

**543rd Transportation Technical Committee**  
**Fargo-Moorhead Metropolitan Council of Governments**  
**THURSDAY, July 13, 2023 – 10:00 a.m.**  
**Metro COG Conference Room**  
**AGENDA**

1. Call to Order and Introductions
2. Approve the Agenda Action Item
3. Consider Minutes of the June 8, 2023 TTC Meeting Action Item
4. Public Input Opportunity Public Input
5. 2023-2026 Transportation Improvement Program (TIP) Amendment #7 Action Item
6. Draft 2024-2027 TIP Public Input Meeting Information Item
7. Interstate Operations Analysis Plan for Future Improvements Final Draft Action Item
8. 2050 Metropolitan Transportation Plan Update Discussion Item
9. Agency Updates Discussion Item
  - a. City of Fargo
  - b. City of Moorhead
  - c. City of West Fargo
  - d. City of Dilworth
  - e. City of Horace
  - f. Cass County
  - g. Clay County
  - h. Other Member Jurisdictions
10. Additional Business Information Item
11. Adjourn

REMINDER: The next TTC meeting will be held **Thursday, August 10, 2023** at 10:00 a.m.

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

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

[https://us02web.zoom.us/webinar/register/WN\\_R7d0IBkuSqWQ9pMNU6UBIQ](https://us02web.zoom.us/webinar/register/WN_R7d0IBkuSqWQ9pMNU6UBIQ)

Red Action Items require roll call votes.

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

Metro COG is committed to ensuring all individuals, regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, and/or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Savanna Leach, Metro COG Executive Assistant, 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.

**542nd Meeting of the  
FM Metro COG Transportation Technical Committee  
Thursday, June 8, 2023 – 10:00 am  
Metro COG Conference Room**

**Members Present:**

Jonathan	Atkins	City of Moorhead Traffic Engineering
Jason	Benson	Cass County Highway Engineering
Julie	Bommelman	City of Fargo, MATBUS
Nicole	Crutchfield	City of Fargo Planning
Jeremy	Gorden	City of Fargo Transportation Engineering
Ben	Griffith	Metro COG
Jace	Hellman	City of Horace – Community Development Director
Matthew	Jacobson	Clay County Planning
Kelly	Krapu	Freight Representative - TrueNorth Compliance Service
Peyton	Mastera	City of Dilworth (alternate for Don Lorsung)
Aaron	Nelson	West Fargo City Planning
Justin	Sorum	Clay County Engineering
Tom	Soucy	Cass County Planning
Brit	Stevens	NDSU – Transportation Manager
Lori	Van Beek	City of Moorhead, MATBUS
Andrew	Wrucke	City of West Fargo Engineering
Wayne	Zacher	NDDOT – Local Government Division

**Members Absent:**

Robin	Huston	City of Moorhead Planning
Don	Lorsung	City of Dilworth Community Dev (alternate present)
Joe	Raso	GFMEDC
Mary	Safgren	MnDOT – District 4

**Others Present:**

Adam	Altenburg	Metro COG
Dan	Bergerson	HDR
Paul	Bervik	Metro COG
Cavin	Berube	Stantec
Jaron	Capps	Metro COG
Luke	Champa	SRF
Jim	Dahlman	City of Horace/Interstate Engineering
Ari	Del Rosario	Metro COG
Dylan	Dunn	Moore Engineering
Dan	Farnsworth	Metro COG
Matthew	Huettl	HDR
Michael	Maddox	Metro COG
Ayden	Schaffler	Metro COG
Erika	Shepard	MnDOT
Jordan	Smith	MATBUS
Kalvin	Strecker	Houston Engineering
Kent	Wolf	Ameresco

**1. CALL TO ORDER AND INTRODUCTIONS**

The meeting was called to order at 10:00 am, on June 8, 2023 by Chair Griffith. A quorum was present.

**2. Approve the 542 TTC Meeting Agenda**

Chair Griffith asked if there were any questions or changes to the 542 TTC Meeting Agenda.

***Motion: Approve the 542 TTC Meeting Agenda.***

**Mr. Benson moved, seconded by Mr. Atkins**

**MOTION, PASSED.**

**Motion carried unanimously.**

**3. APPROVE May 11, 2023 TTC MEETING MINUTES**

Chair Griffith asked if there were any questions or changes to the May 11, 2023 TTC Meeting Minutes.

***Motion: Approve the May 11, 2023 TTC Minutes.***

**Mr. Hellman moved, seconded by Ms. Crutchfield**

**MOTION, PASSED**

**Motion carried unanimously.**

**4. Public Comment Opportunity**

No public comments were made or received.

**5. NDDOT UPWP 2023 Contract Amendment**

Mr. Griffith presented an amendment to the Metro COG 2023-2024 UPWP contract with NDDOT. NDDOT is amending the contract with Metro COG to remove the last year (2024) of the two-year contract as NDDOT moves towards annual UPWP contracts. The annual contract is in response to the subrecipient monitoring process update.

A new contract will be entered for the year removed with this amendment at a later date.

***Motion: Recommend Policy Board approval of the 2023-2024 UPWP Contract Amendment with NDDOT***

**Mr. Mastera moved, seconded by Mr. Benson**

**MOTION, PASSED**

**Motion carried unanimously.**

**6. West Metro Perimeter Highway Study Consultant Selection**

Mr. Farnsworth presented HDR as the highest-ranked consulting firm who proposed on the West Metro Perimeter Highway Study. Three firms proposed on the project – HDR, KLJ, and WSB.

Metro COG and the consultant selection panel met on Wednesday June 7th to interview the firms and select the top ranked firm. Upon interviews with the three

consultant teams, HDR was the highest ranked firm. HDR's cost proposal came in at \$249,791.08, which is within the budgeted amount.

**Motion: Recommend Policy Board approval of Metro COG entering into a contract with HDR for the West Metro Perimeter Highway Study.**

**Mr. Benson moved, seconded by Mr. Hellman**

**MOTION, PASSED**

**Motion carried unanimously.**

**7. MPA Job and Household Assignments**

Mr. Capps presented an update to the MPA Jobs and Households Assignments. Metro COG has been attempting to characterize future growth patterns for the entirety of the Metropolitan Planning Area (MPA). Breaking down jurisdictional data into Transportation Analysis Zones (TAZs), this granular approach has been taken to ensure information accuracy for future Metro COG projects. The approach involves synthesizing information at a TAZ level that illustrates full build, 2050, and 2035 development scenarios. These analyses will then be implemented into our regional travel demand model (TDM) and will be used to provide context of growth dynamics for the Metropolitan Transportation Plan (MTP).

**8. 2023-2026 Transportation Improvement Program (TIP) Administrative Adjustment 4**

Mr. Bervik presented Administrative Adjustment 4 to the 2023-2026 Transportation Improvement Program. The project change requested deferred a project within TIP years with no change to cost or scope; thus, pursuant to the established amendment and administrative adjustments policy located in Section 10 of the Metro COG 2023-2026 TIP, Metro COG can make the changes administratively by submitting a letter to NDDOT and Metro COG cognizant agencies detailing the changes as well as announcing the change at the next scheduled TTC meeting.

The administrative adjustment to the 2023-2026 TIP is as follows:

1. Modification of Project 9162667: Rehabilitation of I-94W with a 10.9-mile thin mill and overlay project from East of Casselton to near West Fargo (2024). Project year changed from 2023.

**9. 2024-2027 Transportation Improvement Program (TIP) Development**

Mr. Bervik presented an update on the 2024-2027 Transportation Improvement Program (TIP) Development. The Draft 2024-2027 TIP is comprised of transportation projects in coordination with NDDOT and MnDOT Draft State Transportation Improvement Programs (STIPs). Unlike past TIPs, this TIP includes projects utilizing Metro COG TMA directly suballocated federal funds that were solicited and chosen by Metro COG.

The update will expand upon efforts made last year to track applicable Highway and Transit funds that are directly suballocated to the region as a result of the designation as a Transportation Management Area (TMA). Sections of the document where this delineation may occur will include but shall not be limited to the following sections of the Draft TIP: Financial Plan and Fiscal Constraint,

Overview of Federal Aid Programs, Performance Measures, and Environmental Considerations.

In addition to the public comment period announcement, Metro COG will announce further public input opportunities including a public input meeting on July 25th, 2023.

Mr. Zacher said that NDDOT has not fully reviewed the Metro COG TIP, but hopes to complete the review soon.

**10. NDDOT/Metro COG Mid-year Review Update**

Mr. Griffith said that NDDOT, FHWA, and FTA all met at or with (via Teams) Metro COG for the agency's mid-year review. Mr. Griffith said that there was discussion covering the STIP/TIP cycle, CPG funding formula, and project updates. Overall, the meeting went very well, and Mr. Griffith was able to meet a lot of people.

**11. Agency Updates**

Fargo: construction updates; Growth Plan Phase I – June 21; Transit reorganization project and large bus order

Moorhead: 11<sup>th</sup> St Underpass update; large bus order; Moorhead Transit Hub update

West Fargo: construction updates; Master Plan update

Horace: construction updates

Cass County: construction updates; new county planner coming on-board August

**12. Additional Business**

No additional business.

**13. Adjourn**

The 542nd Regular Meeting of the TTC was adjourned on June 8, 2023 at 10:48 a.m.

**THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING WILL BE HELD July 13, 2023, 10:00 A.M.**

Respectfully Submitted,

Savanna Leach  
Executive Assistant

**To:** Transportation Technical Committee  
**From:** Paul Bervik, Assistant Transportation Planner  
**Date:** July 7, 2023  
**Re:** **2023-2026 Transportation Improvement Program (TIP) Amendment 7**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) will hold a public meeting both in person and via Zoom Video Communications on Thursday, July 20, 2023 at 4:00 pm to consider public comments regarding a proposed amendment to the 2023-2026 Transportation Improvement Program (TIP) for the FM Metropolitan Area. The proposed amendment to the 2023-2026 TIP reflects modified federally funded projects within the Metropolitan Planning Area (MPA).

A public notice will be published in The Forum on Wednesday, July 12, 2023, which will advertise the public meeting, detail how to request additional information, and provide information on how to provide public comments regarding the proposed amendment. The public notice will state that public comments will be accepted until 12:00 p.m. (noon) on Thursday, July 27, 2023. As of the writing of this memo, no written comments have been received.

The proposed amendment to the 2023-2026 TIP are as follows:

1. **Modification of Project 4230010:** Fargo Transit purchase of miscellaneous support equipment (2023). The total project cost is increasing from \$100,000 to \$472,125 (372% increase). This project adds an additional \$297,000 in FTA 5339 funding to an existing project.
2. **Modification of Project 4210004:** Structural rehabilitation of the 42<sup>nd</sup> Street South at I-94 bridge (2023) by the City of Fargo. The total project cost is increasing from \$275,680 to \$375,000 (36% increase). This project is connected to Project 4237034.
3. **Modification of Project 9231005:** NDDOT reconstruction of the Lynchburg interchange 3 miles west of ND18 (2023). The total project cost is increasing from \$5,200,000 to \$7,475,750 (43.8% increase).
4. **Modification of Project 9233029:** Rehabilitating the bridge decks with an overlay and spall repair on the Swan Creek and I-94 bridges (2026) by NDDOT. Project year shifting to 2026 from 2027.
5. **New Project 4237034:** Structural rehabilitation of the 42<sup>nd</sup> Street South at I-94 bridge (2023) by the City of Fargo. This adds an additional \$230,583 in BRU funding to an existing project. This project is connected to Project 4210004.

There is ongoing coordination with NDDOT about an additional project that may need to be amended with Amendment 7. If that additional project needs an amendment, we will send out information prior to TTC.

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

**Requested Action: Recommend approval of Amendment 7 of the Metro COG 2023-2026 Transportation Improvement Program (TIP) to the Policy Board.**

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

Amendment 7 - 2023-2026 Metro COG TIP

Existing projects with a change in cost

Fargo Transit	4230010	2023	Transit			Misc. Support Equipment	Transit Capital	\$472,125 <del>\$100,000</del>	FTA 5339	Local	\$377,700 <del>\$80,000</del> \$94,425 <del>\$20,000</del>
City of Fargo	4210004 23933	2023	42nd St S & I-94 Grade Separation			Structure Rehabilitation Connected to 4237034. <del>Structure Rehabilitation</del>	Rehabilitation	\$375,000 <del>\$275,680</del>	STBGP-U	Local	\$300,000 <del>\$233,108</del> \$75,000 <del>\$52,572</del>
NDDOT	9231005 23808	2023	I-94 bridge repair at Lynchburg Interchange			3 WEST OF ND 18; STRUC REPLACE,APPR SLAB REP,GUARDRAIL	Reconstruction	\$7,475,750 <del>\$5,200,000</del>	NHU	State Local	\$6,728,175 <del>\$4,680,000</del> \$747,575 <del>\$520,000</del> \$0

Amendment 7 - 2023-2026 Metro COG TIP

Existing projects with a non-cost change

NDDOT	9233029 23906	2026 <del>2027</del>	I-94		Intersection of I-94 and Swan Creek	Various Structures on I-94 - Fargo District Deck Overlay, Spall Repairs (#0094-334.998L & #0094-334.998R)	Rehabilitation	\$674,900	IM	State	\$607,410 \$67,490
-------	------------------	-------------------------	------	--	--	---	----------------	-----------	----	-------	-----------------------

Amendment 7 - 2023-2026 Metro COG TIP

The following are new projects

City of Fargo	4237034 23933	2023	42nd St S & I-94 Grade Separation			Structure Rehabilitation Connected to 4210004.	Rehabilitation	\$288,229	BRU	Local	\$230,583 \$57,646
---------------	------------------	------	--------------------------------------	--	--	---	----------------	-----------	-----	-------	-----------------------

**To:** Transportation Technical Committee  
**From:** Paul Bervik, Assistant Transportation Planner  
**Date:** July 7, 2023  
**Re:** **2024-2027 Transportation Improvement Program (TIP) Development**

Metro COG began to develop a Draft 2024-2027 TIP that lists federally funded transportation projects as well as regionally significant locally funded projects for a four federal fiscal year period. A legal notice was published in the June 14, 2023 edition of The Forum to begin the official TIP comment period. The Draft TIP is available for review on the Metro COG at the following this link: <https://www.fmmetrocog.org/TIP>.



The Draft 2024-2027 TIP is comprised of transportation projects in coordination with NDDOT and MnDOT Draft State Transportation Improvement Programs (STIPs). Unlike past TIPs, this TIP includes projects utilizing directly suballocated Metro COG Transportation Management Area (TMA) federal funds that were solicited and chosen by Metro COG. As the development of the TIP continues, Metro COG staff will be refining all the necessary components of the TIP, including glossary with definitions and acronyms, “locally funded projects of note” referenced from local jurisdictions’ Capital Improvement Programs (CIPs), financial plan and fiscal constraint, overview of federal aid programs, performance measures, and environmental considerations.

Excluding minor annual updates to all sections of the Draft 2024-2027 TIP, Metro COG staff will also be delineating Federal Highway and Federal Transit funding more carefully throughout the document. The update will expand upon efforts made last year to track applicable Highway and Transit funds that are directly suballocated to the region as a result of the designation as a Transportation Management Area (TMA). Sections of the document where this delineation may occur will include, but shall not be limited to, the following sections of the Draft TIP: Financial Plan and Fiscal Constraint, Overview of Federal Aid Programs, Performance Measures, and Environmental Considerations.

In addition to the public comment period announcement, Metro COG will announce further public input opportunities including a public input meeting on July 25, 2023. Alternative participation options in which the public can review and comment on the document will be provided upon request. This will be done via legal notice, email distribution, social media, and frequent updates to the Metro COG website shown at the top of this memo.

Metro COG will continue to collaborate with the jurisdictions as we update the 2024-2027 TIP Project List and begin updating the TIP Document.

**To:** Transportation Technical Committee  
**From:** Dan Farnsworth, Transportation Planner  
**Date:** July 7, 2023  
**Re:** **Interstate Operations Analysis & Plan for Future Improvements**

In August of 2021 Metro COG began the Interstate Operations Analysis & Plan for Future Improvements. This plan identifies prioritized improvements to improve safety, traffic operations, and mobility for the Interstate system within the Fargo-Moorhead Metro Area.

This plan was developed in close coordination with both NDDOT and MnDOT and was guided by a study review committee comprised of representation from the cities of West Fargo, Fargo, Moorhead, Cass and Clay Counties, ATAC, NDDOT, MnDOT, and Metro COG. Upon completion of the draft plan, presentations were made to management of both NDDOT and MnDOT.

**Attached** is the Executive Summary of the plan. The final plan including the plan's appendices can be found on Metro COG's website at the following link:

<https://www.fmmetrocog.org/projects-rfps/InterstateOps2021/project-materials>

**Requested Action: Recommend Policy Board approval of the Interstate Operations Analysis & Plan for Future Improvements.**

# INTERSTATE OPERATIONS STUDY & PLAN FOR FUTURE IMPROVEMENTS

EXECUTIVE SUMMARY | JULY 2023



**METROCOG**

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS

## Introduction

Fargo Moorhead Metro COG and its partner agencies have conducted the Interstate Operations Study and Plan for Future Improvements as a high-level study to identify prioritized improvements to improve safety, traffic operations, and mobility for the Interstate system within the Fargo-Moorhead Metro Area. The project study area is shown in the figure on the right and is defined by the following limits:

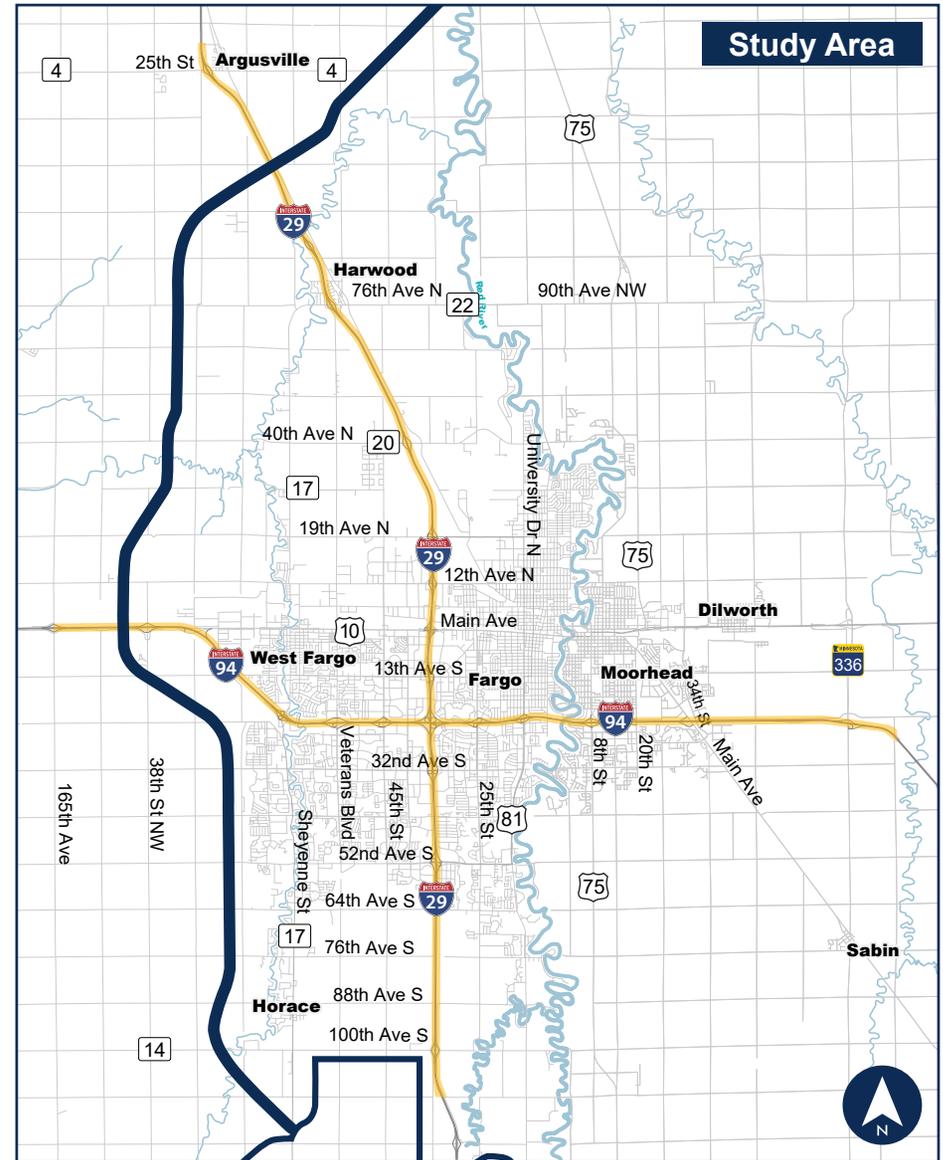
	<h3>INTERSTATE 94</h3>
	<ul style="list-style-type: none"> <li>▪ <b>West Limit:</b> 165th Avenue / Cass County 15</li> <li>▪ <b>East Limit:</b> Minnesota 336</li> </ul>
	<h3>INTERSTATE 29</h3>
	<ul style="list-style-type: none"> <li>▪ <b>North Limit:</b> Cass County 4 (Argusville)</li> <li>▪ <b>South Limit:</b> 100th Avenue S / Cass County 14</li> </ul>

The study area includes Interstate mainline segment, system ramps, service ramps, rest areas, and ramp terminal intersections along I-29 and I-94.

## Study Objectives

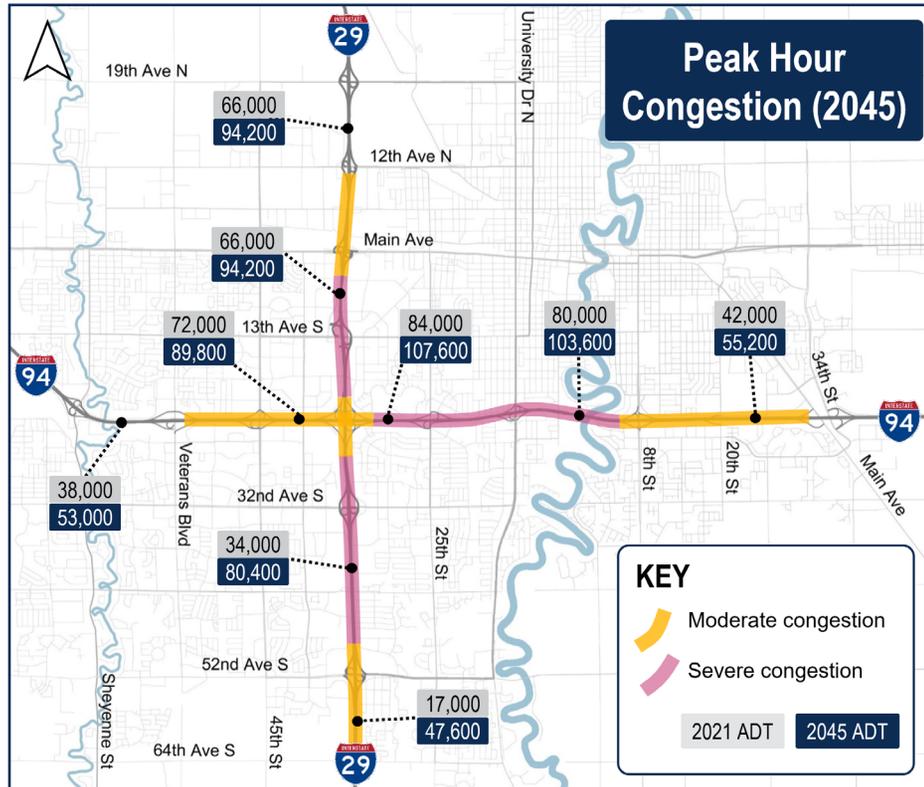
The objectives and anticipated outcomes for this study include:

- Present a clear menu of recommended improvements aimed at addressing identified deficiencies in operations, safety, reliability, etc.
- Recommend project priorities and staging based on expected increases in traffic volumes combined with planned system preservation projects
- Provide operational and analytical data to assist with later project development phases
- Determine the potential use of a perimeter route around the metro area and identify how such a route affects volumes on the interstate system



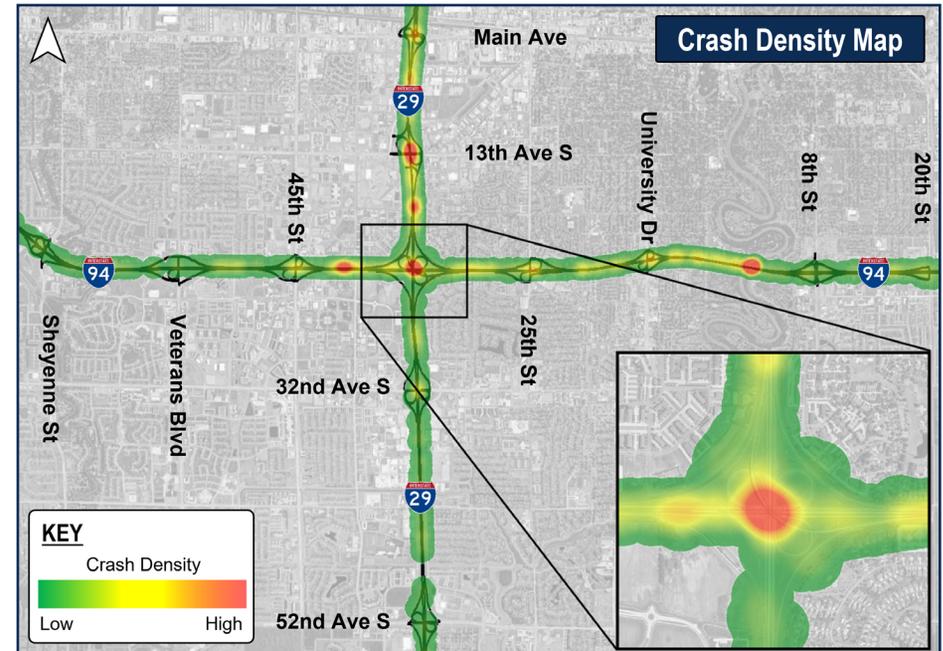
### Traffic Operations

Planning-level peak hour capacities were developed for all Interstate segments within the study area. Capacities were compared to peak hour 2045 forecasts to determine areas of moderate and severe congestion, shown in the figure below.



### Safety

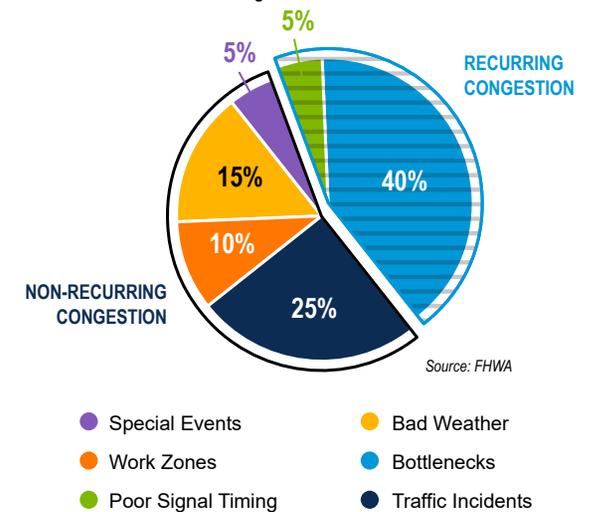
A safety dashboard was developed to select, sort, and filter crashed by time of day, day of week, month of year, type, and location. The study team also developed a crash density map to identify areas of high crash frequency to investigate.



### Recurring vs Non-Recurring Congestion

The Fargo-Moorhead metro area experiences many different kinds of congestion, from bottlenecks to traffic incidents and weather events. FHWA national estimates are shown in the pie chart. Due to the fluctuations in normal traffic and long winter season, the study team estimates the percent recurring congestion in the metro area is **20%–30%**.

Sources of Congestion: National Urban Areas



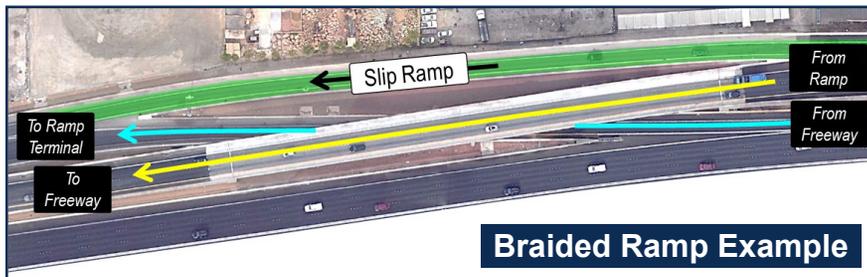
## Strategy Development & Analytics

### Mainline Geometric Strategies

The study team assessed operational and safety deficiencies along I-29 and I-94 to develop geometric improvement strategies. The study team reviewed the following mainline geometric improvements:

- Traditional Interstate Widening
- Auxiliary Lanes
- Collector-Distributor Roads
- Braided Ramps

As shown in the implementation plan, the study team recommended a combination of traditional widening, auxiliary lanes, and braided ramps at select locations. Braided ramps (shown below) separate the entering and exiting traffic at successive interchanges by shifting one of the movements onto a bridge, eliminating weaving traffic.



### Interchange Strategies

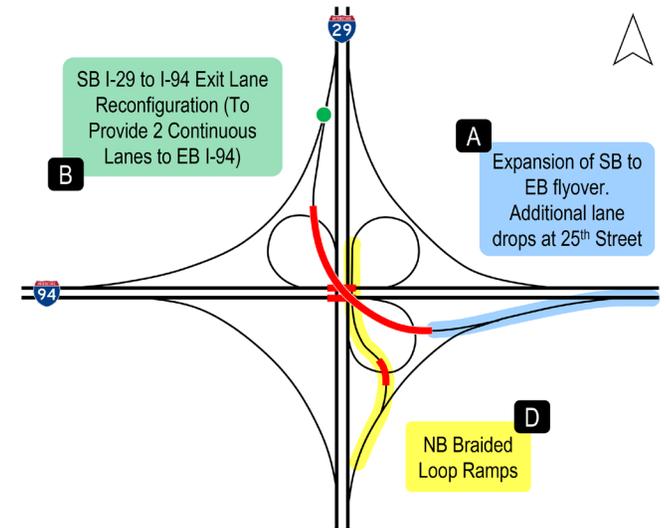
#### SERVICE INTERCHANGES

The study team assessed operational and safety deficiencies at service and system interchanges within the IOS study area. Each interchange is discussed in detail in the final report. The following strategies were considered:

- Interchange Reconfigurations
- New Interchanges
- Lane Modifications / Ramp Widening
- Signal Timing Improvements
- Bicycle / Pedestrian Enhancements

#### SYSTEM INTERCHANGE

Traffic volumes around the I-29 / I-94 system interchange are expected to grow significantly by 2045. The study team considered the following strategies at the system interchange to serve future demand.



- A. SB I-29 to EB I-94 Expansion (Construction in 2023)
- B. SB I-29 to I-94 Exit Lane Reconfiguration
- C. NB I-29 to WB I-94 Flyover
- D. Braided Loop Ramps
- E. Collector-Distributor Roads
- F. Dynamic Lane Assignment

Strategies A, B, and D were carried into the implementation plan. Some of these strategies were removed since they would reduce the effective weaving lengths for adjacent Interstate segments. Other strategies, like Dynamic Lane Assignment, should be considered as volumes continue to increase at the system interchange.

#### TSMO / ITS Improvements

Transportation Systems Management and Operations is an approach to manage and optimize the current transportation systems to improve safety, reduce congestion, and enhance mobility. TSMO typically involves the integration of various transportation technologies, strategies, and services to improve the performance of the transportation system.

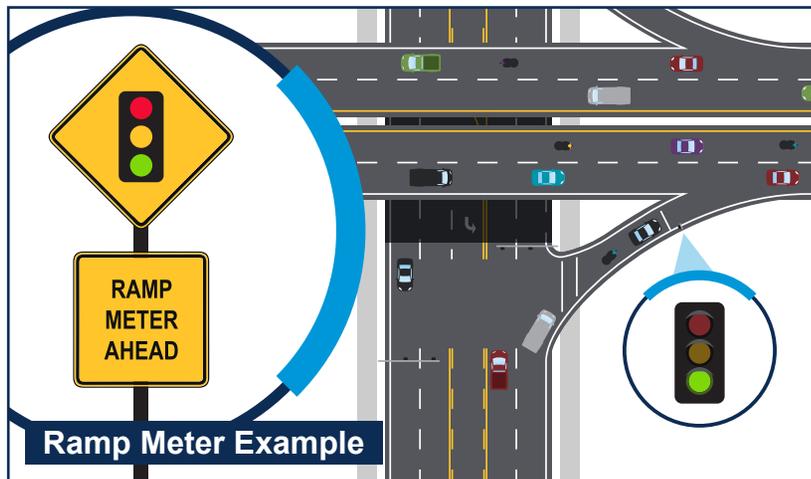
The study team reviewed the following TSMO Strategies to determine their effectiveness within the metro area.

### TSMO/ITS IMPROVEMENTS

 <b>Ramp Metering*</b>	 <b>Queue Detection System*</b>
 <b>Hard Shoulder Running</b>	 <b>Anti-Icing Systems</b>
 <b>Variable Speed Limits</b>	 <b>Traveler Information</b>
 <b>Bottleneck Removal</b>	 <b>Network Surveillance</b>
 <b>CAV Infrastructure</b>	 <b>Work Zone Management*</b>
 <b>Traffic Management Center*</b>	 <b>Roadway Service Patrol*</b>
 <b>Traffic Incident Management*</b>	

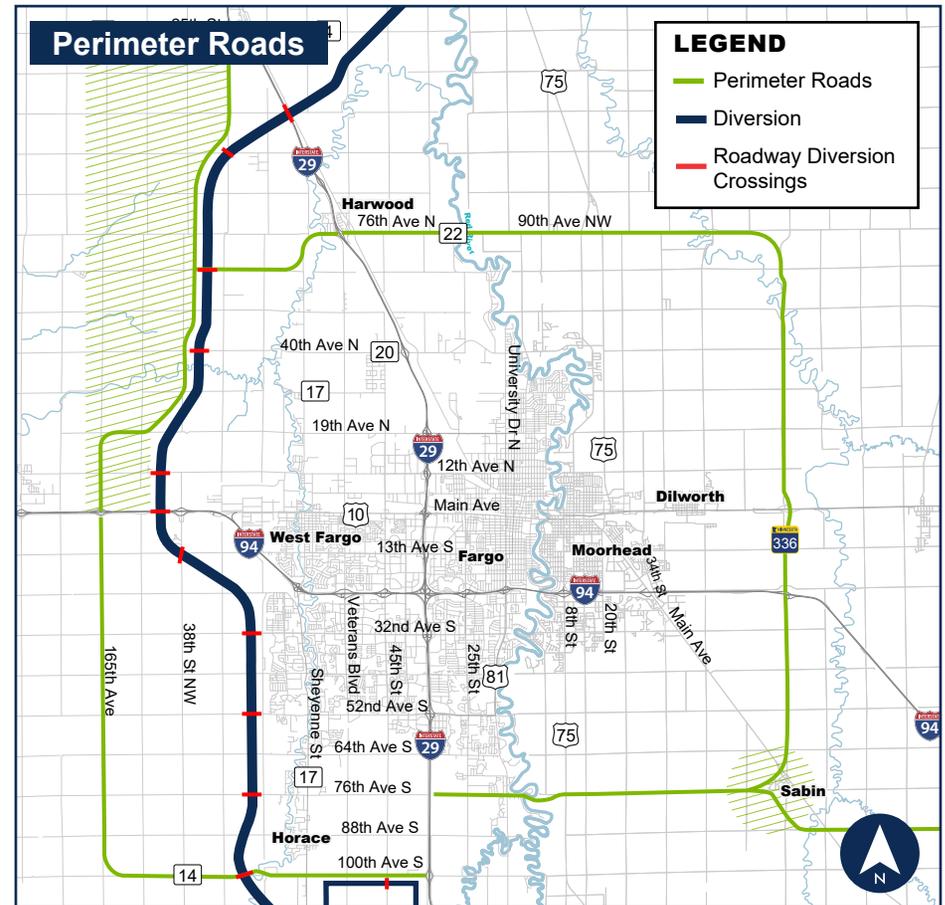
\*The study team advanced TSMO strategies that were applicable to the metro area.

Specifically, the study team investigated safety and reliability of Ramp Metering throughout the core of the metro area. Through a review of the CMF Clearinghouse and case study research, ramp metering may reduce the number of total crashes up to 40% in areas of the Interstate where metering occurs.



## Off-System Improvements – Perimeter Roads

A significant component to a resilient and reliable Interstate system is the non-Interstate system. The study team identified perimeter road alignments and other off-system improvements to act as a relief valve during Interstate slowdowns due to an incident, weather event, peak congestion, or construction.



Metro COG and Cass County are advancing the west perimeter roads through a follow-on study. At a minimum, Right-of-Way should be preserved along perimeter roads and access-control policies should be developed to limit closely spaced accesses on perimeter roads.

## Agency & Stakeholder Coordination

Input received from one-on-one, study review committee, focus group, and DOT management team meetings were an integral part of the strategy and implementation plan development.

### Study Review Committee Meetings

The study review committee, represented by the following agencies, met during 6 key milestones to gather information and gain feedback.



### Focus Groups

Focus groups were established to help inform the study and provide input at key milestones. The following groups met at 3 key study milestones. The first responders focus groups helped recommend and justify Safety and TSMO improvements throughout I-29 & I-94.

- First responders
- Local officials
- Freight industry / MATBUS

## DOT Management Meetings

The study team presented the implementation plan to the North Dakota and Minnesota DOT management teams during the development of the final recommendations for the study. Feedback from the management team meetings were incorporated into the implementation plan.

## Implementation Plan

The study team used the following guidelines to develop the implementation plan

### COMBINING SYSTEM PRESERVATION & EXPANSION PROJECTS

The plan should consider combining system preservation projects with expansion projects where it makes sense. This could be achieved by delaying or by advancing either type of project within any given Interstate segment.

### OPERATIONAL & SAFETY CONSIDERATIONS

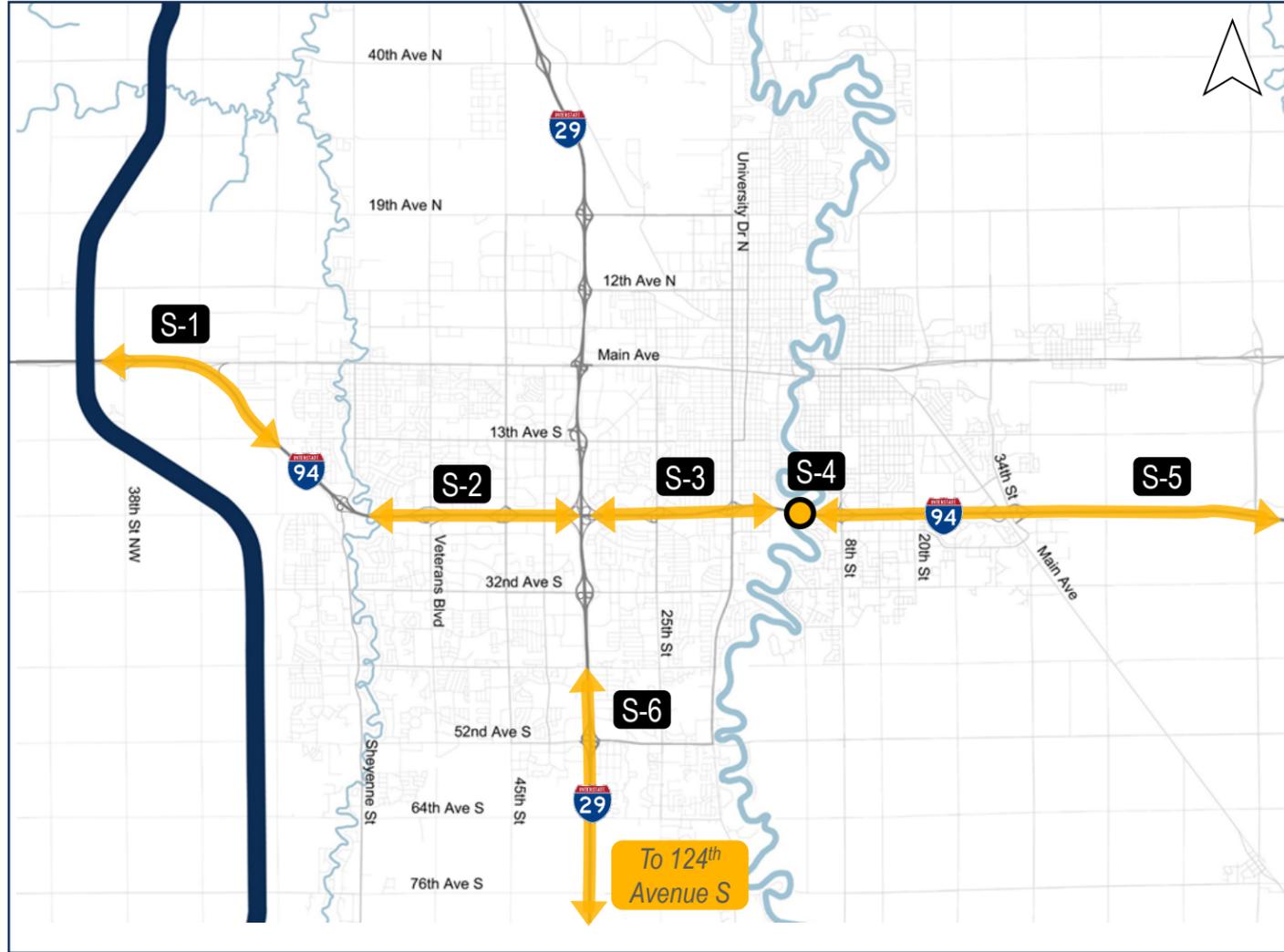
The plan should consider the severity of operational and safety needs and the impact of delaying the recommended improvement strategies.

### LIMITING DISRUPTIONS TO THE TRAVELING PUBLIC

The plan should consider the impacts of project construction on the users of the system (for example, should there be a minimum number of years between major projects within a specific section of Interstate). Additionally, off-system or TSMO improvements that would improve operations during construction should be considered.

### INPUT FROM STAKEHOLDERS

The plan should consider a balance of state DOT and local agency needs. The impact of development growth opened up by the diversion may shift local agency needs at various service interchanges. The timeline of these improvements were determined with SRC members.



**System Preservation Projects**

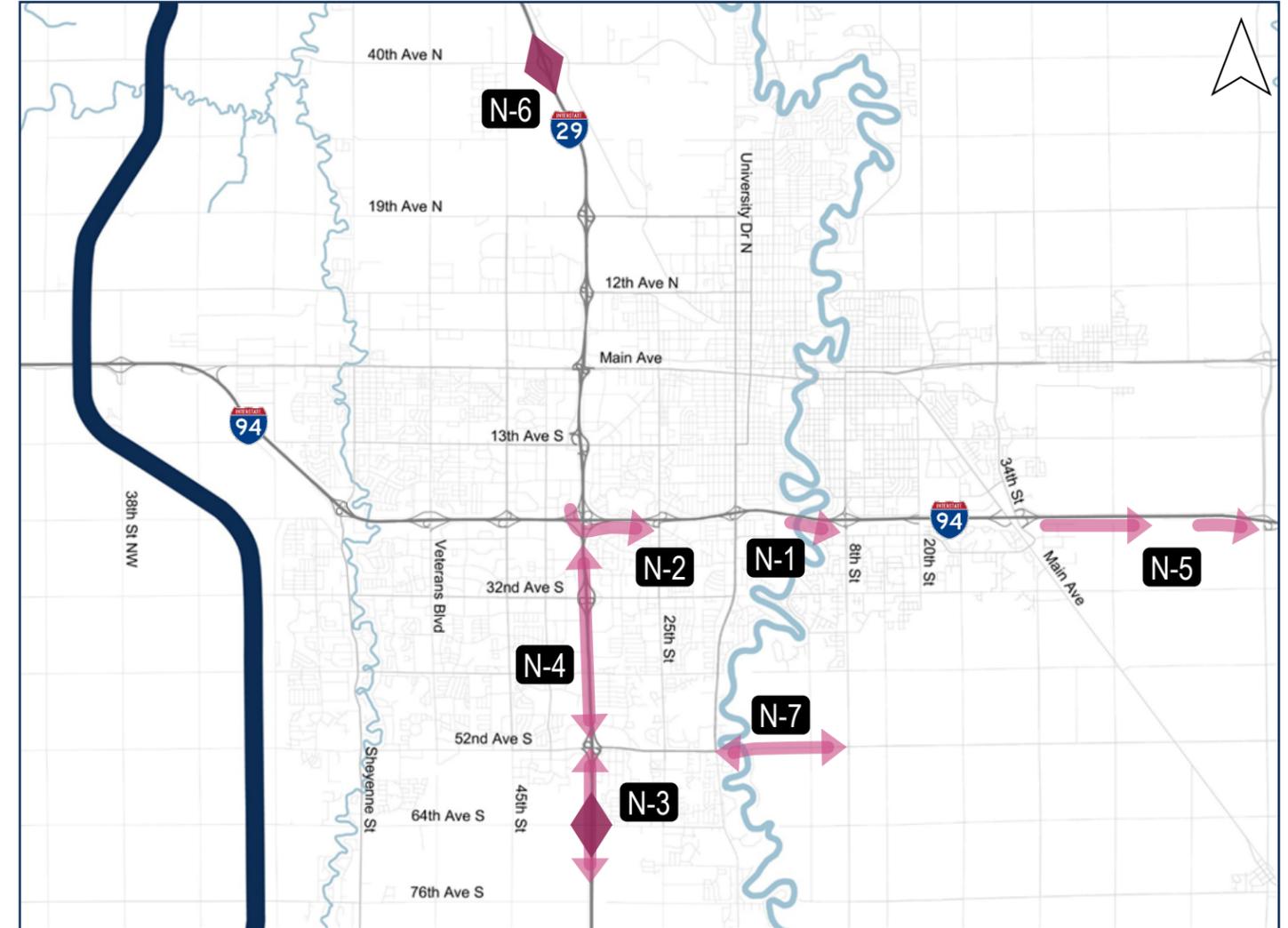
Six major system preservation projects are anticipated within the study area over the next 20 years. Minor rehabilitation (concrete pavement repair, bridge deck overlays, etc) were not included in the implementation plan.

**NEAR TERM**

- S-1. Full Reconstruction: 2023

**MID TERM**

- S-2. Full Reconstruction: 2031-2034
- S-3. Full Reconstruction: 2031-2034
- S-4. Bridge Replacement: 2031-2034
- S-5. Full Reconstruction: 2031-2034
- S-6. Full Reconstruction: 2034-2037

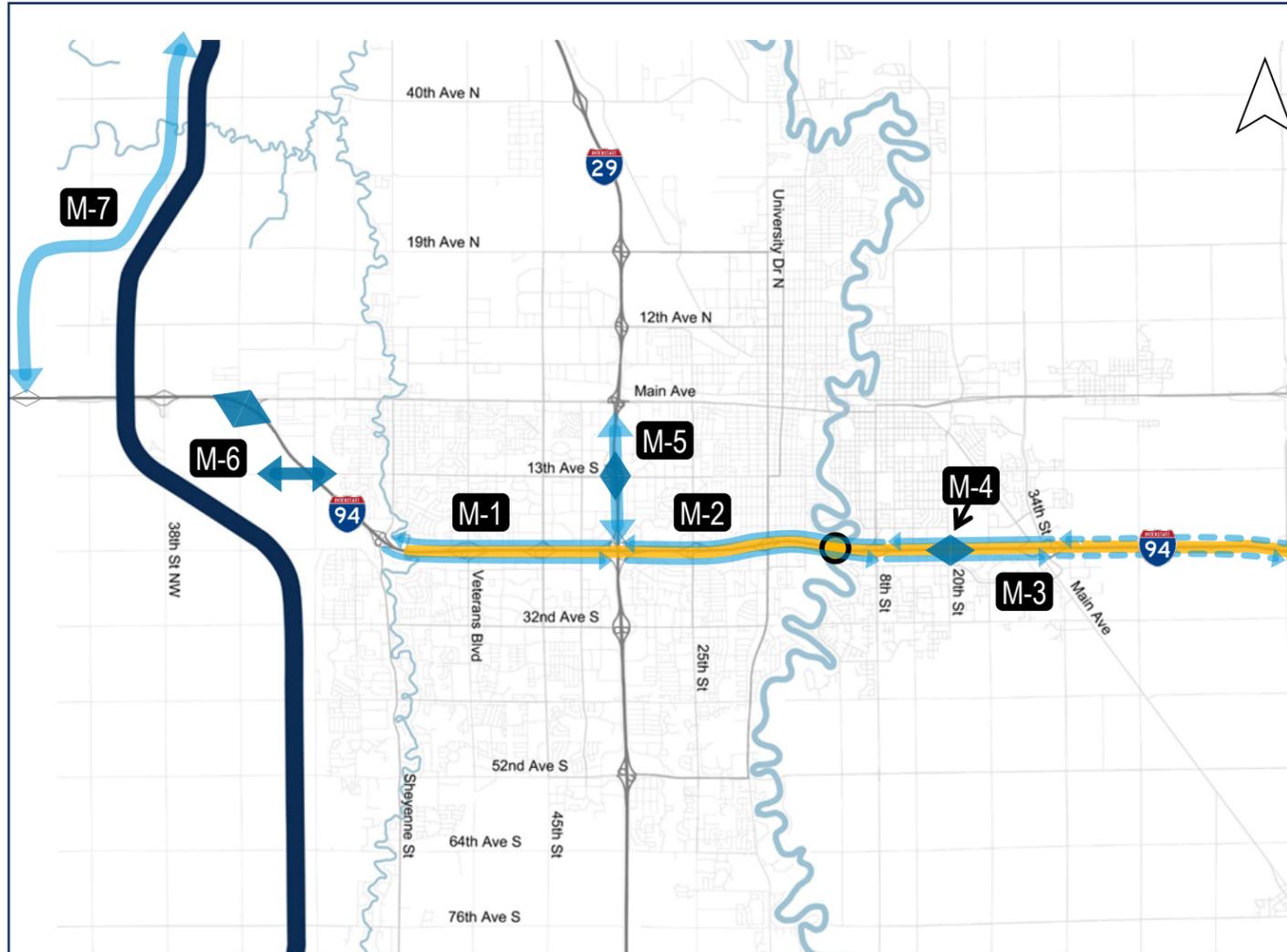


**Near Term Projects**

- N-1. I-94 EB Exit to 8th Street
- N-2. Flyover Expansion to 25th Street
- N-3. New Interchange at 64th Ave S (may include C-D Roads)
- N-4. I-29 Expansion
- N-5. I-94 Aux Lane (Near of Weigh Station)
- N-6. 40th Ave N Interchange Reconfiguration
- N-7. 52nd Ave S / 60th Ave S Widening

**TSMO IMPROVEMENTS**

- TIM Group
- TMC
- DMS / CCTV



**Mid-Term Projects**

- M-1. I-94 Expansion to 6 Lanes
- M-2. I-94 Expansion to 8 Lanes
- M-3. I-94 Mobility Improvements
- M-4. 20th Street Reconfiguration
- M-5. I-29 Braided Ramps between 13th Ave S & I-94
  - 13th Ave S Reconfiguration
- M-6. I-94 & Main Ave Improvements
  - Including 13th Ave S I-94 Overpass
- M-7. NW Perimeter Road

**TSMO IMPROVEMENTS**

- Ramp metering (Ring 1)
- Service patrol
- Smart Work Zones



**Long-Term Projects**

- L-1. I-29 Aux Lanes
- L-2. Braided NB Loop
- L-3. New Interchange at 76th Ave S (includes C-D Roads)
- L-4. 100th Ave S Improvements
- L-5. Perimeter Road(s)

**TSMO IMPROVEMENTS**

- Ramp metering (Ring 2)

TYPE	ID	PROJECT	NEAR TERM								MID TERM										LONG TERM								
			23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
Interstate	N-1	I-94 EB Exit to 8th Street																											
Interstate	N-2	Flyover Expansion to 25th Street																											
Interstate / Interchange	N-3	New Interchange at 64th Ave S (May Include C-D Roads)																											
Interstate	N-4	I-29 Expansion (Between I-94 & 52nd Ave S)																											
Interstate	N-5	I-94 EB Aux Lanes (Between 34th Street, Weigh Station, & MN 336)																											
Interchange	N-6	40th Ave N Interchange Reconfiguration																											
Off-System	N-7	52nd Ave S / 60th Ave S Widening (Between University & US 75)																											
TSMO	N-8	Re-Start TIM Group																											
TSMO	N-9	Development of TMC																											
TSMO	N-10	DMS / CCTV Expansion																											
Interstate	M-1	I-94 Expansion to 6 Basic Lanes (Between Sheyenne & I-29)																											
Interstate	M-2	I-94 Expansion to 8 Basic Lanes (Between I-29 & 8th Street)																											
Interstate	M-3	I-94 Mobility Improvements (Between 8th Street & MN 336)																											
Interchange	M-4	20th Street Reconfiguration																											
Interstate / Interchange	M-5	I-29 Braided Ramps between 13th Ave S & I-94																											
Interchange	M-6	I-94 & Main Ave Improvements (Including 13th Ave S I-94 Overpass)																											
Off-System	M-7	NW Perimeter Road																											
TSMO	M-8	Ramp Metering (Ring 1)																											
TSMO	M-9	Service Patrol																											
TSMO	M-10	Smart Work Zones																											
Interstate	L-1	I-29 Aux Lanes (Between 12th Ave N & Main Ave)																											
Interstate	L-2	Braided NB Loop Ramp (At I-29 / I-94 System Interchange)																											
Interchange	L-3	New Interchange at 76th Ave S (May Include C-D Roads)																											
Interchange	L-4	100th Ave S Improvements																											
Off-System	L-5	Perimeter Road(s)																											
TSMO	L-6	Ramp Metering (Ring 2)																											
System Preservation	S-1	I-94 Construction (Between 38th Street NW & 13th Ave S)																											
System Preservation	S-2	I-94 Reconstruction (Between Sheyenne & I-29)																											
System Preservation	S-3	I-94 Reconstruction (Between I-29 & Red River)																											
System Preservation	S-4	I-94 Red River Bridge Replacement																											
System Preservation	S-5	I-94 Reconstruction (Between Red River & MN 336)																											
System Preservation	S-6	I-29 Reconstruction (Between 40th Ave S & 124th Ave S)																											

**Legend**

Near Term	Long Term	Mainline / Off-System
Mid Term	System Preservation	Interchange
		TSMO

**To:** Transportation Technical Committee  
**From:** Michael Maddox, AICP – Senior Transportation Planner  
**Date:** July 7, 2023  
**Re:** **2050 MTP Update**

Metro COG is working with SRF Consulting Group to kick off the update of its Metropolitan Transportation Plan (MTP) for the 2050 planning horizon. Luke Champa from SRF will be present to inform TTC on the planned public engagement efforts to occur during the upcoming Fargo Street Fair.

Mr. Champa will discuss the formation of the Study Review Committee (SRC) with the TTC, as that body is proposed to guide the formation of the MTP. Working groups comprised of members of the TTC will also be formed to tackle individual functional areas of the plan. Mr. Champa will also update the group on the focus and schedule of the project, propose ideas on the formation of the working groups, and ask the Committee about its meeting preferences (date, time, location, etc.).