draft report. Members of the SRC provided comments on the draft report. These comments were discussed and resolved as well. Scheduling for presentations of the study report to the West Fargo Planning and City Commissions, Metro COG's Transportation Technical Committee, and Metro COG's Policy Board was also discussed at this meeting.

METROCOG Fargo-Moorhead Metropolitan Council of Governments

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Fargo, North Dakota 58102-4807
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e: metrocog@fmmetrocog.org
www.fmmetrocog.org

To: Metro COG Policy Board
From: Adam Altenburg, AICP
Date: March 15, 2019
Re: FM Diversion Recreation Plan RFP

Metro COG is seeking review and recommendation of the draft Request for Proposals (RFP) for the Fargo-Moorhead Diversion Recreation Plan. The plan is intended to provide a framework to help facilitate the development of recreational concepts into the design and construction of the Diversion Project, as well as outline specific recreation investment needs. The plan would also incorporate important non-recreational aspects along the floodway including security and emergency access, native vegetation and riparian habitat management, and integrating visual design aesthetics with important infrastructure elements.

The objective of the FM Diversion Recreation Plan is to provide a vision for recreational concepts and key non-recreational features that can be designed and developed in conjunction with the construction and completion of the Diversion Project. This effort will include a robust public outreach effort to ensure that community leaders and members of the public have the opportunity to provide input on features they view as important assets for the FM metropolitan area. The intended outcome of this project is to develop an implementation plan for future recreation trail needs and other investment priorities, identify partner agencies and organizations for operations and maintenance activities, and guide future recreation and ecological decisions along the floodway and in the region.

The study area for the FM Diversion Recreation Plan will primarily focus on publicly owned land adjacent to the proposed 1,500 foot-wide earthen channel as part of the 36-mile floodway through eastern Cass County, North Dakota. The Diversion Project begins approximately four miles south of the confluence of the Red River and Wild Rice River and extends west around the cities of Horace, Fargo, West Fargo, and Harwood. However, in order to assist with developing a comprehensive and interconnected regional trail system, some analysis will be needed in the greater FM metropolitan area, including connections with adjacent jurisdictions in North Dakota and into Clay County, Minnesota.

A budget of $230,000 has been allocated for this study with 50% ($115,000) coming from Metro COG's federal Consolidated Planning Grant (CPG) funds and 50% ($115,000) from the Metro Flood Diversion Authority. The project is slated to begin in March 2019 and completed by September 2020.

Requested Action: Approve the RFP for the FM Diversion Recreation Plan.

FARGO-MOORHEAD
METROPOLITAN COUNCIL OF GOVERNMENTS

REQUEST FOR PROPOSALS (RFP)

PROJECT NO. 2019-003

FARGO-MOORHEAD DIVERSION RECREATION PLAN

MARCH 25, 2019

APPROVED:

_____

Cynthia R. Gray
Metro COG, Executive Director

METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

REQUEST FOR PROPOSALS (RFP)

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is seeking requests for proposals from qualified consultants for the following:

Fargo-Moorhead Diversion Recreation Plan

Selection criteria will follow a qualifications-based review process to analyze proposals from responding consultants. The most qualified candidates will be invited to present an oral interview. Upon completion of technical ranking, oral interviews and possible discussion with candidate consultants, Metro COG will enter into negotiations with the top ranked consulting firm. The consultant will submit with their response to this RFP a **sealed cost proposal.** The cost proposal of the top ranked firm will be opened during contract negotiations. Those firms not selected for direct negotiations will have their unopened cost proposals returned. Metro COG reserves the right to reject any or all cost proposals submitted. This project will be funded in part with federal transportation funds and has a not-to-exceed budget of **$230,000 dollars**.

Interested firms may request a hard copy of this RFP by telephoning 701.532.5100, or by email at leach@fmmetrocog.org. Copies will be posted on the North Dakota Department of Transportation QBS website (www.dot.nd.gov) and will also be available for download in PDF format at www.fmmetrocog.org.

All applicants must be prequalified with NDDOT. If not prequalified with the NDDOT, applicants will be required to submit a completed Standard Form 330 (Exhibit D) with their submittal of information.

All proposals received by **4:30 p.m. on Monday, April 22, 2019** at Metro COG's office will be given equal consideration. Minority, women-owned, and disadvantaged business enterprises are encouraged to participate. Respondents must submit eight (8) hard copies and one (1) PDF copy of the proposal. The full length of each proposal should not exceed twenty (20) double-sided pages for a total of forty (40) pages; including any supporting material, charts, or tables.

Hard copies of technical and/or cost proposals should be delivered to the contact below:

Adam Altenburg, AICP
Fargo-Moorhead Metropolitan Council of Governments
One 2nd Street North, Suite 232
Fargo, ND 58102-4807
altenburg@fmmetrocog.org
701.532.5105

Fax versions will not be accepted as substitutes for hard copies. Once submitted, the proposals will become the property of Metro COG.

Note – This document can be made available in alternative formats for persons with disabilities by calling Savanna Leach, Executive Secretary at 701.532.5100 or email at leach@fmmetrocog.org.

TABLE OF CONTENTS

I. Agency Overview

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) serves as the Council of Governments (COG) and Metropolitan Planning Organization (MPO) for the greater Fargo, North Dakota, and Moorhead, Minnesota metropolitan area. As the designated MPO for the Fargo-Moorhead metropolitan area, Metro COG is responsible under federal law for maintaining a continuous, comprehensive, and coordinated transportation planning process.

Metro COG is responsible, in cooperation with the North Dakota and Minnesota Departments of Transportation (NDDOT and MnDOT, respectively) and local planning partners, for carrying out the metropolitan transportation planning process and other planning issues of a regional nature. Metro COG represents eleven cities and portions of two counties that comprise the Metro COG region in these efforts.

II. Purpose of Request

The purpose of this RFP is to receive competitive proposals from qualified, multi-disciplinary consultant teams with expertise in regional planning, multimodal transportation engineering, urban design, landscape architecture, ecological sustainability, and community engagement to complete an updated comprehensive recreation plan for the proposed Fargo-Moorhead (FM) Area Diversion Project. The FM Diversion Recreation Plan will provide a framework to help facilitate the development of recreational concepts into the design and construction of the Diversion Project, as well as outline specific recreation investment needs. The plan would also incorporate important non-recreational aspects along the floodway including security and emergency access, native vegetation and riparian habitat management, and integrating visual design aesthetics with important infrastructure elements.

The study area for the FM Diversion Recreation Plan will primarily focus on publicly owned land adjacent to the proposed 1,500 foot-wide earthen channel as part of the 36-mile floodway through eastern Cass County, North Dakota. The Diversion Project begins approximately four miles south of the confluence of the Red River and Wild Rice River and extends west around the cities of Horace, Fargo, West Fargo, and Harwood. However, in order to assist with developing a comprehensive and interconnected regional trail system, some analysis will be needed in the greater FM metropolitan area, including connections with adjacent jurisdictions in North Dakota and into Clay County, Minnesota.

III. Background Information

Located in the Red River Valley, the FM metropolitan area (population 208,321) is significantly prone to springtime flooding. The Red River has exceeded flood stage in 49 of the past 110 years, every year from 1993 through 2011, and again in 2013. It is estimated that a 500-year event would flood nearly the entire city of Fargo as well as major portions of Moorhead, West Fargo, and several surrounding communities. Since 2008, local area jurisdictions have worked with the U.S. Army Corps of Engineers to develop a permanent solution for flood protection.

The FM Area Diversion Project was developed as part of a 2011 feasibility study conducted by the U.S. Army Corps of Engineers to provide flood risk management for the FM metropolitan area. The Diversion Project consists of a 20,000 cfs diversion channel with upstream staging and storage, along with associated structures and non-structural features.

The proposed Diversion Project would begin approximately four miles south of the confluence of the Red River and Wild Rice River and extend west around the cities of Horace, Fargo, West Fargo, and Harwood in North Dakota. The diversion channel ultimately re-enters the Red River downstream from the confluence of the Sheyenne River and Red River near Georgetown, Minnesota.

As part of the design and construction requirements of the FM Area Diversion Project, the Metro Flood Diversion Authority authorized the development of a recreational facilities plan to provide for an interconnected system of recreation features compatible with adjacent land uses. These technical requirements include design criteria for trails and trailheads, accessibility needs, vegetation management, security and emergency access, and aesthetic and architectural features for infrastructure elements such as bridges and aqueducts.

The Metro Flood Diversion Authority completed its first recreation plan in 2012. This plan was developed to identify potential recreation and land use opportunities that could be incorporated into the channel and associated FM Area Diversion Project lands. The plan identified the potential to create an interconnected network of recreation features along with cultural amenities and natural and agricultural land uses to link FM metropolitan area communities.

Since the original recreation plan was developed, significant changes to the Diversion Project's southern embankment have occurred. Also in that time, portions of West Fargo and Horace adjacent to the diversion channel alignment, which were previously undeveloped, have now become more urbanized. In addition, several jurisdictions have recently updated or are in the process of updating comprehensive plans to better address multimodal and recreational needs in the area including West Fargo, Horace, and Cass County. These changes, as well as increased community awareness of recreation features being positive, key defining characteristics of the diversion channel and associated structures, have led the Metro Flood Diversion Authority and Metro COG to take a new look at recreational opportunities associated with the Diversion Project.

This information is not meant to fully define the study for the consultant nor is it intended to relay all of the issues that may be defined during the course of the study. It is only intended to provide a context for the recreation plan and to provide background information.

IV. Project Objective

In addition to gaining protection from future flood events, the FM Area Diversion Project has the potential to create a significant, interconnected system of recreation features, cultural resource interpretation, and natural landscapes that link communities, expand regional trail networks, improve access to local rivers, create habitat for wildlife, and provide vital recreational opportunities within or adjacent to the Red River diversion corridor.

The objective of the FM Diversion Recreation Plan is to provide a vision for recreational concepts and key non-recreational features that can be designed and developed in conjunction with the construction and completion of the Diversion Project. This effort will include a robust public outreach effort to ensure that community leaders and members of the public have the opportunity to provide input on features they view as important assets for the FM metropolitan area. The intended outcome of this project is to develop an implementation plan for future recreation trail needs and other investment priorities, identify partner agencies and organizations for operations and maintenance activities, and guide future recreation and ecological decisions along the floodway and in the region.

The FM Diversion Recreation Plan is intended to provide the Metro Flood Diversion Authority and regional jurisdictions concepts for trails, trail connections, and recreational features that would allow for the preparation of planning level cost estimates, as well as general recommendations for design criteria, accessibility, security, vegetation and riparian habitats, and other landscaping and architectural elements to further guide implementation.

V. Scope of Work and Performance Tasks

Metro COG is seeking a consultant that can not only provide the qualifications necessary in the development of the recreation plan but also has the ability to provide pro-activeness, vision, innovation, collaboration, and sustainability in examining and proposing plan recommendations.

Outlined below is the scope of work that will guide development of the FM Diversion Recreation Plan. Metro COG has included the following scope of work to provide interested consultants insight into project intent, context, coordination, responsibilities, and other elements to help facilitate proposal development.

This outline is not necessarily all-inclusive and the consultant may include in the proposal any additional performance tasks that will integrate innovative approaches to successfully complete the project. At a minimum, the consultant will be expected to establish detailed analyses, recommendations, and/or deliverables for the following tasks:

Task 1: Project Management and Coordination. The consultant will be required to manage the study and coordination with any subconsultants, as well as bear responsibility for all documentation and equipment needs. The consultant will identify a project lead from their team to act as the direct point of contact for Metro COG's project manager as well as the Metro Flood Diversion Authority and other city and county staff.

This task will also include bi-weekly progress meetings with Metro COG, the preparation of monthly progress reports, documentation of travel and expense receipts, and the preparation and submittal of invoices. When submitting progress reports, the consultant will be expected to outline the following:

- Performed work
- Upcoming tasks
- Upcoming milestones
- Status of scope and schedule
- Any issues to be aware of

Task 2: Community Engagement. In compliance with Metro COG's adopted Public Participation Plan (PPP), the consultant will develop and implement a community engagement program that seeks to gain input from officials and community members in the FM metropolitan area. Broad-based community engagement is considered critical to the success of this plan. This will include the SRC comprised of members from the Metro Flood Diversion Authority, city and county staff, and Metro COG, as well as participatory events with the public.

It is anticipated that online community engagement software/tools will likely be utilized in order to provide a robust and well-rounded community engagement program. The consultant will facilitate all community engagement activities. It is expected that at least three (3) large public involvement meetings will be conducted, as well as smaller pop-up type events held during key events in the community, unless the consultant's program details an acceptable alternative engagement program. At minimum, the community engagement program should address the following:

- Identification of stakeholders
- Engagement strategies and activities, tied back to reaching all identified stakeholder groups, including those difficult to reach
- Timeline for community engagement activities and desired type of community feedback at project checkpoints or milestones
- Communication methods for sharing information with community members
- Strategy for effective and consistent messaging across platforms and messengers

It is imperative to consider the public and keep them informed of the planning activities and outcomes using strategies that include use of the internet and social media. Providing information to Metro COG, the Metro Flood Diversion Authority, and other regional jurisdictions for posting on their websites will be required.

Study Review Committee. Development of the FM Diversion Recreation Plan will be guided by a Study Review Committee (SRC), which will provide oversight and input into the development of the corridor study. The consultant should expect at least seven (7) meetings with the SRC, which can be coordinated with community engagement meetings so as to make efficient use of any travel expenditures. Metro COG will be responsible for coordinating and scheduling SRC meetings and assisting the consultant in developing agendas. The consultant will be expected to work closely with Metro COG on coordination and distribution of materials to the SRC as applicable to consultant work tasks. If desired, Metro COG will designate a staff planner to assist with taking meeting notes, to be reviewed and approved by the consultant.

The SRC is tentatively scheduled to be comprised of members from the following:

- Metro Flood Diversion Authority
- City of Fargo – Planning and Engineering
- City of West Fargo – Planning and Engineering
- City of Horace – Community Development
- Cass County – Planning and Engineering
- Metro COG

Initial Presentations. Upon direction by the SRC, the consultant may be responsible for a minimum of one (1) personal appearance before the Metro Flood Diversion Authority or appropriate committee of the Diversion Authority, Metro COG's Transportation Technical Committee (TTC) and Policy Board, and regional jurisdictions involved in the study.

Public Involvement Meetings. The consultant will be responsible for the facilitation of, at minimum, three (3) public involvement meetings to correspond with the three phases of development of the study. The first public meeting should take place at the beginning of the study to discuss issues and needs identification and gather opinions and concerns from the public. A second public involvement meeting should be used to present alternatives developed as part of the recreation plan development process. This second meeting may be done as part of a broader Diversion Recreation Plan Summit (see below) to garner additional support and public interest in the plan process. After a draft study report has been reviewed and commented on by the SRC, a third public meeting should be held to present preferred trail alternatives and other recreational and educational concepts to gather additional comments from the public. Input from each of the public involvement meetings will be logged and recorded and any comments should be addressed in the final study, as appropriate.

For each of these meetings, the consultant will be responsible for all notices and public announcements in cooperation with Metro COG.

Diversion Recreation Plan Summit. As part of an effort to foster greater understanding and commitment from regional jurisdictions and members from the community, the consultant may wish to incorporate a two-day or multi-day Diversion Recreation Plan Summit into the community engagement process. This summit may be inclusive of the following activities:

Meeting with Regional Government Officials. The consultant may wish to add a joint meeting or smaller, individual meeting with regional city council and commission members, county commission members, and appointed members of area planning/planning and zoning commissions within Metro COG's planning area to better understand jurisdictional needs, constraints, and opportunities.

Meeting with Regional Park Districts. The consultant may benefit from having direct communication and interaction with representatives and staff from park districts within Metro COG's planning area. This may help the consultant to get a better sense of some of the amenities or recreation facilities that the community would benefit from.

Meetings with Key Stakeholders. The consultant may wish to meet individually or jointly with a number of various recreation plan stakeholders in the region including trail enthusiasts, watershed and natural resource officials, wildlife societies, public health authorities, university extension specialists, and other key recreation stakeholders.

Winnipeg Red River Floodway Greenway Presentation. As part of the Diversion Recreation Plan Summit, the consultant and the SRC may consider coordinating with representatives of the former Manitoba Floodway Authority and key personal involved in Winnipeg's Red River Floodway Greenway study. The Red River Floodway Greenway, winner of a National Honor award from the Canadian Society of Landscape Architects in 2011, outlines community-supported recreational and economic opportunities within Winnipeg's floodway property.

The consultant may also be aware of other applicable project examples that would be worth highlighting as part of this study.

Summit Field Day. Because the Diversion Project encompasses a vast area, the consultant may wish to incorporate a field day as part of the community engagement process to better allow members of the community to visit and visualize different alternatives along the corridor. The field day could provide hands-on observation and an innovative opportunity to envision future recreational areas along the diversion channel and southern embankment, as well as highlight areas where context sensitive solutions may be needed.

Pop-up Meetings. The consultant should consider the value and applicability of incorporating special, limited time pop-up meetings to coincide with key community events throughout the timeframe of the project and include if these events would benefit the public. These meetings would be unique opportunities for community members to become more informed about the study and to share ideas and feedback.

Additional Presentations and Consultation. The consultant should plan to assist Metro COG with meetings and presentations to additional jurisdictions and/or entities in Metro COG's planning area. These presentations may occur towards the completion of a final draft plan or at strategic times throughout the plan development process.

Metro COG will be responsible for distributing presentation materials, as well as for coordinating and scheduling all additional presentations in cooperation with the consultant. The consultant will be responsible for developing presentation materials, as well as summarizing comments received at these meetings.

Final Presentations Following the final public comment period, Metro COG, along with the consultant, will seek final study acceptance from Metro COG's TTC and Policy Board, followed by formal approval from the Fargo City Commission, West Fargo City Commission, Horace City Council, Cass County Commission, and the Metro Flood Diversion Authority.

Task 3: Project Structure and Work Plan. Building on the scope of work presented in their proposal, and incorporating any relevant changes made during contract negotiations, the consultant will prepare a detailed work plan and achievable timeline for the project anticipated to be completed by August 2020. The work plan will outline the overall approach, as well as specific actions and activities that will occur during the project and how these will result in a successful conclusion to the recreation plan.

Task 4: Statement of Purpose and Intent. The consultant will develop a purpose and intent statement that summarizes key aspects of the project background and reflects a shared understanding of the regional core values and vision for future recreation needs for the Diversion Project and the FM metropolitan area. This should be done in association with Task 5 (see below).

Task 5: Vision, Goals, and Objectives. The consultant will develop a vision statement that reflects a shared understanding of the regional core values and purpose of the recreation plan based on input from regional jurisdictions and members of the public. In addition, the consultant will assist in the prioritization of goals and objectives as set forth by the SRC and the public to better assist with an implementation framework.

Task 6: Floodway Review – Identification of Opportunities and Constraints. Through a review of existing technical documentation and input from SRC members with technical knowledge of the Diversion Project and adjacent floodway/floodplain characteristics, the consultant will identify areas where recreational and educational features are most feasible, and assess the available space for incorporating these features. As part of this analysis, it may be beneficial for the consultant to divide the floodway into different segments based on the characteristics of the diversion channel and southern embankment, as well as the surrounding landscape, adjacent land uses, and adjacent jurisdictions.

Task 7: Recreation Trail Assessment and Existing/Future Networks. Based on the analysis in Task 6, the consultant will examine different types of recreation trail facilities that could be located along the diversion channel and southern embankment. This should include an inventory of existing and/or future identified roadway connections and trail networks in the FM metropolitan area and the region and how those networks may tie in with trail alternatives within or adjacent to the Diversion Project.

Task 8: Design Criteria and Guidelines. The consultant will summarize design standards to ensure that trail networks are constructed in a manner that is safe, comfortable, and attractive for all users. This will help guarantee that trail sections are developed and implemented in a consistent manner. At the same time, the consultant should provide guidelines so that recreation features do not adversely impact the function of engineered elements of the Diversion Project.

This task should include a thorough review of key trail design elements that accommodate different users including materials, widths, classes, and special settings where constraints may be encountered. Important standards for accessibility and universal design should be summarized including the Americans with Disabilities Act (ADA) Accessibility Guidelines (ADAAG), American Association of State Highway Transportation Officials (AASHTO), the Manual on Uniform Traffic Control Devices (MUTCD), Architectural Barriers Act (ABA) and important U.S. Army Corps of

Engineers design standards, as well as additional guidelines for sustainability and/or inclusive design for pedestrian facilities and outdoor developed areas.

Additionally, the consultant may wish to develop a design philosophy for the siting and design of trail sections as part of this task.

Task 9: Alternatives Analysis and Preferred Alternatives. The consultant will develop a number of preliminary trail alternatives to be considered as part of the recreation plan. Alternative trail concepts should be formulated based on a thorough analysis of different users, opportunities and constraints, and input from the SRC. These concepts should then be brought forward to regional government officials as well stakeholder groups and members of the public for further review and prioritization. Based on input and final analysis, the consultant will show the preferred alternatives for recreation trails as well as validation and an overview of the criteria considered.

As part of this task, the consultant may wish to develop a methodology or set of symbols to score trail alternatives as a way to provide an 'at a glance' sense of how alternatives compare.

Task 10: Site Specific Recreation Facilities and Educational Opportunities. The consultant will consider key supplementary recreational and educational concepts that could be incorporated into the Diversion Projects and adjacent trail networks. These concepts could include but not limited to: trailhead placement, recreation nodes and amenities, cultural resources, interpretative themes and/or interpretative centers, wilderness areas, regional parks, parking facilities, camping and RV sites, restroom facilities, and signage.

Task 11: Security and Emergency Access. The consultant will detail security and emergency access needs along the diversion corridor and southern embankment that allow for emergency response and for vehicles to patrol trails and other recreation areas on a regular basis. This should include design guidelines for standard emergency vehicle and maintenance vehicle access as well as an in-depth analysis of access points along the corridor. Additionally, the consultant should review supplementary security needs and preventative measures, including restricting access to abutments and roadways, to ensure the long-term success of recreation along the Diversion Project.

Task 12: Native Vegetation and Riparian Habitats. The consultant will develop strategies for native vegetation and riparian habitat enhancement that support wildlife and ecological diversity while maintaining an overall natural feel to the Diversion Project that appears cared for and intentional.

The consultant should provide a detailed description of different potential vegetation and habitat types with strategies for enhancement and maintenance of native species and watershed management along the diversion corridor and southern embankment. Management and retention strategies for vegetation may include visual aesthetics, shade, screening, resiliency, and protection from species that may pose unacceptable safety hazards. Additionally, the consultant may wish to highlight benefits of native vegetation including birding and wildflower viewing, insect and pollinator health, stormwater filtration, and erosion control.

Task 13: Visual Design Concepts and Aesthetics. The consultant will identify opportunities to incorporate design concepts for bridge designs and other infrastructure elements that have already been developed by the Metro Flood Diversion Authority to components of the recreation plan and demonstrate how and/or where these concepts can be implemented.

Task 14: Implementation Strategy. The consultant will incorporate the goals and objectives identified in Task 13 into a final implementation strategy that can be used to implement the different components of the recreation plan. This should include a prioritization of corresponding policies or implementation measures as well as any additional activities, initiatives, programs, or other action steps needed to implement the plan.

This task should include the following information, at minimum, for each policy or implementation measure listed:

- Brief description of the activity
- Legal authorization for the activity, if applicable
- Timeframe for initiating and completing the activity
- Responsible party for implementing the activity
- Estimated cost (if any) of implementing the activity
- Funding source(s), if applicable

Task 15: Ongoing Maintenance and Oversight Alternatives. The consultant will explore and report on alternatives for maintenance and oversight responsibilities of trails and other recreational or educational components. This could include local, regional, state, or federal agency involvement, a combination of agencies, or public/private partnerships. Strategies may involve existing entities, or an entity created specifically for facilities identified in the recreation plan.

Task 16: Executive Summary. Upon completion of the recreation plan, the consultant will develop an executive summary which relays all pertinent information in an easy-to-follow format. The summary should be concise and highly graphic, highlighting all major recommendations of the recreation plan, including brief summaries relating to issues identification, community engagement, plan development, vision and goals, and implementation strategies.

Task 17: Final Approvals and Deliverables. The consultant will develop an administrative draft of the recreation plan for review and comment by the SRC. This draft is to be provided as an electronic PDF to study review committee members. Comments received from the SRC will be incorporated in the final draft of the plan for public review.

Upon final review by the SRC, the consultant will complete a final draft recreation plan document that is visually appealing, easy for the public to understand, and clearly communicates recommendations to guide future recreation decisions and influence other important non-recreation features.

The plan should be able to be used both digitally and in hard copy format. This may take the form of separate print and web formats. Specifically, the consultant should develop a plan that:

- Is clearly organized and communicates a clear message both graphically and with accompanying text
- Is easy to read and understand
- Has clear goals, objectives, and recommended implementation strategies
- Includes forward-thinking practices to reach the region's desired outcomes for rec needs
- Is adaptable and has the potential to be updated as the region evolves after plan adoption

The consultant should consider and incorporate comments received on the draft recreation plan into the final plan, as appropriate. All meeting summaries and technical analyses should be included as an appendix to the study.

Following this final public comment period, Metro COG, along with the consultant, will seek final study acceptance from Metro COG's Transportation Technical Committee (TTC) and Policy Board, followed by formal approval from the Fargo City Commission, West Fargo City Commission, Horace City Council, Cass County Commission, Clay County Commission, and the Metro Flood Diversion Authority.

Upon final completion, the consultant will be responsible for providing, at maximum, fifteen (15) bound hard copies and a high resolution reproducible original in PDF format. All data and plan products, including GIS shapefiles and renderings, will be provided to the Metro Flood Diversion Authority and Metro COG.

If the consultant wishes to modify or include additional tasks deemed necessary to successfully complete the recreation plan, this must be agreed to by Metro COG and the Metro Flood Diversion Authority prior to issuing the notice to proceed.

VI. Budget and Scope of Work Considerations

Unlike many Metro COG projects, which are funded with 80 percent federal transportation planning funds and 20 percent local match funds, this project has a higher amount of local match. The funding breakdown of the project is 50 percent federal funds and 50 percent local funds. To clearly identify the use of the 80 percent federal / 20 percent local portion of the funding, consultants should be aware of the following:

Tasks Eligible for use of Federal Transportation Planning Funds & within Federal Cap (62.5 percent of the total project funds):
Total = $143,750
Federal = $115,000 (80 percent)
Local = $28,750 (20 percent)

Tasks Non-Eligible for use of Federal Transportation Planning Funds & above Federal Cap (37.5 percent of the total project funds):
Total = $86,250
Federal = $0
Local = $86,250

Specifically, the federally eligible portion of the funding ($143,750) may only be used for the following tasks:

- Task 1 – Project Management and Coordination
- Task 2 – Community Engagement
- Task 3 – Project Structure and Work Plan
- Task 4 – Purpose and Intent
- Task 5 – Vision, Goals and Objectives
- Task 6 – Floodway Review – Identification of Opportunities and Constraints
- Task 7 – Recreation Trail Assessment and Existing/Future Networks
- Task 8 – Design Criteria and Guidelines
- Task 9 – Alternatives Analysis and Preferred Alternatives
- Task 14 – Implementation Strategy
- Task 15 – Ongoing Maintenance and Oversight Alternatives
- Task 16 – Executive Summary
- Task 17 – Final Approvals and Deliverables

The remaining funds ($86,250 of strictly local funding) may be used for any task, but in particular, must be used for any tasks that are all or partially ineligible for federal funding (Tasks 10-13).

Please include a statement or information within the body of your proposal that demonstrates your awareness and understanding of this. Within your sealed cost proposal, demonstrate how this breakout will be achieved.

Metro COG will need to clearly demonstrate to FHWA that only eligible tasks are being funded with the federal transportation planning funds and the required 20 percent local match. To address this need, project invoices will need to be broken out by task.

VII. Implementation Schedule

1) **Consultant Selection.**

Advertise for Consultant Proposals	3/25/2019
Deadline for RFP Clarifications/Questions	4/4/2019
Due Date for Proposal Submittals (by 4:30 p.m.)	4/22/2019
Review Proposals/Identify Finalists	(week of) 4/22/2019
Interview Finalists	(week of) 4/29/2019
Preliminary Scoping Meeting/Contract Negotiations	(week of) 5/6/2019
Metro COG Policy Board Approval/Consultant Notice	5/16/2019

2) **Project Development (Major Milestones).**

Notice to Proceed	(week of) 5/20/2019
Project Start-Up/Mobilization	(week of) 5/27/2019
Draft Plan Completed	June 2020
Final Documents Completed/Project Closeout	August 2020
Final Invoices Received	September 2020

VIII. Evaluation and Selection Process

Selection Committee. Metro COG has established a selection committee to select a consultant. The selection committee will consist of representatives from the Metro Flood Diversion Authority, City of Fargo, City of West Fargo, City of Horace, Cass County, and Metro COG.

The consultant selection process will be administered under the following criteria:

- 20% The consultant's past experience with similar projects, including the consultant's ability, familiarity, and involvement in handling similar types of activities
- 20% Specific qualifications of the consultant's project manager and key staff's experience related to the development of similar studies
- 20% The consultant's project understanding, proposed project approach and methodology, project work plan, and project management techniques
- 20% The consultant's record of past performance on similar projects, including quality of work, ability to meet deadlines, and ability to control costs
- 20% Current workload and the availability of key personnel and other resources to perform the work within the specified timeframe

The selection committee, at the discretion of Metro COG and under the guidance of NDDOT policy, will entertain formal oral presentations for the top candidates to provide additional input into the evaluation process. Oral presentations will be followed by a question and answer period during which the selection committee may question the prospective consultants about their proposed approaches.

A consultant will be selected on or before May 24, 2019 based on an evaluation of the proposals submitted, the recommendation of the selection committee, and approval by Metro COG.

Metro COG reserves the right to reject any or all proposals or to waive minor irregularities in said proposal, and reserves the right to negotiate minor deviations to the proposal with the successful consultant. Metro COG reserves the right to award a contract to the firm or individual that presents the proposal, which, in the sole judgement of Metro COG, best accomplishes the desired results.

The RFP does not commit Metro COG to award a contract, to pay any costs incurred in the preparation of the contract in response to this request, or to procure or contract for services or supplies. Metro COG reserves the right to withdraw this RFP at any time without prior notice.

All proposals, whether selected or rejected, shall become the property of Metro COG.

IX. Proposal Content and Format

The purpose of the proposal is to demonstrate the qualifications, competence, and capacity of the consultant seeking to provide comprehensive services specified herein for Metro COG and the Metro Flood Diversion Authority in conformity with the requirements of the RFP. The proposal should demonstrate qualifications of the firm and its staff to undertake this project. It should also specify the proposed approach that best meets the RFP requirements. The proposal must address each of the service specifications under the Scope of Work and Performance Tasks.

At minimum, proposals shall include the following information:

1) **Contact Information**. Name, telephone number, email address, mailing address, and other contact information for the consultant's project manager.

2) **Introduction and Executive Summary.** This section shall document the firm name, business address (including telephone, email address(es), year established, type of ownership and parent company (if any), project manager name and qualifications, and any major features that may differentiate this proposal from others, if any.

3) **Work Plan and Project Approach Methodology.** Proposals shall include the following, at minimum:

    a. Detailed work plan identifying the major tasks to be accomplished relative to the requested study tasks and expected product as outlined in this RFP
    b. Timeline for completion of the requested services, including all public participation opportunities and stakeholder meetings, identifying milestones for development of the project and completion of individual tasks
    c. List of projects with similar size, scope, type, and complexity that the proposed project team has successfully completed in the past
    d. List of the proposed principal(s) who will be responsible for the work, proposed Project Manager and project team members (with resumes)

e. Breakout of hours for each member of the team by major task area, and an overall indication of the level of effort (percentage of overall project team hours) allocated to each task. Note that specific budget information is to be submitted in a sealed cost proposal as described in Section XI: General RFP Requirements
f. List of any subcontracted agencies, the tasks they will be assigned, the percent of work to be performed, and the staff that will be assigned
g. List of client references for similar projects described within the RFP
h. Required Disadvantaged Business Enterprise (DBE) and/or Woman Owned Business (WOB) documentation for participating firms, if applicable
i. Ability of firm to meet required time schedules based on current and known future workload of the staff assigned to the project

4) **Signature.** Proposals shall be signed in ink by an authorized member of the firm/project team.

5) **Attachments.** Review, complete, and submit the completed versions of the following RFP Attachments with the proposal:

Exhibit A – Cost Proposal Form
Exhibit B – Debarment of Suspension Certification
Exhibit C – Certification of Restriction on Lobbying
Exhibit D – Standard Form 330 (if required – see page 2).

X. Submittal Information

Hard copies of technical and/or cost proposals should be shipped to ensure timely delivery to the project manager as defined below:

Adam Altenburg, AICP
Fargo-Moorhead Metropolitan Council of Governments
One 2nd Street North, Suite 232
Fargo, ND 58102-4807
altenburg@fmmetrocog.org

All proposals received by **4:30 p.m. on Monday, April 22, 2019** at Metro COG's office will be given equal consideration. Minority, women-owned and disadvantaged business enterprises are encouraged to participate. Respondents must submit eight (8) hard copies and one (1) PDF copy of the proposal. The full length of each proposal should not exceed twenty (20) double sided pages for a total of forty (40) pages; including any supporting material, charts, or tables.

The consultant may ask for clarifications of the RFP by submitting written questions to the Metro COG project manager identified above. Questions regarding this RFP must be submitted no later than April 4, 2019. No response will be given to verbal questions. Metro COG reserves the right to decline a response to any question if, in Metro COG's assessment, the information cannot be obtained and shared with all potential firms in a timely manner. All questions and responses will be forwarded to applicants and posted on Metro COG's website on or after April 5, 2019.

XI. General RFP Requirements

1) **Sealed Cost Proposal.** All proposals must be clearly identified and marked with the appropriate project name, with a separately sealed cost proposal per the requirements of this RFP. Cost proposals shall be based on an hourly "not to exceed" amount and shall follow the general format as provided within Exhibit A of this RFP. Metro COG may decide, in its sole discretion, to negotiate a price for the project after the selection committee completes its final ranking. Negotiation will begin with the consultant identified as the most qualified per requirements of this RFP, as determined in the evaluation/selection process. If Metro COG is unable to negotiate a contract for services, negotiations will be terminated and negotiations will begin with the next most qualified consultant. This process shall continue until a satisfactory contract has been negotiated.

2) **Consultant Annual Audit Information for Indirect Cost.** Consulting firms proposing to do work for Metro COG must have a current audit rate no older than fifteen (15) months from the close of the firms Fiscal Year. Documentation of this audit rate must be provided with the sealed cost proposal. Firms that do not meet this requirement will not qualify to propose or contract for Metro COG projects until the requirement is met. Firms that have submitted all the necessary information to Metro COG and are waiting for the completion of the audit will be qualified to submit proposals for work. Information submitted by a firm that is incomplete will not qualify. Firms that do not have a current cognizant Federal Acquisition Regulations (FARs) audit of indirect cost rates must provide this audit prior to the interview. **This document must be attached with the sealed cost proposal.**

3) **Debarment of Suspension Certification and Certification of Restriction on Lobbying.** Respondents must attach signed copies of Exhibit B – Debarment of Suspension Certification and Exhibit C – Certification of Restriction on Lobbying within the sealed cost proposal, as well as Exhibit D – Standard Form 330 (if required).

4) **Respondent Qualifications.** Respondents must submit evidence that they have relevant past experience and have previously delivered services similar to the requested services within this RFP. Each respondent may also be required to show that similar work has been performed in a satisfactory manner and that no claims of any kind are pending against such work. No proposal will be accepted from a respondent whom is engaged in any work that would impair his/her ability to perform or finance this work.

5) **Disadvantaged Business Enterprise (DBE).** Pursuant to U.S. Department of Transportation policy and 49 CFR Part 26, Metro COG supports the participation of DBE businesses in the performance of contracts financed with federal funds under this RFP. Consultants shall make an effort to involve DBE businesses in this project. If a consultant is a women-owned, Native American-owned, or other minority-owned business, a DBE Certification indicating proof of minority status in North Dakota shall be included in the proposal. If the consultant intends to utilize a DBE to complete a portion of this work, proof of the subcontractor's DBE Certification shall be included. The percent of the total proposed cost to be completed by the DBE shall be shown within the proposal. Respondents should substantiate (within proposal) efforts made to include DBE businesses.

   For more information regarding the DBE Program, please see the DBE Program Manual.

6) **Proposed Subconsultant Request.** Subconsultant firms that have been contacted and agree to be listed on the prime consultant's project proposal for work with NDDOT must submit a Proposed Subconsultant Request form. This form is used for informational purposes only. Please see NDDOT's website for form SFN 60232 (if required).

7) **Prime Consultant Request to Sublet.** The successful firm will be required to include the attached 'Prime Consultant Request to Sublet' form for each subconsultant listed on the contract prior to execution of the contract. The form assures that the contract between the prime consultant and all subconsultants contains all the pertinent provisions and requirements of the prime contract with the North Dakota Department of Transportation (NDDOT). Please see NDDOT's website for form SFN 60233 (if required).

   If the prime consultant has a DBE as a subconsultant, they will also be required to submit SFN 61412-DBE Consultant-Commercially Useful Function (CUF).

8) **U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodations.** Consultants are advised to review and consider the *U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation* issued in March of 2010 when developing written proposals.

9) **North Dakota Department of Transportation Consultant Administration Services Procedure Manual.** Consultants are advised to follow procedures contained in the *North Dakota Department of Transportation Consultant Administration Services Procedure Manua*l, which includes pre-qualifications of consultants. Copies of the manual may be found on the Metro COG website at www.fmmetrocog.org or the NDDOT website at www.dot.nd.gov.

XII. Additional Information

The following materials should be reviewed by the consultant to provide background information on previous city and regional planning efforts:

1) Fargo-Moorhead Area Diversion Recreation and Land Use Master Plan
2) Metro 2040 – 2014 Long Range Transportation Plan
3) GO 2030 – Fargo Comprehensive Plan
4) West Fargo 2.0 – West Fargo Comprehensive Plan
5) Cass County Comprehensive and Transportation Plan
6) Metropolitan Bicycle and Pedestrian Plan
7) ND Moves – NDDOT Statewide Active and Public Transportation Plan
8) Additional land use and park district resources for Fargo, West Fargo, Horace, Cass County, and other jurisdictions

XIII. Contractual Information

1) Metro COG reserves the right to reject any or all proposals or to award the contract to the next most qualified firm if the successful firm does not execute a contract within forty-five (45) days after the award of the proposal. Metro COG shall not pay for any information contained in proposals obtained from participating firms.

2) Metro COG reserves the right to request clarification on any information submitted and additionally reserves the right to request additional information of one (1) or more applicants.

3) Any proposal may be withdrawn up until the proposal submission deadline. Any proposals not withdrawn shall constitute an irrevocable offer for services set forth within the RFP for a period of ninety (90) days or until one or more of the proposals have been approved by the Metro COG Policy Board.

4) If, through any cause, the consultant shall fail to fulfill in a timely and proper manner the obligations agreed to, Metro COG shall have the right to terminate its contract by specifying the date of termination in a written notice to the firm at least ninety (90) working days before the termination date. In this event, the firm shall be entitled to just and equitable compensation for any satisfactory work completed.

5) Any agreement or contract resulting from the acceptance of a proposal shall be on forms either supplied by or approved by Metro COG and shall contain, as a minimum, applicable provisions of the RFP. Metro COG reserves the right to reject any agreement that does not conform to the RFP and any Metro COG requirements for agreements and contracts.

6) The consultant shall not assign any interest in the contract and shall not transfer any interest in the same without prior written consent of Metro COG.

XIV. Payments

The selected consultant shall submit invoices for work completed to Metro COG. Payments shall be made to the consultant by Metro COG in accordance with the contract after all required services and tasks have been completed to the satisfaction of Metro COG.

XV. Federal and State Funds

The services requested within this RFP will be partially funded with funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). As such, the services requested by this RFP will be subject to federal and state requirements and regulations.

The services performed under any resulting agreement shall comply with all applicable federal, state, and local laws and regulations. In addition, this contract will be subject to the relevant requirements of 2 CFR 200.

XVI. Title VI Assurances

Prospective consultants should be aware of the following contractual requirements regarding compliance with Title VI should they be selected pursuant to this RFP:

1) **Compliance with Regulations.** The consultant shall comply with the regulations relative to nondiscrimination in federally-assisted programs of the U.S. Department of Transportation, 49 CFR Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations).

2) **Nondiscrimination.** The consultant, with regard to the work performed by it, shall not discriminate on the grounds of race, color, national origin, sex, age, disability, or socioeconomic status**, in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The consultant shall not participate, either directly or indirectly, in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3) **Solicitations for Subcontracts, Including Procurements of Materials and Equipment.** In all solicitations, either by competitive bidding or negotiation, made by the consultant for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the consultant of the contractor's obligations to Metro COG and the Regulations relative to nondiscrimination on the grounds of race, color, national origin, sex, age, disability, or socioeconomic status**.

4) **Information and Reports.** The consultant shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by Metro COG or NDDOT to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a consultant is in the exclusive possession of another who fails or refuses to furnish this information, the consultant shall so certify to Metro COG, or NDDOT, as appropriate, and shall set forth what efforts it has made to obtain the information.

5) **Sanctions for Noncompliance.** In the event of the consultant's noncompliance with the nondiscrimination provisions as outlined herein, Metro COG and NDDOT shall impose such sanctions as it or FHWA may determine to be appropriate, including but not limited to:

    a) Withholding of payments to the consultant under the contract until the consultant complies, and/or;

    b) Cancellation, termination, or suspensions of the contract, in part or in whole.

6) **Incorporation of Title VI Provisions.** The consultant shall include the provisions of

Section XVI, paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto.

The consultant shall take such action with respect to any subcontract or procurement as Metro COG, the U.S. Department of Transportation, or FHWA may direct as a means of enforcing such provisions, including sanctions for noncompliance provided, however, that in the event a consultant becomes involved in, or is threatened with, litigation by a subcontractor or supplier as a result of such direction, the consultant may request Metro COG enter into such litigation to protect the interests of Metro COG; and, in addition, the consultant may request the United States to enter into such litigation to protect the interests of the United States.

** NDDOT Title VI assurances include race, color, and national origin. Related nondiscrimination authority assurances include sex, 23 USC 324; age, 42 USC 6101; disability, 29 USC 794; and socioeconomic status, EO 12898.

XVII. Termination Provisions

Metro COG reserves the right to cancel any contract for cause upon written notice to the consultant. Cause for cancellation will be documented failure(s) of the consultant to provide services in the quantity or quality required. Notice of such cancellation will be given with sufficient time to allow for the orderly withdrawal of the consultant without additional harm to the participants or Metro COG.

Metro COG may cancel or reduce the amount of service to be rendered if there is, in the opinion of Metro COG, a significant increase in local costs; or if there is insufficient state or federal funding available for the service; thereby terminating the contract or reducing the compensation to be paid under the contract. In such event, Metro COG will notify the consultant in writing ninety (90) days in advance of the date such actions are to be implemented.

In the event of any termination, Metro COG shall pay the agreed rate only for services delivered up to the date of termination. Metro COG has no obligation to the consultant, of any kind, after the date of termination. The consultant shall deliver all records, equipment, and materials to Metro COG within twenty-four (24) hours of the date of termination.

XVIII. Limitation on Consultant

All reports and pertinent data or materials are the sole property of Metro COG and may not be used, reproduced, or released in any form without the explicit, written permission of Metro COG.

The consultant should expect to have access only to the public reports and public files of local governmental agencies and Metro COG in preparing the proposal or reports. No compilation, tabulation or analysis of data, definition of opinion, etc., should be anticipated by the consultant from the agencies, unless volunteered by a responsible official in those agencies.

XIX. Conflict of Interest

No consultant, subcontractor, or member of any firm proposed to be employed in the preparation of this proposal shall have a past, ongoing, or potential involvement which could be deemed a conflict of interest under North Dakota Century Code or other law. During the term of this agreement, the consultant shall not accept any employment or engage in any consulting work that would create a conflict of interest with Metro COG or in any way compromise the services to be performed under this agreement. The consultant shall immediately notify Metro COG of any and all potential violations of this paragraph upon becoming aware of the potential violation.

XX. Insurance

The consultant shall provide evidence of insurance as stated in the contract prior to execution of the contract.

XXI. Risk Management

The consultant agrees to defend, indemnify, and hold harmless Metro COG and the State of North Dakota, its agencies, officers and employees, from and against claims based on the vicarious liability of Metro COG and the State or its agents, but not against claims based on Metro COG's and the State's contributory negligence, comparative and/or contributory negligence or fault, sole negligence, or intentional misconduct. The legal defense provided by consultant to Metro COG and the State under this provision must be free of any conflicts of interest, even if retention of separate legal counsel for Metro COG and the State is necessary. The consultant also agrees to defend, indemnify, and hold Metro COG and the State harmless for all costs, expenses and attorneys' fees incurred if Metro COG or the State prevails in an action against the consultant in establishing and litigating the indemnification coverage provided herein. This obligation shall continue after the termination of the contract.

The consultant shall secure and keep in force during the term of the contract, from insurance companies, government self-insurance pools or government self-retention funds authorized to do business in North Dakota, the following insurance coverage:

1) Commercial general liability and automobile liability insurance - minimum limits of liability required are $250,000 per person and $1,000,000 per occurrence.

2) Workforce Safety insurance meeting all statutory limits.

3) Metro COG and the State of North Dakota, its agencies, officers, and employees (State) shall be endorsed as an additional insured on the commercial general liability and automobile liability policies.

4) Said endorsements shall contain a "Waiver of Subrogation" in favor of Metro COG and the State of North Dakota.

5) The policies and endorsements may not be canceled or modified without thirty (30) days prior written notice to Metro COG and the State Risk Management Department.

The consultant shall furnish a certificate of insurance evidencing the requirements in 1, 3, and 4, above to Metro COG prior to commencement of this agreement.

Metro COG and the State reserve the right to obtain complete, certified copies of all required insurance documents, policies, or endorsements at any time. Any attorney who represents the State under this contract must first qualify as and be appointed by the North Dakota Attorney General as a Special Assistant Attorney General as required under North Dakota Century Code Section 54-12-08.

When a portion of the work under the agreement is sublet, the consultant shall obtain insurance protection (as outlined above) to provide liability coverage to protect the consultant, Metro COG, and the State as a result of work undertaken by the subconsultant. In addition, the consultant shall ensure that any and all parties performing work under the agreement are covered by public liability insurance as outlined above. All subconsultants performing work under the agreement are required to maintain the same scope of insurance required of the consultant. The consultant shall be held responsible for ensuring compliance with those requirements by all subconsultants.

Consultant's insurance coverage shall be primary (i.e., pay first) as respects any insurance, self-insurance or self-retention maintained by Metro COG or the State of North Dakota. Any insurance, self-insurance or self-retention maintained by Metro COG or the State shall be in excess of the consultant's insurance and shall not contribute with it. The insolvency or bankruptcy of the insured consultant shall not release the insurer from payment under the policy, even when such insolvency or bankruptcy prevents the insured consultant from meeting the retention limit under the policy. Any deductible amount or other obligations under the policy(ies) shall be the sole responsibility of the consultant. This insurance may be in a policy or policies of insurance, primary and excess, including the so-called umbrella or catastrophe form and be placed with insurers rated "A-" or better by A.M. Best Company, Inc. Metro COG and the State will be indemnified, saved, and held harmless to the full extent of any coverage actually secured by the consultant in excess of the minimum requirements set forth above.

Exhibit A – Cost Proposal Form

Cost Proposal Form – Include completed cost form (see below) in a separate sealed envelope – labeled "**Sealed Cost Form** – **Vendor Name**" and submit concurrently with the technical proposal as part of the overall RFP response. The cost estimate should be based on a not to exceed basis and may be further negotiated by Metro COG upon identification of the most qualified contractor. Changes in the final contract amount and contract extensions are not anticipated.

REQUIRED BUDGET FORMAT
Summary of Estimated Project Cost

1.	Direct Labor	Hours	x	Rate	=	Project Cost	Total
	Name, Title, Function	0.00	x	0.00	=	0.00	0.00
			x		=	0.00	0.00
			x		=	0.00	0.00
				Subtotal	=	0.00	0.00
2.	**Overhead/Indirect Cost (expressed as indirect rate x direct labor)**					0.00	0.00
3.	**Subcontractor Costs**					0.00	0.00
4.	**Materials and Supplies Costs**					0.00	0.00
5.	**Travel Costs**					0.00	0.00
6.	**Fixed Fee**					0.00	0.00
7.	**Miscellaneous Costs**					0.00	0.00
Total Cost					=	0.00	0.00

Exhibit B – Debarment of Suspension Certification

Background and Applicability: In conjunction with the Office of Management and Budget and other affected federal agencies, DOT published an update to 49 CFR Part 29 on November 26, 2003. This government-wide regulation implements Executive Order 12549, Debarment and Suspension, Executive Order 12689, Debarment and Suspension, and 31 U.S.C. 6101 note (Section 2455, Public Law 103-255, 108 Stat. 3327).

The provisions of Part 29 apply to all grantee contracts and subcontracts at any level expected to equal or exceed $25,000 as well as any contract or subcontract (at any level) for federally required auditing services. 49 CFR 29.220 (b). This represents a change from prior practice in that the dollar threshold for application of these rules has been lowered from $100,000 to $25,000. These are contracts and subcontracts referred to in the regulation as "covered transactions."

Grantees, contractors, and subcontractors (at any level) that enter into covered transactions are required to verify that the entity (as well as its principals and affiliates) they propose to contract or subcontract with is not excluded or disqualified. They do this by (a) Checking the Excluded Parties List System, (b) Collecting a certification from that person, or (c) Adding a clause or condition to the contract or subcontract. This represents a change from prior practice in that certification is still acceptable but is no longer required. 49 CFR 29.300.

Grantees, contractors, and subcontractors who enter into covered transactions also must require the entities they contract with to comply with 49 CFR 29, subpart C and include this requirement in their own subsequent covered transactions (i.e., the requirement flows down to subcontracts at all levels).

Instructions for Certification: By signing and submitting this bid or proposal, the prospective lower tier participant is providing the signed certification set out below.

Suspension and Debarment: This contract is a covered transaction for purposes of 49 CFR Part 29. As such, the contractor is required to verify that none of the contractor, its principals, as defined in 49 CFR 29.995, or affiliates, as defined at 49 CFR 29.905, are excluded or disqualified as defined at 49 CFR 29.940 and 29.945.

The contractor is required to comply with 49 CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into.

By signing and submitting its bid or proposal, the bidder or proposer certifies as follows:

The certification in this clause is a material representation of fact relied upon by the recipient. If it is later determined that the bidder or proposer knowingly rendered an erroneous certification, in addition to remedies available to the recipient, the federal government may pursue available remedies, including but not limited to suspension and/or debarment. The bidder or proposer agrees to comply with the requirements of 49 CFR 29, Subpart C while this offer is valid and throughout the period of any contract that may arise from this order. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

Contractor _____
Signature of Authorized Official _____ Date ___ / ___ / ___
Name & Title of Contractor's Authorized Official _____

Exhibit C – Certification of Restriction on Lobbying

I, _____ hereby certify on
(Name and Title of Grantee Official)

behalf of_____ that:
(Name of Bidder / Company Name)

- No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, and officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

- If any funds other than federal appropriated funds have been paid or will be paid to any person influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S. Code 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

The undersigned certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provisions of 31 U.S.C. Section 3801, et seq., are applicable thereto.

Name of Bidder / Company Name _____

Type or print name _____

Signature of authorized representative _____ Date ___ / ___ / ___

_____
(Title of authorized official)

Exhibit D – Standard Form 330

ARCHITECT-ENGINEER QUALIFICATIONS

OMB Control Number: 9000-0157
Expiration Date: 12/31/2020

PURPOSE

Federal agencies use this form to obtain information from architect-engineer (A-E) firms about their professional qualifications. Federal agencies select firms for A-E contracts on the basis of professional qualifications as required by 40 U.S.C. chapter 11, Selection of Architects Engineers, and Part 36 of the Federal Acquisition Regulation (FAR).

The Selection of Architects and Engineers statute requires the public announcement of requirements for A-E services (with some exceptions provided by other statutes), and the selection of at least three of the most highly qualified firms based on demonstrated competence and professional qualifications according to specific criteria published in the announcement. The Act then requires the negotiation of a contract at a fair and reasonable price starting first with the most highly qualified firm.

The information used to evaluate firms is from this form and other sources, including performance evaluations, any additional data requested by the agency, and interviews with the most highly qualified firms and their references.

GENERAL INSTRUCTIONS

Part I presents the qualifications for a specific contract.

Part II presents the general qualifications of a firm or a specific branch office of a firm. Part II has two uses:

1. An A-E firm may submit Part II to the appropriate central, regional or local office of each Federal agency to be kept on file. A public announcement is not required for certain contracts, and agencies may use Part II as a basis for selecting at least three of the most highly qualified firms for discussions prior to requesting submission of Part I. Firms are encouraged to update Part II on file with agency offices, as appropriate, according to FAR Part 36. If a firm has branch offices, submit a separate Part II for each branch office seeking work.

2. Prepare a separate Part II for each firm that will be part of the team proposed for a specific contract and submitted with Part I. If a firm has branch offices, submit a separate Part II for each branch office that has a key role on the team.

INDIVIDUAL AGENCY INSTRUCTIONS

Individual agencies may supplement these instructions. For example, they may limit the number of projects or number of pages submitted in Part I in response to a public announcement for a particular project. Carefully comply with any agency instructions when preparing and submitting this form. Be as concise as possible and provide only the information requested by the agency.

DEFINITIONS

Architect-Engineer Services: Defined in FAR 2.101.

Branch Office: A geographically distinct place of business or subsidiary office of a firm that has a key role on the team.

Discipline: Primary technical capabilities of key personnel, as evidenced by academic degree, professional registration, certification, and/or extensive experience.

Firm: Defined in FAR 36.102.

Key Personnel: Individuals who will have major contract responsibilities and/or provide unusual or unique expertise.

SPECIFIC INSTRUCTIONS

Part I - Contract-Specific Qualifications

Section A. Contract Information.

1. Title and Location. Enter the title and location of the contract for which this form is being submitted, exactly as shown in the public announcement or agency request.

2. Public Notice Date. Enter the posted date of the agency's notice on the Federal Business Opportunity website (FedBizOpps), other form of public announcement or agency request for this contract.

3. Solicitation or Project Number. Enter the agency's solicitation number and/or project number, if applicable, exactly as shown in the public announcement or agency request for this contract.

Section B. Architect-Engineer Point of Contact.

4-8. Name, Title, Name of Firm, Telephone Number, Fax (Facsimile) Number and E-mail (Electronic Mail) Address. Provide information for a representative of the prime contractor or joint venture that the agency can contact for additional information.

Section C. Proposed Team.

9-11. Firm Name, Address, and Role in This Contract. Provide the contractual relationship, name, full mailing address, and a brief description of the role of each firm that will be involved in performance of this contract. List the prime contractor or joint venture partners first. If a firm has branch offices, indicate each individual branch office that will have a key role on the team. The named subcontractors and outside associates or consultants must be used, and any change must be approved by the contracting officer. (See FAR Part 52 Clause "Subcontractors and Outside Associates and Consultants (Architect-Engineer Services)"). Attach an additional sheet in the same format as Section C if needed.

Section D. Organizational Chart of Proposed Team.

As an attachment after Section C, present an organizational chart of the proposed team showing the names and roles of all key personnel listed in Section E and the firm they are associated with as listed in Section C.

Section E. Resumes of Key Personnel Proposed for this Contract.

Complete this section for each key person who will participate in this contract. Group by firm, with personnel of the prime contractor or joint venture partner firms first. The following blocks must be completed for each resume:

12. Name. Self-explanatory.

13. Role in this contract. Self-explanatory.

14. Years Experience. Total years of relevant experience (block 14a), and years of relevant experience with current firm, but not necessarily the same branch office (block 14b).

15. Firm Name and Location. Name, city and state of the firm where the person currently works, which must correspond with one of the firms (or branch office of a firm, if appropriate) listed in Section C.

16. Education. Provide information on the highest relevant academic degree(s) received. Indicate the area(s) of specialization for each degree.

17. Current Professional Registration. Provide information on current relevant professional registration(s) in a State or possession of the United States, Puerto Rico, or the District of Columbia according to FAR Part 36.

18. Other Professional Qualifications. Provide information on any other professional qualifications relating to this contract, such as education, professional registration, publications, organizational memberships, certifications, training, awards, and foreign language capabilities.

19. Relevant Projects. Provide information on up to five projects in which the person had a significant role that demonstrates the person's capability relevant to her/his proposed role in this contract. These projects do not necessarily have to be any of the projects presented in Section F for the project team if the person was not involved in any of those projects or the person worked on other projects that were more relevant than the team projects in Section F. Use the check box provided to indicate if the project was performed with any office of the current firm. If any of the professional services or construction projects are not complete, leave Year Completed blank and indicate the status in Brief Description and Specific Role (block (3)).

Section F. Example Projects Which Best Illustrate Proposed Team's Qualifications for this Contract.

Select projects where multiple team members worked together, if possible, that demonstrate the team's capability to perform work similar to that required for this contract. Complete one Section F for each project. Present ten projects, unless otherwise specified by the agency. Complete the following blocks for each project:

20. Example Project Key Number. Start with "1" for the first project and number consecutively.

21. Title and Location. Title and location of project or contract. For an indefinite delivery contract, the location is the geographic scope of the contract.

22. Year Completed. Enter the year completed of the professional services (such as planning, engineering study, design, or surveying), and/or the year completed of construction, if applicable. If any of the professional services or the construction projects are not complete, leave Year Completed blank and indicate the status in Brief Description of Project and Relevance to this Contract (block 24).

23a. Project Owner. Project owner or user, such as a government agency or installation, an institution, a corporation or private individual.

23b. Point of Contact Name. Provide name of a person associated with the project owner or the organization which contracted for the professional services, who is very familiar with the project and the firm's (or firms') performance.

23c. Point of Contact Telephone Number. Self-explanatory.

24. Brief Description of Project and Relevance to this Contract. Indicate scope, size, cost, principal elements and special features of the project. Discuss the relevance of the example project to this contract. Enter any other information requested by the agency for each example project.

25. Firms from Section C Involved with this Project. Indicate which firms (or branch offices, if appropriate) on the project team were involved in the example project, and their roles. List in the same order as Section C.

Section G. Key Personnel Participation in Example Projects.

This matrix is intended to graphically depict which key personnel identified in Section E worked on the example projects listed in Section F. Complete the following blocks (see example below).

26. and 27. Names of Key Personnel and Role in this Contract. List the names of the key personnel and their proposed roles in this contract in the same order as they appear in Section E.

28. Example Projects Listed in Section F. In the column under each project key number (see block 29) and for each key person, place an "X" under the project key number for participation in the same or similar role.

29. Example Projects Key. List the key numbers and titles of the example projects in the same order as they appear in Section F.

Section H. Additional Information.

30. Use this section to provide additional information specifically requested by the agency or to address selection criteria that are not covered by the information provided in Sections A-G.

Section I. Authorized Representative.

31. and 32. Signature of Authorized Representative and Date. An authorized representative of a joint venture or the prime contractor must sign and date the completed form. Signing attests that the information provided is current and factual, and that all firms on the proposed team agree to work on the project. Joint ventures selected for negotiations must make available a statement of participation by a principal of each member of the joint venture.

33. Name and Title. Self-explanatory.

SAMPLE ENTRIES FOR SECTION G *(MATRIX)*

26. NAMES OF KEY PERSONNEL *(From Section E, Block 12)*	27. ROLE IN THIS CONTRACT *(From Section E, Block 13)*	28. EXAMPLE PROJECTS LISTED IN SECTION F *(Fill in "Example Projects Key" section below first, before completing table. Place "X" under project key number for participation in same or similar role.)*									
		1	2	3	4	5	6	7	8	9	10
Jane A. Smith	Chief Architect	X		X							
Joseph B. Williams	Chief Mechanical Engineer	X	X	X	X						
Tara C. Donovan	Chief Electricial Engineer	X	X		X						

29. EXAMPLE PROJECTS KEY

NUMBER	TITLE OF EXAMPLE PROJECT *(From Section F)*	NUMBER	TITLE OF EXAMPLE PROJECT *(From Section F)*
1	Federal Courthouse, Denver, CO	6	XYZ Corporation Headquarters, Boston, MA
2	Justin J. Wilson Federal Building, Baton Rouge, LA	7	Founder's Museum, Newport, RI

Part II - General Qualifications

See the "**General Instructions**" on page 1 for firms with branch offices. Prepare Part II for the specific branch office seeking work if the firm has branch offices.

1. Solicitation Number. If Part II is submitted for a specific contract, insert the agency's solicitation number and/or project number, if applicable, exactly as shown in the public announcement or agency request.

2a-2e. Firm (or Branch Office) Name and Address. Self-explanatory.

3. Year Established. Enter the year the firm (or branch office, if appropriate) was established under the current name.

4. Unique Entity Identifier. Insert the unique entity identifier issued by the entity designated at SAM. See FAR part 4.6.

5. Ownership.

a. Type. Enter the type of ownership or legal structure of the firm (sole proprietor, partnership, corporation, joint venture, etc.).

b. Small Business Status. Refer to the North American Industry Classification System (NAICS) code in the public announcement, and indicate if the firm is a small business according to the current size standard for that NAICS code (for example, Engineering Services (part of NAICS 541330), Architectural Services (NAICS 541310), Surveying and Mapping Services (NAICS 541370)). The small business categories and the internet website for the NAICS codes appear in FAR part 19. Contact the requesting agency for any questions. Contact your local U.S. Small Business Administration office for any questions regarding Business Status.

6a-6c. Point of Contact. Provide this information for a representative of the firm that the agency can contact for additional information. The representative must be empowered to speak on contractual and policy matters.

7. Name of Firm. Enter the name of the firm if Part II is prepared for a branch office.

8a-8c. Former Firm Names. Indicate any other previous names for the firm (or branch office) during the last six years. Insert the year that this corporate name change was effective and the associated unique entity identifier. This information is used to review past performance on Federal contracts.

9. Employees by Discipline. Use the relevant disciplines and associated function codes shown at the end of these instructions and list in the same numerical order. After the listed disciplines, write in any additional disciplines and leave the function code blank. List no more than 20 disciplines. Group remaining employees under "Other Employees" in column b. Each person can be counted only once according to his/her primary function. If Part II is prepared for a firm (including all branch offices), enter the number of employees by disciplines in column c(1). If Part II is prepared for a branch office, enter the number of employees by discipline in column c(2) and for the firm in column c(1).

10. Profile of Firm's Experience and Annual Average Revenue for Last 5 Years. Complete this block for the firm or branch office for which this Part II is prepared. Enter the experience categories which most accurately reflect the firm's technical capabilities and project experience. Use the relevant experience categories and associated profile codes shown at the end of these instructions, and list in the same numerical order. After the listed experience categories, write in any unlisted relevant project experience categories and leave the profile codes blank. For each type of experience, enter the appropriate revenue index number to reflect the professional services revenues received annually (averaged over the last 5 years) by the firm or branch office for performing that type of work. A particular project may be identified with one experience category or it may be broken into components, as best reflects the capabilities and types of work performed by the firm. However, do not double count the revenues received on a particular project.

11. Annual Average Professional Services Revenues of Firm for Last 3 Years. Complete this block for the firm or branch office for which this Part II is prepared. Enter the appropriate revenue index numbers to reflect the professional services revenues received annually (averaged over the last 3 years) by the firm or branch office. Indicate Federal work (performed directly for the Federal Government, either as the prime contractor or subcontractor), non-Federal work (all other domestic and foreign work, including Federally-assisted projects), and the total. If the firm has been in existence for less than 3 years, see the definition for "Annual Receipts" under FAR 19.101.

12. Authorized Representative. An authorized representative of the firm or branch office must sign and date the completed form. Signing attests that the information provided is current and factual. Provide the name and title of the authorized representative who signed the form.

List of Disciplines *(Function Codes)*

Code	Description	Code	Description
01	Acoustical Engineer	32	Hydraulic Engineer
02	Administrative	33	Hydrographic Surveyor
03	Aerial Photographer	34	Hydrologist
04	Aeronautical Engineer	35	Industrial Engineer
05	Archeologist	36	Industrial Hygienist
06	Architect	37	Interior Designer
07	Biologist	38	Land Surveyor
08	CADD Technician	39	Landscape Architect
09	Cartographer	40	Materials Engineer
10	Chemical Engineer	41	Materials Handling Engineer
11	Chemist	42	Mechanical Engineer
12	Civil Engineer	43	Mining Engineer
13	Communications Engineer	44	Oceanographer
14	Computer Programmer	45	Photo Interpreter
15	Construction Inspector	46	Photogrammetrist
16	Construction Manager	47	Planner: Urban/Regional
17	Corrosion Engineer	48	Project Manager
18	Cost Engineer/Estimator	49	Remote Sensing Specialist
19	Ecologist	50	Risk Assessor
20	Economist	51	Safety/Occupational Health Engineer
21	Electrical Engineer	52	Sanitary Engineer
22	Electronics Engineer	53	Scheduler
23	Environmental Engineer	54	Security Specialist
24	Environmental Scientist	55	Soils Engineer
25	Fire Protection Engineer	56	Specifications Writer
26	Forensic Engineer	57	Structural Engineer
27	Foundation/Geotechnical Engineer	58	Technician/Analyst
28	Geodetic Surveyor	59	Toxicologist
29	Geographic Information System Specialist	60	Transportation Engineer
30	Geologist	61	Value Engineer
31	Health Facility Planner	62	Water Resources Engineer

List of Experience Categories *(Profile Codes)*

Code	Description
A01	Acoustics, Noise Abatement
A02	Aerial Photography; Airborne Data and Imagery Collection and Analysis
A03	Agricultural Development; Grain Storage; Farm Mechanization
A04	Air Pollution Control
A05	Airports; Navaids; Airport Lighting; Aircraft Fueling
A06	Airports; Terminals and Hangars; Freight Handling
A07	Arctic Facilities
A08	Animal Facilities
A09	Anti-Terrorism/Force Protection
A10	Asbestos Abatement
A11	Auditoriums & Theaters
A12	Automation; Controls; Instrumentation
B01	Barracks; Dormitories
B02	Bridges
C01	Cartography
C02	Cemeteries *(Planning & Relocation)*
C03	Charting: Nautical and Aeronautical
C04	Chemical Processing & Storage
C05	Child Care/Development Facilities
C06	Churches; Chapels
C07	Coastal Engineering
C08	Codes; Standards; Ordinances
C09	Cold Storage; Refrigeration and Fast Freeze
C10	Commercial Building *(low rise)* ; Shopping Centers
C11	Community Facilities
C12	Communications Systems; TV; Microwave
C13	Computer Facilities; Computer Service
C14	Conservation and Resource Management
C15	Construction Management
C16	Construction Surveying
C17	Corrosion Control; Cathodic Protection; Electrolysis
C18	Cost Estimating; Cost Engineering and Analysis; Parametric Costing; Forecasting
C19	Cryogenic Facilities
D01	Dams *(Concrete; Arch)*
D02	Dams *(Earth; Rock);* Dikes; Levees
D03	Desalinization *(Process & Facilities)*
D04	Design-Build **-** Preparation of Requests for Proposals
D05	Digital Elevation and Terrain Model Development
D06	Digital Orthophotography
D07	Dining Halls; Clubs; Restaurants
D08	Dredging Studies and Design
E01	Ecological & Archeological Investigations
E02	Educational Facilities; Classrooms
E03	Electrical Studies and Design
E04	Electronics
E05	Elevators; Escalators; People-Movers
E06	Embassies and Chanceries
E07	Energy Conservation; New Energy Sources
E08	Engineering Economics
E09	Environmental Impact Studies, Assessments or Statements
E10	Environmental and Natural Resource Mapping
E11	Environmental Planning
E12	Environmental Remediation
E13	Environmental Testing and Analysis
F01	Fallout Shelters; Blast-Resistant Design
F02	Field Houses; Gyms; Stadiums
F03	Fire Protection
F04	Fisheries; Fish ladders
F05	Forensic Engineering
F06	Forestry & Forest products
G01	Garages; Vehicle Maintenance Facilities; Parking Decks
G02	Gas Systems (Propane; Natural, Etc.)
G03	Geodetic Surveying: Ground and Air-borne
G04	Geographic Information System Services: Development, Analysis, and Data Collection
G05	Geospatial Data Conversion: Scanning, Digitizing, Compilation, Attributing, Scribing, Drafting
G06	Graphic Design
H01	Harbors; Jetties; Piers, Ship Terminal Facilities
H02	Hazardous Materials Handling and Storage
H03	Hazardous, Toxic, Radioactive Waste Remediation
H04	Heating; Ventilating; Air Conditioning
H05	Health Systems Planning
H06	Highrise; Air-Rights-Type Buildings
H07	Highways; Streets; Airfield Paving; Parking Lots
H08	Historical Preservation
H09	Hospital & Medical Facilities
H10	Hotels; Motels
H11	Housing *(Residential, Multi-Family; Apartments; Condominiums)*
H12	Hydraulics & Pneumatics
H13	Hydrographic Surveying

List of Experience Categories *(Profile Codes continued)*

Code	Description
I01	Industrial Buildings; Manufacturing Plants
I02	Industrial Processes; Quality Control
I03	Industrial Waste Treatment
I04	Intelligent Transportation Systems
I05	Interior Design; Space Planning
I06	Irrigation; Drainage
J01	Judicial and Courtroom Facilities
L01	Laboratories; Medical Research Facilities
L02	Land Surveying
L03	Landscape Architecture
L04	Libraries; Museums; Galleries
L05	Lighting (Interior; Display; Theater, Etc.)
L06	Lighting (Exteriors; Streets; Memorials; Athletic Fields, Etc.)
M01	Mapping Location/Addressing Systems
M02	Materials Handling Systems; Conveyors; Sorters
M03	Metallurgy
M04	Microclimatology; Tropical Engineering
M05	Military Design Standards
M06	Mining & Mineralogy
M07	Missile Facilities (Silos; Fuels; Transport)
M08	Modular Systems Design; Pre-Fabricated Structures or Components
N01	Naval Architecture; Off-Shore Platforms
N02	Navigation Structures; Locks
N03	Nuclear Facilities; Nuclear Shielding
O01	Office Buildings; Industrial Parks
O02	Oceanographic Engineering
O03	Ordnance; Munitions; Special Weapons
P01	Petroleum Exploration; Refining
P02	Petroleum and Fuel (Storage and Distribution)
P03	Photogrammetry
P04	Pipelines (Cross-Country - Liquid & Gas)
P05	Planning (Community, Regional, Areawide and State)
P06	Planning (Site, Installation, and Project)
P07	Plumbing & Piping Design
P08	Prisons & Correctional Facilities
P09	Product, Machine Equipment Design
P10	Pneumatic Structures, Air-Support Buildings
P11	Postal Facilities
P12	Power Generation, Transmission, Distribution
P13	Public Safety Facilities
R01	Radar; Sonar; Radio & Radar Telescopes
R02	Radio Frequency Systems & Shieldings
R03	Railroad; Rapid Transit
R04	Recreation Facilities (Parks, Marinas, Etc.)
R05	Refrigeration Plants/Systems
R06	Rehabilitation (Buildings; Structures; Facilities)
R07	Remote Sensing
R08	Research Facilities
R09	Resources Recovery; Recycling
R10	Risk Analysis
R11	Rivers; Canals; Waterways; Flood Control
R12	Roofing
S01	Safety Engineering; Accident Studies; OSHA Studies
S02	Security Systems; Intruder & Smoke Detection
S03	Seismic Designs & Studies
S04	Sewage Collection, Treatment and Disposal
S05	Soils & Geologic Studies; Foundations
S06	Solar Energy Utilization
S07	Solid Wastes; Incineration; Landfill
S08	Special Environments; Clean Rooms, Etc.
S09	Structural Design; Special Structures
S10	Surveying; Platting; Mapping; Flood Plain Studies
S11	Sustainable Design
S12	Swimming Pools
S13	Storm Water Handling & Facilities
T01	Telephone Systems *(Rural; Mobile; Intercom, Etc.)*
T02	Testing & Inspection Services
T03	Traffic & Transportation Engineering
T04	Topographic Surveying and Mapping
T05	Towers *(Self-Supporting & Guyed Systems)*
T06	Tunnels & Subways

Code	Description
U01	Unexploded Ordnance Remediation
U02	Urban Renewals; Community Development
U03	Utilities (Gas and Steam)
V01	Value Analysis; Life-Cycle Costing
W01	Warehouses & Depots
W02	Water Resources; Hydrology; Ground Water
W03	Water Supply; Treatment and Distribution
W04	Wind Tunnels; Research/Testing Facilities Design
Z01	Zoning; Land Use Studies

ARCHITECT - ENGINEER QUALIFICATIONS

PART I - CONTRACT-SPECIFIC QUALIFICATIONS

A. CONTRACT INFORMATION

1. TITLE AND LOCATION *(City and State)*

2. PUBLIC NOTICE DATE	3. SOLICITATION OR PROJECT NUMBER

B. ARCHITECT-ENGINEER POINT OF CONTACT

4. NAME AND TITLE

5. NAME OF FIRM

6. TELEPHONE NUMBER	7. FAX NUMBER	8. E-MAIL ADDRESS

C. PROPOSED TEAM

(Complete this section for the prime contractor and all key subcontractors.)

	(Check) PRIME	(Check) J-V PARTNER	(Check) SUBCON-TRACTOR	9. FIRM NAME	10. ADDRESS	11. ROLE IN THIS CONTRACT
a.				☐ CHECK IF BRANCH OFFICE		
b.				☐ CHECK IF BRANCH OFFICE		
c.				☐ CHECK IF BRANCH OFFICE		
d.				☐ CHECK IF BRANCH OFFICE		
e.				☐ CHECK IF BRANCH OFFICE		
f.				☐ CHECK IF BRANCH OFFICE		

D. ORGANIZATIONAL CHART OF PROPOSED TEAM ☐ *(Attached)*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM

15. FIRM NAME AND LOCATION *(City and State)*

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☐ Check if project performed with current firm

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☐ Check if project performed with current firm

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☐ Check if project performed with current firm

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☐ Check if project performed with current firm

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☐ Check if project performed with current firm

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER		
21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.			
b.			
c.			
d.			
e.			
f.			

G. KEY PERSONNEL PARTICIPATION IN EXAMPLE PROJECTS

26. NAMES OF KEY PERSONNEL *(From Section E, Block 12)*	27. ROLE IN THIS CONTRACT *(From Section E, Block 13)*	28. EXAMPLE PROJECTS LISTED IN SECTION F *(Fill in "Example Projects Key" section below before completing table. Place "X" under project key number for participation in same or similar role.)*									
		1	2	3	4	5	6	7	8	9	10

29. EXAMPLE PROJECTS KEY

NUMBER	TITLE OF EXAMPLE PROJECT *(From Section F)*	NUMBER	TITLE OF EXAMPLE PROJECT *(From Section F)*
1		6	
2		7	
3		8	
4		9	
5		10	

H. ADDITIONAL INFORMATION

30. PROVIDE ANY ADDITIONAL INFORMATION REQUESTED BY THE AGENCY. ATTACH ADDITIONAL SHEETS AS NEEDED.

I. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

31. SIGNATURE	32. DATE

33. NAME AND TITLE

ARCHITECT-ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*

PART II - GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (*or Branch Office*) NAME

3. YEAR ESTABLISHED

4. UNIQUE ENTITY IDENTIFIER

2b. STREET

5. OWNERSHIP

a. TYPE

2c. CITY

2d. STATE

2e. ZIP CODE

b. SMALL BUSINESS STATUS

6a. POINT OF CONTACT NAME AND TITLE

7. NAME OF FIRM *(If Block 2a is a Branch Office)*

6b. TELEPHONE NUMBER

6c. E-MAIL ADDRESS

8a. FORMER FIRM NAME(S) *(If any)*	8b. YEAR ESTABLISHED	8c. UNIQUE ENTITY IDENTIFIER

9. EMPLOYEES BY DISCIPLINE

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Function Code	b. Discipline	c. Number of Employees (1) FIRM	c. Number of Employees (2) BRANCH	a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
	Other Employees					
	Total					

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	
b. Non-Federal Work	
c. Total Work	

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE

b. DATE

c. NAME AND TITLE

METROCOG Fargo-Moorhead Metropolitan Council of Governments

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www.fmmetrocog.org

To: Policy Board Members
From: Cindy Gray, Executive Director
Date: March 15, 2019
Re: 2019-2020 UPWP Amendment #2 – Administrative Modification

Background
The 2019-2020 UPWP was approved by FHWA in December of 2018. In February 2018, UPWP Amendment #1 was approved to adjust project budgets for the 9th Street Corridor Study and the Northwest Metropolitan Transportation Plan. Amendment #1 was an administrative modification.

Proposed UPWP Amendment #2

17th Avenue S Corridor Study – Add to 2019-2020 UPWP as Carryover Project

Since this project was technically completed by the end of 2018, it was not included as a carryover project in the current UPWP. However, the need has arisen for some final public engagement and a final public meeting to inform stakeholders on the final recommendations of the project. A contract amendment with the consultant is addressed in the next agenda item. The Metro COG contract with the consultant will be amended to add approximately $9,500 to the budget. Our requested amendment is rounded up to $10,000 to allow for a small amount of flexibility. The City of Fargo will cover 100 percent of the cost of the additional work with local funds.

Purchase of Traffic Count Equipment – Add funds to the 2019 Operations/Overhead Budget

Metro COG has recently learned that replacement parts for our aging traffic count cameras can no longer be purchased. We are down to three functioning cameras, none of which can be repaired when the equipment fails. All of the cameras require the use of extremely heavy battery packs. Metro COG recently learned of an excellent low-cost opportunity to replace existing cameras by purchasing four new cameras and an associated countpad for a total of $5,126.17 (Attachment 1). We propose using $2,000 in remaining funds from our 2018 Operations/Overhead Budget in combination with $3,126.17 in Metro COG reserves to complete the purchase of this equipment.

This purchase was approved by the Executive Committee at their March 6, 2019 meeting. We are following up with this UPWP amendment as a means of documenting the use of the $3,126.17 in reserve funds.

Summary
The total of these two proposed changes represent 1% of the total 2019 budget and can, therefore, be addressed as an administrative modification.

The TTC recommended approval to the Policy Board of UPWP Amendment #2, an Administrative Modification, at their March 15 TTC meeting.

Requested Action: Approval of UPWP Amendment #2, an Administrative Modification.

Agenda Item 3d, Attachment 1

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Minneapolis, MN 55414
1-888-888-0637

Complete your purchase

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or Visit our store

If you have any questions, reply to this email or contact us at sales@countingcars.com

Order summary

	**COUNTcam2 + 50 Hour Booster Pack × 5**	~~$7,995.00~~ **$4,000.00**
	**Adjustable Aluminum Extension Pole × 5**	~~$495.00~~ **$0.00**
	**COUNTpad2 × 1**	**$999.00**

Subtotal	**$4,999.00**
Shipping	**$127.17**
Total	**$5,126.17 USD**

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www.fmmetrocog.org

To: Policy Board Members
From: Cindy Gray, Executive Director
Date: March 15, 2019
Re: 17th Avenue S Corridor Study – Contract Amendment #1

In December of 2018, the 17th Avenue S Corridor Study was presented to the Fargo City Commission as part of the adoption process. After the presentation, City leaders learned of some outstanding concerns of residents who live or own property along the corridor. This prompted discussions about adding a public meeting and some additional input opportunities to ensure that the public is fully aware of the final study recommendations and has the opportunity to provide input on those recommendations.

Attachment 1 is a contract amendment proposed by KLJ Engineering to cover the costs of additional public engagement. The public Engagement is in the form of a public meeting and a survey, associated marketing activities to ensure that the public is aware of these input opportunities, preparation of a public engagement summary that can be incorporated into the final corridor study, and additional presentations to the City of Fargo Public Works Project Evaluation Committee (PWPEC) and City Commission. Presentations to Metro COG TTC and Policy Board will follow.

The cost of the proposed amendment is $9,466.05. Local funds from the City of Fargo will pay 100 percent of the amendment.

The TTC recommended approval to the Policy Board of Amendment #1 of the contract with KLJ Engineering for the 17th Avenue S Corridor Study.

Requested Action: Approve Amendment #1 of the contract with KLJ Engineering for the 17th Avenue S Corridor Study.

AMENDMENT TO ENGINEER-CONSULTANT AGREEMENT
Amendment No. 1

Background Data

a. Effective Date of Client-Consultant Agreement: June 12, 2017

b. Client: Fargo-Moorhead Metropolitan Council of Governments

c. Consultant: Kadrmas, Lee & Jackson, Inc. (KLJ)

d. Project: 17th Avenue Corridor Study – Fargo, ND

e. This Part of the Project: Corridor Study

Nature of Amendment (check all that apply)

☒ Additional services to be performed by Engineer

☐ Modifications to services of Engineer

☐ Modifications to responsibilities of Owner

☒ Modifications to payment to Engineer

☒ Modifications to time(s) for rendering Services

Description of Modifications

This Task Order will accomplish the following tasks: market and bring awareness to the final public input meeting for the 17th Avenue Corridor Study; hold a public meeting and solicit feedback on the preferred alternative and final corridor study; complete a survey; summarize the results of all public engagement into a summary; give final presentations to PWPEC and City Commission.

Agreement Summary

a. Original agreement amount:	$199,679.59
b. Net change for prior amendments:	$0.00
c. This amendment amount:	$9,466.05
d. Adjusted Agreement amount:	$209,145.64

Engineer and Consultant hereby agree to modify the above-referenced Agreement as set forth in this Amendment. All provisions of the Agreement not modified by this or previous Amendments remain in effect. The Effective Date of this Amendment is _____.

CONSULTANT: Kadrmas Lee & Jackson, Inc.	Client: Fargo-Moorhead Metro COG
_____	_____
By: _____	By: _____
Title: _____	Title: _____
Date Signed: _____	Date Signed: _____

728 East Beaton Drive, Suite 101
West Fargo, ND 58078-2650
701 232 5353
KLJENG.COM

Attachment A – Scope of Services

Date: 2/27/2019
To: Jeremy Gorden, City of Fargo; Dan Farnsworth, Metro COG
From: Mike Bittner, KLJ
RE: 17th Avenue Corridor Study – Additional Public Engagement

The City of Fargo has requested a scope and fee for an additional public input meeting and associated awareness and input capture activities to support the 17th Avenue Corridor Study.

Task 1: Public Engagement

Task 1.1: Marketing and Awareness. KLJ will work with the City (and their contract with Flint Communications) to use the following techniques to market and bring awareness to the upcoming meeting:

- Postcard mailers to properties. Previous quotes from Presort Plus would result in the following costs.
  - 2,700 Postcards - $1,050 – ¼ mile of the corridor from 45th Street to 5th Street. This was assumed in the fee estimate.
- DMS boards along 17th Avenue
- Boosted social media posts through Flint Communications. $150 was included in the fee estimate.
- Direct emails to businesses and neighborhood groups
- Direct emails to Neighborhood Associations
- Information items on the Planning Commission and City Commission Agendas
- Media and press releases – radio, TV, and newspaper
- MATBUS Rider Alert

Task 1.2: Public Meeting. KLJ will host a public meeting at a location along the corridor. This meeting will run from 5 PM to 7 PM with a formal presentation at 5:30, with staff available before and after to answer questions. The formal presentation will present the highest scoring alternative and the public engagement received from the previous efforts. Colored plots of the preferred alternative along with summaries of previous public support will also be made available for people to comment on.

Task 1.3: Survey. KLJ will create an online survey to expand public input opportunities. This survey will be linked to the original project webpage (www.commute17.com), Fargo Streets, and any other locations as directed by the City of Fargo. The survey link will be included in communications efforts from Task 1.1 as well. A paper copy will be available at the public meeting.

Task 1.4: Public Engagement Summary. KLJ will create a summary of the additional public engagement that includes the marketing and awareness efforts, results from the public meeting, and the survey. This can be provided to PWPEC and the City Commission to aid in their decision making.

Task 1.5: Presentations to PWPEC and City Commission. KLJ will plan to provide an additional presentation to both the Public Works Project Evaluation Committee and the City Commission to provide a summary of the input and the preferred alternatives.

The total fee for this scope is not to exceed $9,466.05 which includes the postcards and the social media advertisements.

t Name:
ct Number:

Project Budget

Job Classification:		Engineer IV	Planner II	Project Assistant II					
Task Code	Description	Bittner, Michael H	Panjini, Bethany Elyse	Quibell, Cynthia A	DIRECT LABOR Subtotal	Subconsultant Fee	DIRECT EXPENSE[2]	Bal to: Lump Sum or Agreed Fee	TASK TOTAL
1	**Public Engagement**	$ 56.00	$ 40.00	$ 24.00					
1.1	Marketing and Awareness	2	4	2	$ 320.00	$ -	$ 1,200.00		$ 1,520.00
1.2	Public Meeting	8	6	2	$ 736.00	$ -			$ 736.00
1.3	Survey	8	6		$ 688.00	$ -			$ 688.00
1.4	Public Engagement Summary	2	4		$ 272.00	$ -			$ 272.00
1.5	Presentations to PWPEC and City Commission	8	4		$ 608.00	$ -			$ 608.00
		28	**24**	**4**	$ 2,624.00	$ -	$ 1,200.00	$ -	**$ 3,824.00**

	28	**24**	**4**	**56**				
				$ 2,624.00	**$ -**	**$ 1,200.00**	**$ -**	**$ 3,824.00**

[1] To be billed at actual with an $150 maximum (Meals $35- Lodging $115)

[2] Includes: equipment, rental/subscriptions, mileage... etc.

Summary of Costs: NDDOT

Direct Labor			$ 2,624.00
	Indirect Costs -	172.98%	$ 4,539.00
Subtotal			**$ 7,163.00**
On bill rate	Fixed Fee -	15.00%	$ 1,074.45
Raw labor cost	COF -	1.09%	$ 28.60
Direct Expenses			$ 1,200.00
Subconsultants			$ -
Reimbursables			$ -
Balance to Lump Sum or Agreed Fee			$ -
Total Estimated Engineering Costs			**$ 9,466.05**

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www.fmmetrocog.org

To: Policy Board Members
From: Cindy Gray, Executive Director
Date: March 15, 2019
Re: 2020 Contracted Planning Projects; Affirmation of Previously Selected Projects and Solicitation of Ideas for Future Projects

Affirmation of 2020 Contracted Projects

Prior to the 2020 budget cycle, Metro COG wishes to affirm that our local partners are in agreement with the projects previously identified in the approved UPWP for the year 2020. These projects consist of both continuations of projects beginning in 2019 (funding split between 2019 and 2020), and new projects slated to begin in 2020.

Projects Spread Across Both 2019 and 2020

Three projects budgeted for 2020 are continuations of projects already initiated in 2019. Both Federal funds and local matches for the portion of these projects that are budgeted within 2020 need to be accounted for in Metro COG's 2020 budget and in local budgets. Where applicable, consultant scopes of work and budgets are already structured to include these 2020 funds. Projects include:

(1) Northwest Metro Transportation Plan - $50,000

Northwest Metro Transportation Plan, 2020 Continuation			
	Local Share		Total
Federal Share	Fargo	West Fargo	
$40,000	$5,000	$5,000	$50,000

(2) Metro COG Remodel and FFE - $25,000

Metro COG Traffic Counting Program, 2020 Continuation								
	Local Share							Total
Federal Share	Cass Co	Clay Co	Dilworth	Fargo	Horace	Mhd	WF	
$20,000	$386.74	$409.53	$97.45	$2,500.00	$58.85	$921.87	$625.56	$25,000

(3) Fargo-Moorhead Diversion Recreation Plan - $150,000

Fargo-Moorhead Diversion Rec Plan, 2020 Continuation		
	Local Share	Total
Federal Share	Fargo-Moorhead Diversion Authority	
$75,000	$75,000	$150,000

Projects Programmed to Begin in 2020

The 2019-2020 UPWP includes the following projects to begin in 2020:

(1) MATBUS Transit Development Plan (Fargo & Moorhead) - $200,000

This project is a required update to the Transit Development Plan (TDP) completed in 2016. The TDP addresses the years 2016-2020. A TDP update is required every five years. The updated TDP will address 2021-2025.

MATBUS Transit Development Plan			
	Local Share		Total
Federal Share	Fargo	Moorhead	
$160,000	$26,800	$13,200	$200,000

(2) 17th Street North Corridor Study (Moorhead) - $100,000

17th St N from 1st Ave N to 15th Ave N has a large existing right of way. This study would investigate options to utilize the corridor for a linear park from 4th Ave N to 15th Ave N, and access and traffic operations between 1st Ave N and 4th Ave N. The concepts developed as part of the study will serve as prototypes that Moorhead, and potentially other regional jurisdictions, can apply to other corridors.

17th Street North Corridor Study		
	Local Share	Total
Federal Share	Moorhead	
$80,000	$20,000	$100,000

(3) Metro COG Traffic Counting Program

In 2020, Metro COG will seek consultant assistance with a metro-wide traffic counting program to gather traffic count data as the base year for the 2024 Metropolitan Transportation Plan Update. Year 2020 traffic count data will be particularly valuable, as it will correlate with the 2020 census.

Metro COG Traffic Counting Program								
	Local Share*							Total
Federal Share	Cass Co	Clay Co	Dilworth	Fargo	Horace	Mhd	WF	
$100,000	$1,933.71	$2,047.65	$487.27	$12,500.00	$294.25	$4,609.34	$3,127.79	$125,000

*Local share could vary based on number of counts provided by NDDOT or MNDOT.

(4) NDSU ATAC Annual Participation

This program allows Metro COG and its local partners to seek technical assistance from NDSU's Advanced Traffic Analysis Center (ATAC), which is part of the Upper Great Plains Transportation Institute.

NDSU ATAC Annual Participation								
Federal Share	Local Share							Total
	Cass Co	Clay Co	Dilworth	Fargo	Horace	Mhd	WF	
$8,000	$154.70	$163.81	$38.98	$1,000.00	$23.54	$368.75	$250.22	$10,000

At their March 15 TTC meeting, the TTC unanimously recommended affirmation of the 2020 projects including both those continued from 2019 and new project initiated in 2020.

Requested Action:

1.) Affirm the 2020 projects, including those continued from 2019 and new projects initiated in 2020.

Future Project Needs and Ideas

Federal regulations regarding metropolitan transportation planning provide guidance about the responsibilities of Metropolitan Planning Organizations (MPOs). Metro COG is the MPO for the metropolitan area; therefore, this guidance applies to our organization and our metropolitan area.

23 U.S. Code S. 134 – Metropolitan Transportation Planning, (h) Scope of Planning Process states that,

(1) In general, the metropolitan planning process for a metropolitan planning area shall provide for consideration of projects and strategies that will:

(A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
(B) increase the safety of the transportation system for motorized and nonmotorized users;
(C) increase the security of the transportation system for motorized and nonmotorized users;
(D) increase the accessibility and mobility of people and for freight;
(E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
(F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
(G) promote efficient system management and operation;
(H) emphasize the preservation of the existing transportation system;
(I) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
(J) enhance travel and tourism.

(2) Performance-Based Approach.

Currently, MPOs and States have set targets related to safety, pavement and bridge condition, and travel time reliability.

As Metro COG and our local partners identify needed transportation planning studies and seek input for future project ideas, it is important that we are mindful of the above 10 planning factors and the performance based approach required by Federal regulations. Most of our transportation planning projects are funded with a combination of Federal and local funds. Federal funding usually makes up 80 percent of the funding, with the 20 percent match coming from local jurisdictions. Because of the reliance on Federal funds for these studies and plans, we must be mindful and considerate of the considerations articulated in Federal legislation.

As Metro COG and its local partners move forward to verify the projects planned for 2020, we are also seeking input on needs and ideas for future transportation plans and studies. A priority list of projects that are likely to be needed or desired in 2021, 2022, and beyond will allow us to respond more quickly if funds become available sooner than expected. Attachment 1 shows projects that were suggested in the recent past. Many of those projects are now underway either as a separate study or as part of a broader planning project.

A year from now, in 2020, we will begin setting budgets for the 2021-2022 UPWP. An annual solicitation of ideas for future studies and plans will help TTC and Policy Board members evaluate project priorities over the course of the next year.

As a follow-up to this meeting, please describe ideas for future projects in the spaces provided on the following pages. Attach maps or other materials if helpful to describe the prospective project. Please feel free to share this opportunity with input with others. Metro COG will extend the opportunity to the TTC, Policy Board, other Committees, and interested groups and citizens.

We encourage input by April 5, 2019, and will solicit similar input in the spring of 2020.

Metro COG requests suggested studies or planning projects by April 5, 2019. We will compile project suggestions for review by the TTC and Policy Board at their April meetings. This prospective project list will be maintained and provided to the TTC and Policy Board for further review and additional suggestions in 2020, in preparation for the 2021 budget and the 2021-2022 UPWP.

Follow-up Activity/Input back to Metro COG:

1.) Submit suggested study or planning project ideas by April 5, 2019 using the template included in this memorandum.

Suggested Study or Planning Project:
Suggested by ____
Project Name ____
Description____
____
____
____
Potentially Involved Jurisdictions or Entities ___________________________
Likely Cost Range____
Year of Project Initiation____________________________________
Relevant Planning Factors (see p. 1)
____
____

Suggested Study or Planning Project:
Suggested by ____
Project Name ____
Description____
____
____
____
Potentially Involved Jurisdictions or Entities ___________________________
Likely Cost Range____
Year of Project Initiation____________________________________
Relevant Planning Factors (see p. 1)
____
____

Suggested Study or Planning Project:
Suggested by ____
Project Name ____
Description____
____
____
____
Potentially Involved Jurisdictions or Entities ___________________________
Likely Cost Range____
Year of Project Initiation____________________________________
Relevant Planning Factors (see p. 1)
____
____

Suggested Study or Planning Project:
Suggested by ____
Project Name ____
Description____
____
____
____
Potentially Involved Jurisdictions or Entities ______________________
Likely Cost Range____
Year of Project Initiation___________________________________
Relevant Planning Factors (see p. 1)
____
____

Suggested Study or Planning Project:
Suggested by ____
Project Name ____
Description____
____
____
____
Potentially Involved Jurisdictions or Entities ______________________
Likely Cost Range____
Year of Project Initiation___________________________________
Relevant Planning Factors (see p. 1)
____
____

Suggested Study or Planning Project:
Suggested by ____
Project Name ____
Description____
____
____
____
Potentially Involved Jurisdictions or Entities ______________________
Likely Cost Range____
Year of Project Initiation___________________________________
Relevant Planning Factors (see p. 1)
____
____

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Additional 2018 CPG Projects

Fargo Request:

~~Fargo Safe Route to School Study Update~~ UNDERWAY – 2018-2019, Budget of $200,000
~~I believe we last updated this study a decade ago and a number of schools have been added to Fargo as well as some school boundaries being modified.~~
~~Estimated Total Cost $150,000~~.

~~Fargo Bike Gap Study~~ UNDERWAY – 2018-2019, Budget of $150,000
~~A study to dig further into the gaps outlined in our 2016 Pedestrian & Bike Plan. Now that these gaps where identified, can they actually be filled by a path or a bike lane? If so, we'll either make a plan for implementation or live with the gap as it currently is.~~
~~Estimated Total Cost $75,000.~~

Fargo and/or Moorhead Red River Greenway Study Update
I believe the last time we did this study was in 2008 and much has changed since that time with the river and the drain systems in the city.
Estimated Total Cost $125,000.

Fargo Traffic Signal System Study
A highly technical study focused on our traffic signal controllers and central signal software that will evaluate our current system and make recommendations as to where we go from here. Technology upgrades continue to dominate our transportation world and I feel that our current system may be falling behind or may be well behind where it should be.
Estimated Total Cost $75,000.

~~Northwest Metro Transportation Plan~~ UNDERWAY – 2018-2019, Budget of $225,000
~~Summary: The City of Fargo is currently working to improve utility services in support of development pressures in the City's northwestern growth area. Additionally, the Cities of Fargo and West Fargo are currently working to establish a new extraterritorial agreement in coordination with a recent utility service agreement between the two cities. Within this context there is a need to coordinate the efficient development of public infrastructure, including the transportation system. There is a need to develop a northwest metro transportation plan to guide the development of the transportation system in coordination with larger infrastructure improvements.~~
~~Cost Estimate: $200,000~~

~~Core Neighborhood Plan~~ Being addressed by City of Fargo Planning Department
~~Summary: The City of Fargo Department of Planning & Development will be leading a neighborhood planning process for the core neighborhoods of Fargo. The purpose of this effort is to work with stakeholders to collaboratively refine the principles of the Go2030 Comprehensive Plan for use at the neighborhood level. One of the major focus areas of this effort will be the development of a future land use plan in connection with a public improvement needs assessment, including transportation needs.~~
~~Cost Estimate: $75,000 - $100,000~~

West Fargo Request:

~~9th Street Corridor Study – 7th Avenue East to 19th Avenue Northeast:~~ UNDERWAY – 2018-2019, Budget of $100,000

~~The City anticipates the need for a reconstruction of 9th St E from 7th Ave E to 19th Ave NE. Issues to consider with the study that are anticipated at this time include interactions with the West Fargo High School traffic and pedestrian activities, transit accommodations, intersection issues at Main Avenue, and rural to urban section transition north of Main Avenue. Traffic along the road ranges from residential to heavy industrial.~~

~~Cost Estimate: $150,000~~

~~13th Avenue Corridor Study – extension of 15th St W to 19th Ave NW, and extension of 15th St W to 21st St W:~~ UNDERWAY – 2017-2019, Budget of $250,000

~~West Fargo 2.0 and beginning efforts of the City's Infrastructure Master Plan have identified the potential for growth pressures in the areas south of Interstate 94 and the area north of the Sheyenne Diversion necessitating the need to study the future needs related to surface transportation in areas that are otherwise not served by municipal roads. The study should include alternatives such as grade crossings at the railroad and Sheyenne Diversion on the north and grade crossings at Interstate 94 and the Sheyenne Diversion on the south.~~

~~Cost Estimate: $150,000~~

MATBUS Request:

~~Transit Authority Implementation Study~~ UNDERWAY – 2018-2019, Budget of $200,000

~~This study would be done to hire a consultant to assist MATBUS in setting up all of the necessary elements in order to create a transit authority. This would include looking at how MATBUS shares facilities, reviewing MOU's, setting up articles of association, analyzing the structure and necessary staff (HR, legal, etc), looking at the funding components of the agency (especially with the shift to a major metropolitan area over 200,000 people) and developing a strategy that MATBUS can use to approach the North Dakota and Minnesota's legislatures in 2019 to create a transit authority.~~

~~Cost Estimate: $200,000 - $250,000~~

Horace Request:

~~Transportation Plan~~ COMP/TRANSP PLAN UNDERWAY – 2018-2019, Budget of $160,000 (with 50% local match)

~~The City of Horace would like to conduct a study of the future transportation needs within its corporate limits. Horace is experiencing rapid growth and it would like make sure that it is creating a robust roadway network as development occurs. It would also like to know what connections it needs to make to adjacent communities and where/how many crossings over Drain 53 should be planned. The plan will also incorporate roadway network policies and best practices for the City.~~

~~Cost Estimate: $100,000~~

~~76th Avenue South Corridor Study~~ UNDERWAY – 2018-2019, Budget of $175,000

~~This study's purpose is to analyze 76th Avenue South as a county highway facility and advance the arterial network in the southwest metro growth area. The study would include ROW needs, roadway standards, and drain crossings. There would be the possibility of three distinct sections of this study: from Raymond interchange to the Sheyenne Diversion, Sheyenne Diversion to 38th Street, from 38th Street to US 75.~~

~~Cost Estimate $200,000, Cost Share between Cass County, Fargo, and Horace~~

~~Southwest Metropolitan Transportation Plan Update~~ Likely not needed due to 76th Ave Corridor Study and Horace Comp / Transp Plan

~~The goal of this study would be to analyze the impact of recent decisions and the change in assumptions on the plan that was completed in 2016. This could include a specific OD study and traffic analysis of proposed school sites, and specification on the timing, need, and location of infrastructure that is key to the growth that is occurring. The plan would work with the West Fargo School District, West Fargo, Horace, Fargo, and Cass County on analyzing and resolving issues that have arisen and would delve deeper in exploring solutions.~~

~~Cost Estimate: $150,000 - $200,000, Joint Project~~

Clay County Request:

~~CSAH 7 Bike & Pedestrian Corridor Study~~ UNDERWAY AS PART OF BIKEWAY GAP ANALYSIS

~~Study the possibility of adding shared use path from 40th Avenue South to the bridge over I-94. Clay County would like to analyze any issues surrounding the construction of such a facility that would fill in a gap in the region's bicycle and pedestrian network.~~

~~Cost Estimate: $75,000~~

Moorhead Request:

~~30th Ave S Corridor Study~~ INCLUDED IN 2018 UPWP AMENDMENT 6, BUT ULTIMATELY CUT

~~We would like to study options for a planned reconstruction project on 30th Ave S from 14th St to 20th St. The study would look at lane configuration, pedestrian and traffic operations improvements, including a bike path extension on the north side of 30th Ave S.~~

~~Total Estimate: $75,000~~

11th St S Corridor Study

11th St S from Main Ave to MSUM. The study would look at access, pedestrian and traffic operations improvements.

Total Estimate: $75,000

~~South Pedestrian Bridge Crossing Study~~ UNDERWAY AS PART OF BIKEWAY GAP ANALYSIS

~~This study would explore the feasibility of adding a pedestrian bridge over the Red River to service the river corridor trail system. Two locations would be studied, River Oaks park to Lemke Park, and Bluestem to 40th Ave S in Fargo.~~

~~Total Estimate: $75,000~~
~~Moorhead: $7,500~~
~~Fargo: $7,500~~

34th St N Corridor Study

34th St from TH 10 to 4th Ave N. Study access, traffic operations, and pedestrian improvements along the corridor.

Total Estimate: $50,000
Moorhead: $5,000
Dilworth: $5,000

Rails to trails Study

There are unused BNSF tracks north of 28th Ave N on the north side of Moorhead. In an effort to enhance the regional bicycle and pedestrian facilities, we would like to study the possibility of a rails to trails project on the north side of Moorhead.

Total Estimate: $100,000
Moorhead: $10,000
Clay County: $10,000

~~17 St Corridor Study~~ PROGRAMMED FOR 2020
~~17 St N from 1st Ave N to 15th Ave N has a large existing right of way. This study would investigate options to utilize the corridor for a linear park from 4th Ave N to 15th Ave N, and access and traffic operations between 1st Ave N and 4th Ave N.~~
~~Total Estimate: $100,000~~

Metro COG Request:

~~Remodel~~ UNDERWAY – 2019, Budget of $320,000
~~Metro COG would like to remodel its offices as the organization has grown and space is becoming limited, especially for large meetings. This effort would be done to modernize the agency's office space.~~
~~Cost Estimate: $300,000~~

~~File Server~~ COMPLETED – 2018
~~Replace Metro COG's dated file server to avoid catastrophic loss of data. This includes installation and IT services to hook up connections.~~
~~Cost Estimate: $5,000~~

~~Phone System Upgrade~~ COMPLETED – 2018
~~Purchase new phones in order to upgrade Metro COG's service as well as movement to VOIP to low monthly costs.~~
~~Cost Estimate: $5,500~~

~~New Backup NAS Device~~ DROPPED – 2018 (BACKUP SOLUTION INCLUDED WITH MANAGED IT SERVICE)
~~File Backup System~~
~~Cost Estimate: $2,275~~