METROCOG Fargo-Moorhead Metropolitan Council of Governments

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574th Transportation Technical Committee
Fargo-Moorhead Metropolitan Council of Governments
Thursday, February 12, 2026 – 10:00 AM
Metro COG Conference Room
AGENDA

1. Call to Order and Introductions
2. Approve the Agenda — Action Item
3. Approve Meeting Minutes of January 9, 2026 — Action Item
4. Public Input Opportunity — Public Input
5. 2026-2029 TIP Amendment 2 — **Action Item**
6. 2026 UPWP Amendment 1 — **Action Item**
7. ATAC-Regional ITS Architecture Update Addendum — **Action Item**
8. MN Safety Performance Measure (PM1) — **Action Item**
9. ND Safety Performance Measure (PM1) — **Action Item**
10. Traffic Count Consultant Selection — **Action Item**
11. Socioeconomic Forecast Consultant Selection — **Action Item**
12. Regional Freight Plan Consultant Selection — **Action Item**
13. Solicitation of ND & MN STBG Projects — **Action Item**
14. North Dakota CRP Projects — **Action Item**
15. Solicitation of ND & MN TA Projects — **Action Item**
16. 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. MATBUS
    i. Others
17. Additional Business — Information Item
18. Adjourn

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

Bolded Action Items require roll call votes.

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

Metro COG is committed to ensuring all individuals, regardless of race, color, sex, age, national origin, disability/handicap, 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 accommodate all requests for translation services for meeting proceedings, and related materials. Please contact Angela Brumbaugh at 701-532-5100 at least three 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.

Please use the following link to join this meeting online:

https://us02web.zoom.us/j/84458148124?pwd=aokSa30liSgFmdJ00t7ZEwZq38laYe.1

REMINDER: The next TTC meeting will be held **Thursday, March 12, 2026** at 10:00 AM.

573rd Meeting of the
FM Metro COG Transportation Technical Committee
Thursday, January 8, 2026 – 10:00 AM
Metro COG Conference Room

Members Present:

Paul	Bervik	West Fargo Engineering
Julie	Bommelman	MATBUS
Maegin	Elshaug	City of Fargo Planning (Alt. for N. Crutchfield)
Jeremy	Gorden	City of Fargo Engineering
Ben	Griffith	Metro COG
Luke	Grittner	MATBUS
Cole	Hansen	Cass County Planning Director
Will	Hutchings	NDDOT – Local Government Division
Matthew	Jacobson	Clay County Planning Left at 11:10
Don	Lorsung	City of Dilworth Community Development
Nathaniel	McHaffie	Horace Planning (Alt. for J. Dahlman)
Mary	Safgren	MnDOT – Dist. 4 Planning Director (Joined at 10:10 AM)
Justin	Sorum	Clay County Engineering
Tom	Soucy	Cass County Highway (Alt. for K. Litchy)
Forrest	Steinhoff	Moorhead Planning (Alt. for R. Huston)
Brit	Stevens	NDSU – Transportation Manager
Tom	Trowbridge	Moorhead Engineering

Members Absent:

Nicole	Crutchfield	City of Fargo Planning (Alternate present)
James	Dahlman	City of Horace - Planning/Engineering (Alt. present)
Robin	Huston	City of Moorhead Planning (Alt. present)
Kelly	Krapu	Freight
Joe	Raso	GFMEDC
Aaron	Nelson	West Fargo Planning
Kyle	Litchy	Cass County Highway

Others Present:

Adam	Altenburg	Metro COG
Karissa	Beierle Pavek	Metro COG
Angela	Brumbaugh	Metro COG
Dan	Farnsworth	Metro COG
Aiden	Jung	Metro COG
Nicole	Lipinoga	Metro COG
Michael	Maddox	Metro COG
Jason	Gottfried	MNDOT - MPO Coordinator
Kristen	Sperry	FHWA-ND
Mary	Beckler	Ulteig Engineering

1. Call to Order and Introductions

The meeting was called to order at 10:00 AM, on January 8, 2026 by Chair Griffith. A quorum was present.

2. Approve the 573rd TTC Meeting Agenda

Chair Griffith asked if there were any questions or changes to the January 8, 2026 TTC Meeting Agenda. One agenda item was amended: Agenda Item 5. 2026-2029 Transportation Improvement Program (TIP) Amendment 1.

Motion: Approve the January 8, 2026 TTC Meeting Agenda with amendment
Mr. Lorsung moved, seconded by Mr. McHaffie
MOTION, PASSED.
Motion carried unanimously.

3. Approve December 11, 2025 TTC Meeting Minutes

Chair Griffith asked if there were any questions or changes to the December 11, 2025 TTC Meeting Minutes.

Motion: Approve the December 11, 2025 TTC Minutes.
Mr. Trowbridge moved, seconded by Mr. Steinhoff
MOTION, PASSED
Motion carried unanimously.

4. Public Comment Opportunity

No public comments were received or provided.

5. 2026-2029 TIP Amendment #1 (amended)

Mr. Altenburg presented Amendment 1 regarding the 2026-2029 Transportation Improvement Program (TIP).

The proposed amendment to the 2026-2029 TIP is as follows:

1. **Modification of Project 9220011:** NDDOT deck overlay, retrofit, selective grade and riprap of ND10E (2026). Moving project year from 2027 to 2026.
2. **New Project 9220040:** NDDOT asphalt overlay of ramps at I-29 Harwood Interchange (2026)

3. **Modification of Project 4240011:** Fargo reconstruction of 17th Avenue S (2026). Connecting original STBG-funded project with additional CRP funding

4. **New Project 4240012:** Fargo reconstruction of 17th Avenue S (2026). Adding additional CRP funding and connecting it to original STBG-funded project

5. **Modification of 4250014:** Fargo reconstruction of 1st Avenue N from 10th Street to Roberts Street (2027). Moving project year from 2028 to 2027.

6. **Modification of 4250015:** Fargo reconstruction of 1st Avenue N from Roberts Street to 3rd Street N (2027). Moving project year from 2028 to 2027.

7. **New Project 8251044:** MnDOT installation of electric vehicle charging station within one mile of Exit 22 on I-94 (2026).

Motion: Pending public comments, recommend Policy Board approval of Amendment 1 to Metro COG's 2026-2029 Transportation Improvement Program (TIP).
Mr. Bervik moved, seconded by Mr. Gorden
MOTION, PASSED
Motion carried unanimously.

6. Agency Updates

a. City of Fargo Engineering – Main Ave bidding in February

b. City of Fargo Planning – Nothing to report

c. City of Moorhead Engineering – Nothing to report

d. City of Moorhead Planning – Nothing to report

e. MATBUS – Completed transitioning drivers to City of Fargo

f. City of West Fargo Engineering – Nothing to report

g. City of Dilworth – Commission approved final provisions to Land Use map and it will move to City Council. Approved going to bid for Community Center

h. City of Horace – Subdivision plat going to Council with eastern boundary backing up to Veterans Blvd

i. Cass County Highway – Nothing to report

j. Cass County Planning – Nothing to report

k. Clay County Engineering - Nothing to report

l. Clay County Planning – Nothing to report

m. GFMEDC – Absent

n. NDSU – Nothing to report

o. MnDOT Central Office – Kicking off MN GO long range division process, state multi-transportation plan process. Update and kick off the Vision process.

p. NDDOT Central Office – The 2026-29 TIP has been approved

q. Federal Highway – Nothing to report

r. MnDOT Central Office – Nothing to report

7. Additional Business

Chair Griffith brought up three informational items:

- Metro COG will need to make an amendment to the 2025 UPWP to close out the year and also make an amendment to the 2026 UPWP next month.
- Metro COG received notice at the end of December of a SS4A BloodSync grant award to study blood services for area EMS providers.
- Metro COG will be scheduling a Prioritization Committee meeting soon.

8. Adjourn

The 573rd Regular Meeting of the TTC was adjourned on January 8, 2026 at 10:32 AM.

Mr. Trowbridge moved to Adjourn; Mr. Lorsung seconded
MOTION, PASSED
Motion carried unanimously.

THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING WILL BE HELD FEBRUARY 12, 2026 AT 10:00 AM.

Respectfully Submitted,

Angela Brumbaugh
Office Manager

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To: Transportation Technical Committee
From: Adam Altenburg, AICP
Date: February 6, 2026
Re: **2026-2029 Transportation Improvement Program (TIP) Amendment 2**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) will hold a public meeting on Thursday, February 19, 2026 at 4:00 PM to consider public comments regarding a proposed amendment to the 2026-2029 Transportation Improvement Program (TIP) for the FM metropolitan area.

The proposed amendment to the 2026-2029 TIP is as follows:

1. **New Project 9260064:** NDDOT District-Wide Pavement Markings – Various Highways

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

Requested Action: Pending public comments, recommend Policy Board approval of Amendment 2 to Metro COG's 2026-2029 Transportation Improvement Program (TIP).

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	Federal Revenue	State Revenue	Local Revenue
Amendment 2 - 2026-2029 Metro COG TIP													
New projects													
NDDOT	9260064 24795	2026	Various Locations				Fargo District-Wide Pavement Markings - Various Highways	Safety	$1,700,000	HES	$1,360,000	$340,000	

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To: Transportation Technical Committee
From: Ben Griffith, AICP
Date: February 5, 2026
Re: **2026 UPWP Amendment 1**

In December of last year, Metro COG was informed by NDDOT that the transfer of the 2025 FTA funding allocation had just been completed. Metro COG opted to apply a portion of the funds towards the 2025 UPWP for year-end closeout with the balance ($42,215) to be added to the 2026 UPWP (Unified Planning Work Program), requiring an Amendment.

Metro COG staff identified the Regional ITS (Intelligent Transportation Systems) Architecture Update by ATAC as a necessary project that is eligible for Consolidated Planning Grant (CPG) funding. The project description can be found on page 50 of 2026 UPWP Amendment 1.

Establishment of this project requires a slight adjustment of staff hours, affecting the various program tasks. These revised tables, beginning with Figure 10 on page 28 of 2026 UPWP Amendment 1 and continuing with revised figures for various "Activity Budget and Funding Source Split" for various programs affected by these changes.

There was also a need for some additional text to the description of the Casselton ND Hwy 18 Corridor Study being conducted in-house by Metro COG staff, beginning on page 88. This was required for expenditure of funds for a third-party vendor to conduct turning movement count analysis of video recordings, at half the estimated cost if staff were to undertake this activity.

The remaining funds will be applied to various CPG-eligible overhead expense line items where we have seen increases in recent years.

The draft 2026 UPWP Amendment 1 document may be found on the Metro COG website at the following location:

Unified Planning Work Program :: Fargo-Moorhead Metro COG

Requested Action: Recommend approval of Metro COG's 2026 Unified Planning Work Program & Budget Amendment 1 to the Policy Board.

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To: Transportation Technical Committee
From: Ben Griffith, AICP
Date: February 5, 2026
Re: **ATAC-Regional ITS Architecture Update Addendum**

Every 4-5 years, the Advanced Traffic Analyis Center (ATAC) at the Upper Great Plains Transportation Institute (UGPTI) at NDSU updates Metro COG's Regional ITS (Intelligent Transportation Systems) Regional Architecture for the Fargo-Moorhead region, following national ITS architectural guidelines.

Metro COG's original Regional ITS Architecture was completed in 2005 by ATC and last updated in 2022 and the next one would have been scheduled for 2027, if funding was available, but with 2027 transportation funding up in the air, and when extra funding became available this year, it made sense to complete the update a bit sooner in preparation for Metro COG's 2055 Metropolitan Transportation Plan (MTP).

The total amount of the agreement was estimated to be $36,164 and Metro COG has budgeted $36,200 for the project. The project is eligible for Consolidated Planning Grant (CPG) funds and would require a 20% local match. Sharijad Hasan at ATAC has prepared the attached Scope of Work for the Regional ITS Architecture Update with a very tight timeline, beginning in early March and concluding by year's end. The 2026 UPWP Amendment will require approval before the Contract Addendum can be executed and if there is a delay, the project could spill over into 2027 for completion.

Requested Action: Recommend approval of the Regional ITS Architecture Update Contract Addendum to the ATAC-Metro COG Master Agreement to the Policy Board.

North Dakota MPO Planning Support Program Master Agreement

Fargo -Moorhead MetroCOG Addendum to the Master Agreement

Upon execution by the parties below, this Addendum and any attachments shall become attached to and incorporated into the *'North Dakota MPO Planning Support Program Master Agreement'* between 'Fargo-Moorhead MetroCOG' and North Dakota State University.

1. *Project Title*: **Fargo-Moorhead ITS Regional Architecture Update**

2. *Effective Dates*: **March 1, 2026, through December 31, 2026**

3. *Statement of Work*: ATAC will update the existing Intelligent Transportation Systems Regional Architecture for the Fargo Moorhead MetroCOG following national ITS architecture guidelines.

4. *Principal Investigator*: MD Sharijad Hasan

5. *Desired Deliverables*:
    1. Hold project kickoff meeting (by March 2026)
       MPO Responsibilities
        - Identify key regional contacts.
        - Provide approval of the final stakeholders list.

       ATAC Responsibilities
        - Convene the Kickoff meeting to present the Regional Architecture (RA) update process
    2. Hold stakeholder small group meetings (by June 2026)
       MPO Responsibilities
        - Attend each stakeholder meeting with the PI.

       ATAC Responsibilities
        - Outline steps for RA update and explain the data collection process
        - Identify stakeholders' roles and responsibilities
        - Review the User needs in the region.
    3. Update system inventory (by August 2026)
       MPO Responsibilities
        - Assist the PI in identifying any existing agreements related to ITS projects since the most recent update.
        - Support the PI in identifying ITS projects initiated since the last update.
        - Coordinate the necessary preparations for a presentation at the Transportation Technical Committee (TTC) meeting scheduled for September 2026.

       ATAC Responsibilities
        - Review the functional requirements identified from the individual meetings.
        - Identify changes to systems deployed since the previous RA update
        - Summarize data and present to the project advisory group for discussions
    4. Review service packages and functional requirements (by October 2026)
       MPO Responsibilities
        - Support the PI in identifying the applicable planning goals and objectives as per the MTP.

ATAC Responsibilities

- Update ITS service packages and incorporate potential service packages from the National ITS Reference Architecture (ARC-IT 9.3)
- to align them with MPO planning goals and objectives. Potential new elements in the RA will also be identified.

5. Implement RA updates (by November 2026)

   MPO Responsibilities

   - Gather stakeholder feedback regarding the draft report.

   ATAC Responsibilities

   - Input all relevant data into the Regional Architecture Development for Intelligent Transportation (RAD-IT) software
   - Create a draft report.

6. Prepare RA update document (December 2026)

   MPO Responsibilities

   - Request approval from the TTC and the Policy Board to implement the updated architectural framework for the region.
   - Obtain the final version of the document and distribute it to any relevant agencies as deemed necessary.

   ATAC Responsibilities

   - Complete the report in accordance with the feedback received from stakeholders.
   - Prepare and publish the architectural output on the UGPTI web server, accompanied by the finalized report.

6. *Contract Amount (ESTIMATE):* $ 36,164

SOURCE(S) of FUNDING

- Federal Source: $
  / /
  CFDA # Federal Award Date Federal Award Identification Number
- Federal Source: $
  / /
  CFDA # Federal Award Date Federal Award Identification Number
- State: $
- Other: $

AUTHORIZATION:

Fargo Moorhead MetroCOG	**North Dakota State University**
_____	_____
Authorized Signature	Authorized Signature
_____	_____
Name and Title Date	Name and Title Date

BUDGET:

Project Title: Fargo-Moorhead Regional ITS Architecture Update

Cost Item	Amount
Staff Salaries	$ 17,811
Benefits	$ 7,303
Grad Student Salaries	$ -
Undergrad Student Salaries	$ -
Benefits	$ -
Travel	$ -
Total direct costs	$ 25,114
NDSU overhead (44%)	$ 11,050
Total project cost	**$ 36,164**

FARGO-MOORHEAD REGIONAL ITS ARCHITECTURE UPDATE

Scope of Work

Version 5.0
January 15, 2026

Prepared for:

Fargo-Moorhead Metropolitan Council of Governments

Principal Investigator:

MD Sharijad Hasan, PhD

Advanced Traffic Analysis Center
Upper Great Plains Transportation Institute
Dept 2880 / PO Box 6050 / Fargo, ND 58108-6050
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NDSU | UPPER GREAT PLAINS TRANSPORTATION INSTITUTE
ADVANCED TRAFFIC ANALYSIS CENTER

INTRODUCTION

This proposal outlines the scope of work required to update the Fargo-Moorhead Regional Intelligent Transportation Systems (ITS) Architecture (F-M ITSRA) in compliance with Federal Highway Administration (FHWA) mandates. The RA provides a comprehensive framework that facilitates the planning of future ITS, defines system requirements, coordinates agency roles, and integrates functions across jurisdictional lines. The original F-M RA was completed in 2005 by the Advanced Traffic Analysis Center (ATAC) under the sponsorship of the Fargo-Moorhead Metropolitan Council of Governments (F-M Metro COG) and has been updated periodically since.

REGIONAL ARCHITECTURE

The Regional Architecture (RA) provides a roadmap for integrating ITS in a region to ensure desired functions are performed while maximizing regional benefits. The RA's objective is to deliver enhanced benefits by integrating and coordinating efforts across various transportation agencies and jurisdiction-specific systems that typically operate in isolation. In addition, the RA is function-oriented rather than technology-specific, which allows it to remain valid over time as technology evolves. As a result, the RA will serve as a foundation for planning the evolution of existing systems and will establish a framework for future transportation solutions.

The RA typically has the following main components:

1. A description of the region
2. Identification of participating agencies and other stakeholders
3. An operational concept that identifies the roles and responsibilities of participating agencies and stakeholders in the operation and implementation of the systems included in the regional ITS architecture
4. Any agreements (existing or new) required for operations, including, at a minimum, those affecting ITS project interoperability, utilization of ITS-related standards, and the operation of the projects identified in the regional ITS architecture
5. System functional requirements
6. Interface requirements and information exchanges with planned and existing systems and subsystems
7. Identification of ITS standards supporting regional and national interoperability
8. The sequence of project implementation

The geographic boundaries of the F-M Metro COG fall within North Dakota and Minnesota, and each state maintains a separate statewide ITS architecture. Such unique positioning requires special attention to maintain consistency and avoid conflicts between the regional and statewide architectures. In North Dakota, ATAC develops and supports the three MPO regional architectures and the North Dakota Department of Transportation (NDDOT) statewide architecture. The statewide architecture scope focuses on state-level services, while the MPO architectures focus on local and urban services, resulting in limited overlap and seamless integration. In Minnesota, one architecture is maintained by the Minnesota Department of Transportation (MnDOT) that covers the entire scope of services, including at the state and local levels. Due to the large number of agencies involved, MnDOT uses generic descriptions to cover multiple agencies (e.g., Local Transit Management Centers represent all Minnesota transit agencies outside the Twin Cities metro area). In contrast, in the F-M regional architecture, the elements and services are customized (e.g., Metro Area Transit (MATBUS) is identified as the region's transit agency, and transit service packages reflect MATBUS's operations and plans). The Principal Investigator reviews Minnesota's statewide architecture to ensure consistency with the F-M regional architecture, allowing the F-M Metro COG to recognize both architectures while avoiding conflicts.

REGIONAL ARCHITECTURE UPDATE

Similar to other transportation plans, the RA must be updated to reflect relevant transportation changes in the region. Further, the update is mandated by the FHWA under the ITS Architecture Conformity Rule. The update addresses changes in regional needs, stakeholder groups, the scope of services considered, the deployment of ITS projects in the region, and the national ITS architecture.

UPDATE PLAN

The success of the RA update depends on effective participation by key transportation stakeholders. Although a wide range of stakeholders will be involved in the RA, their involvement varies depending on the degree to which they own/operate/use transportation system components. This section describes the various parties involved in the project and their respective roles.

PROJECT MANAGEMENT

The FM Metro COG oversees all activities undertaken by ATAC for this project in accordance with the approved contract. ATAC will coordinate project activities with the FM Metro COG, including stakeholder meetings required to complete the update. FM Metro COG staff will chair all RA stakeholder meetings unless they delegate that task to ATAC.

PROJECT ADVISORY GROUP

The role of this group is to guide the overall project, facilitate project activities, and approve project deliverables. In addition, the group is expected to have a comprehensive knowledge of the area's transportation system and maintain key contacts with relevant stakeholders.

Candidate-members include:

1. F-M Metro COG
2. City of Fargo Traffic Engineer
3. City of Moorhead Traffic Engineer
4. City of West Fargo Traffic Engineer
5. NDDOT Traffic Engineering Staff Member(s)
6. MnDOT Traffic Engineering Staff Member(s)
7. FHWA-ND Division
8. FHWA-MN Division

TECHNICAL STAKEHOLDERS

The technical stakeholders provide ATAC with technical information on existing and planned systems and input the architecture update. The stakeholder group will consist of agencies that own, operate, or maintain existing or planned systems and can potentially include:

1. FM Metro COG
2. Fargo, Moorhead, and West Fargo
    a. Engineering
    b. Public works
    c. MATBUS (Transit)
    d. Emergency management
    e. IT
3. Cass and Clay County
    a. Engineering
    b. Public works

    c. Emergency management
4. FHWA ND Division
5. FHWA MN Division
6. NDDOT Fargo District
7. MnDOT District 4
8. NDDOT Central Office
9. North Dakota Highway Patrol (NDHP)
10. Minnesota State Patrol (MSP)

TASKS

It is anticipated that most meetings will be held virtually. Although ATAC has video conferencing capabilities via Microsoft Teams and Zoom, the appropriate meeting platform will be chosen in consultation with Metro COG.

1. Hold project kickoff meeting (by March 2026)
    a. Present RA update process
    b. Identify key regional contacts
    c. Finalize ITS stakeholders

2. Hold stakeholder small group meetings (by June 2026)
    a. Outline steps for RA update
    b. Identify roles and responsibilities
    c. Explain the data collection process
        i. Inventory
        ii. Planned systems/activities
        iii. Operational Requirements
    d. Meet each stakeholder small group individually to gather updated data; There will be at least four different meetings, and each session will last for a maximum of 120 minutes

3. Update system inventory (by August 2026)
    a. Identify changes to systems deployed since the previous RA update by reviewing the ITS Deployment Strategy document
    b. Identify systems planned for deployment
    c. Identify potential agreements
    d. Identify projects associated with the architecture since the last update.
    e. Summarize data and present to the project advisory group for discussions (meeting duration approximately 60 minutes)
        i. Devices and systems
        ii. Communication networks and systems
        iii. Other support systems

4. Review service packages and functional requirements (by October 2026)
    a. Update ITS service packages
    b. Incorporate appropriate service packages from the National ITS Reference Architecture (ARC-IT 9.3)
    c. Identify potential new elements in the RA
    d. Map service packages to MPO planning goals and objectives

5. Implement RA updates (by November 2026)
    a. Enter all pertinent information into the Regional Architecture Development for Intelligent Transportation (RAD-IT) software
    b. Create RAD-IT website
    c. Create RA update report

6. Convene the Transportation Technical Committee (TTC) and Policy Board (in December 2026)
    a. Submit the draft document for review
    b. Present updated RA elements
    c. Finalize document
    d. Guide Metro COG regarding the final submittal of the document to the necessary agencies

DELIVERABLES

1. Updated RAD-IT database
2. RA update report
3. RAD-IT website

DURATION

The project will begin on March 1, 2026, and end on December 31, 2026.

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To: Transportation Technical Committee
From: Karissa Pavek
Date: February 12, 2026
Re: Performance Measure 1 (PM 1) – Highway Safety – Minnesota

Overview

Performance Measure 1 (PM 1) Targets are established annually to assess safety for users on all public roadways. The Highway Safety Improvement Program (HSIP) under §490 Subpart B designates five (5) safety performance measures:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million Vehicle Miles Traveled (VMT)
5. Number of Non-Motorized Fatalities and Serious Injuries

As a Metropolitan Planning Organization (MPO), Metro COG is required by the Federal Highway Administration (FHWA) to:

1. Agree to program projects in the Metropolitan Planning Area (MPA) to support the performance targets established by the Minnesota Department of Transportation (MnDOT) and/or
2. Establish MPO specific safety performance targets for all or some of the above five measures.

After analysis of the data provided by Minnesota Department of Transportation (MnDOT), **Metro COG requests that TTC recommend support of MnDOT's Safety Performance Measure Targets for 2026 to the Policy Board for Approval.** This information is based on the following analysis.

Analysis

Below is an example of the table used by Federal Highway Administration (FHWA) to determine if a State has met or made significant progress towards

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their Safety Performance Targets. Staff have used this as guidance to assess the Fatality Rate and Serious Injury Rate performance of our Metropolitan Planning Area compared to the State targets and performance.

Example Significant Progress Determination for CY 2020 Safety Performance Targets

Performance Measure	5-year Rolling Averages			Target Achieved?	Better than Baseline?	Met or Made Significant Progress?
	TARGET 2016 – 2020[A]	ACTUAL 2016–2020[B]	BASELINE 2014–2018[C]			
Number of Fatalities	465	472.4	474	No	✓ Yes	**Yes** (4 out of 5 targets met or made significant progress)
Fatality Rate	0.980	0.990	0.988	No	No	
Number of Serious Injuries	2,560.0	2,578.4	2,603.2	No	✓ Yes	
Serious Injury Rate	4.126	4.214	4.288	No	✓ Yes	
Number of Non-motorized Fatalities and Serious Injuries	108.0	107.6	113.2	✓ Yes	N/A	

Example

(A) CY 2020 **Targets** are established and reported in the August 31, 2019 HSIP Annual Report.
(B) **Actual performance** is the 5-year rolling average ending in the year for which the targets were established. In this case that is CY 2016-2020.
(C) **Baseline performance** is the 5-year rolling average that ends prior to the year in which the targets were established. In this case, that is CY 2014-2018, since the targets were established in 2019. Baseline performance is calculated in order to compare whether the actual outcome for CY 2016-2020 was better than the baseline performance (in this case CY 2014-2018), for the targets that were not met.

State Performance Assessment

Table 1: Minnesota Performance Measure Assessment

2026 Performance Measure 1 Target Assessment – Minnesota

*Evaluated based on 5 year Rolling average	2020-2024 Target	2020-2024 Actual	2019-2023 Baseline	Met Target?	Better than Baseline?	Met or Made Significant
Number of Fatalities	352.4	442.4	419.8	No	No	No
Fatality Rate	0.582	0.78	0.736	No	No	
Number of Serious Injuries	1463.4	1854	1745.6	No	No	
Serious Injury Rate	2.47	3.264	3.066	No	No	
Number of Non-Motorized Fatalities & Serious Injuries	258.4	303.6	284.4	No	No	

*American Community Survey (ASC) 5-Year Data (2020-2024) was used to calculate Population for the MPA

According to the table above, Minnesota did not meet or make significant progress toward their set targets.

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Metro COG's Performance Assessment

Population Methodology

To see how the Minnesota side of the Metropolitan Planning Area (MPA) performed compared to statewide data, a common denominator was needed to clearly assess the number of Fatalities and Serious Injuries in our metro against the statewide set target and performance. The common denominator staff used was percentage of population. The data was sourced from the American Community Survey (ACS) 5-Year average for 2020-2024. The Minnesota MPA represents **1.06%** of the total statewide population of Minnesota. Because the percentage of Fatalities and Serious Injuries is below the percentage of the statewide population, the target is determined to be met by Metro COG's analysis.

$$\frac{MN\ MPA\ 61{,}882}{MN\ Population\ 5{,}830{,}405} = MN\ portion\ of\ MPA\ is\ 1.06\%$$

Table 2: Minnesota Population Assessment

Minnesota Population	MN MPA	MN Population	Percentage
Population*	61,882	5,830,405	1.06%
Fatalities	4.2	475	0.88%
Serious Injuries	7.0	1,854	0.38%
Non-Motorized Fatalities and Serious Injuries	1.0	303.6	0.33%

*American Community Survey (ASC) 5-Year Data (2020-2024) was used to calculate Population for the MPA

Rate Methodology

Within the Assessment Tables, staff have compared the rate of fatalities and the rate of serious injuries to the state targets. These rates are consistently calculated

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statewide and within the MPA and are based on per 100 million Vehicle Miles Traveled (VMT). The rate of fatalities and the rate of serious injuries have the same common denominator and therefore can be compared at a one-to-one ratio. Below are the Fatality Rate per 100 million vehicle miles traveled and the Serious Injury Rate per 100 million vehicle miles traveled. Table 3 shows the Fatality Rate and Serious Injury Rate for the actual rates for the State of Minnesota, the Targets that were set in 2024 and the actual rates for the Minnesota MPA.

Table 3: Minnesota Rate Assessment

2024 *Based on 100 M VMT	MN Statewide	MN Target	MN MPA
Fatalities Rate	0.780	0.582	0.556
Serious Injuries Rate	3.264	2.470	1.16

*Rates are based on VMT / 100 million

Summary

Based on the Target Assessment tables for each state that indicate that the Minnesota portion of the MPA is meeting or making significant progress towards the targets previously adopted. The data demonstrates how Metro COG continues to meet statewide targets contributing to the State of Minnesota's safety goals.

Requested Action: Metro COG requests that TTC recommend support of MnDOT's Safety Performance Measure Targets for 2026 to the Policy Board for Approval.

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To: Transportation Technical Committee
From: Karissa Pavek
Date: February 12, 2026
Re: Performance Measure 1 (PM 1) – Highway Safety – North Dakota

Overview

Performance Measure 1 (PM 1) Targets are established annually to assess safety for users on all public roadways. The Highway Safety Improvement Program (HSIP) under §490 Subpart B designates five (5) safety performance measures:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million Vehicle Miles Traveled (VMT)
5. Number of Non-Motorized Fatalities and Serious Injuries

As a Metropolitan Planning Organization (MPO), Metro COG is required by the Federal Highway Administration (FHWA) to:

1. Agree to program projects in the Metropolitan Planning Area (MPA) to support the performance targets established by the North Dakota Department of Transportation (NDDOT) and/or
2. Establish MPO specific safety performance targets for all or some of the above five measures.

After analysis of the data provided by the North Dakota Department of Transportation (NDDOT), **Metro COG requests that TTC recommend support of NDDOT's Safety Performance Measure Targets for 2026 to the Policy Board for Approval.** This information is based on the following analysis.

Analysis

Below is an example of the table used by Federal Highway Administration (FHWA) to determine if a State has met or made significant progress towards

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their Safety Performance Targets. Staff have used this as guidance to assess the Fatality Rate and Serious Injury Rate performance of our Metropolitan Planning Area compared to the State targets and performance.

Example Significant Progress Determination for CY 2020 Safety Performance Targets

Performance Measure	5-year Rolling Averages			Target Achieved?	Better than Baseline?	Met or Made Significant Progress?
	TARGET 2016 – 2020[A]	ACTUAL 2016–2020[B]	BASELINE 2014–2018[C]			
Number of Fatalities	465	472.4	47[illegible]	No	✓ Yes	**Yes** (4 out of 5 targets met or made significant progress)
Fatality Rate	0.980	9[illegible]	0.988	No	No	
Number of Serious Injuries	1,56[illegible].0	2,578.4	2,703.2	No	✓ Yes	
Serious Injury Rate	4.126	4.214	4.288	No	✓ Yes	
Number of Non-motorized Fatalities and Serious Injuries	108.0	107.6	113.2	✓ Yes	N/A	

(A) CY 2020 **Targets** are established and reported in the August 31, 2019 HSIP Annual Report.
(B) **Actual performance** is the 5-year rolling average ending in the year for which the targets were established. In this case that is CY 2016-2020.
(C) **Baseline performance** is the 5-year rolling average that ends prior to the year in which the targets were established. In this case, that is CY 2014-2018, since the targets were established in 2019. Baseline performance is calculated in order to compare whether the actual outcome for CY 2016-2020 was better than the baseline performance (in this case CY 2014-2018), for the targets that were not met.

State Performance Assessment

Table 1: North Dakota Performance Measure Assessment

2026 Performance Measure 1 Target Assessment – North Dakota						
*Evaluated based on 5 year Rolling average	2020-2024 Target	2020-2024 Actual	2019-2023 Baseline	Met Target?	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	98.2	98.8	99.2	No	Yes	No
Fatality Rate	1.049	1.05	1.08	No	Yes	
Number of Serious Injuries	441.5	442.6	397.1	No	No	
Serious Injury Rate	4.69	4.68	4.201	Yes	No	
Number of Non-Motorized Fatalities & Serious Injuries	35.1	37.4	33.5	No	No	

*American Community Survey (ASC) 5-Year Data (2020-2024) was used to calculate Population for the MPA

According to the table above, North Dakota did not meet or make significant progress towards their set targets.

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Metro COG's Performance Assessment

Population Methodology

To see how our North Dakota side of the Metropolitan Planning Area (MPA) performed compared to statewide data, a common denominator was needed to clearly assess the number of Fatalities and Serious Injuries in our metro against the statewide set target and performance. The common denominator staff used was percentage of population. The data was sourced from the American Community Survey (ACS) 5-Year average for 2020-2024. The North Dakota MPA represents **23.7%** of the total statewide population of North Dakota. Because the percentage of Fatalities and Serious Injuries is below the percentage of the statewide population, the target is determined to be met by Metro COG's analysis.

$$\frac{ND\ MPA\ 189{,}045}{ND\ Population\ 796{,}568} = ND\ portion\ of\ MPA\ is\ 23.7\%$$

Table 2: North Dakota Population Assessment

ACS 5-Year Data 2020-2024	ND MPA	ND Population	Percentage
Population*	189,045	796,568	23.7%
Fatalities	6	89	6.74%
Serious Injuries	74	458	16.16%
Non-Motorized Fatalities and Serious Injuries	14	44	31.82%

*American Community Survey (ASC) 5-Year Data (2020-2024) was used to calculate Population for the MPA

Rate Methodology

Within the Assessment Tables, staff have compared the rate of fatalities and the rate of serious injuries to the state targets. These rates are consistently calculated statewide and within the MPA and are based on per 100 million Vehicle Miles Traveled (VMT). The rate of fatalities and the rate of serious injuries have the same common denominator and therefore can be compared at a one-to-one ratio. Below are the Fatality Rate per 100 million vehicle miles traveled and the

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Serious Injury Rate per 100 million vehicle miles traveled. Table 3 shows the Fatality Rate and Serious Injury Rate for the actual rates for the State of North Dakota, the Targets that were set in 2024 and the actual rates for the North Dakota MPA.

Table 3: North Dakota Rate Assessment

2024 *Based on 100 M VMT	ND Statewide	ND Target	ND MPA
Fatalities Rate	0.780	0.582	0.556
Serious Injuries Rate	3.264	2.470	1.16

*Rates are based on VMT / 100 million

Summary

Based on the Target Assessment tables for each state that indicate that the North Dakota portion of our MPA is meeting or making significant progress towards the targets previously adopted. The data demonstrates how Metro COG continues to meet statewide targets contributing to the State of North Dakota's safety goals.

Requested Action: Metro COG requests that TTC recommend support of NDDOT's Safety Performance Measure Targets for 2026 to the Policy Board for Approval.

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To: Transportation Technical Committee
From: Dan Farnsworth, Metro COG
Date: January 30, 2026
Re: **2026 FM Metro Area-Wide Traffic Counts – Consultant Selection**

In November, the Metro COG Policy Board approved the request for proposals (RFP) for the 2026 FM Metro Area-Wide Traffic Counts. This project has a budgeted amount of $150,000 ($120,000 funded using Federal CPG funds and $30,000 from local matches).

The deadline for consulting firms to submit proposals was December 19th. Metro COG received proposals from only one firm – Gewalt Hamilton Associates Inc. (GHA). In the past, Metro COG would typically receive three proposals for this project. Therefore, Metro COG reached out to other firms to inquire why they didn't propose. One firm didn't respond to the email or phone call. The other firm responded and indicated that they didn't submit a proposal because of the distance of the Fargo-Moorhead area from their staff & location in Maryland.

Metro COG proceeded with interviewing GHA for the project after receiving permission from Metro COG's oversight agency, NDDOT. The consultant selection panel met on Monday, January 26th to interview GHA and evaluate their ability to complete the project in accordance with the scope of work. The consultant selection panel believes GHA is more than capable to complete the work per the scope.

Therefore, Metro COG and the consultant selection panel recommend selecting GHA to conduct the 2026 FM Metro Area-Wide Traffic Counts.

GHA's cost proposal came in at $141,500, which is under the budgeted amount of $150,000. Since there is still $8,500 in the project budget, Metro COG will work with GHA to include roughly another 25 counts to the project. Metro COG will ensure that the revised cost proposal remains under $150,000.

Requested Action:
Recommend Policy Board approval of GHA to complete the 2026 FM Metro Area-Wide Traffic Counts and to authorize Metro COG to enter into a contract after successful contract negotiations.

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To: Transportation Technical Committee (TTC)
From: Adam Altenburg, AICP
Date: February 6, 2026
Re: **2055 Socioeconomic and Demographic Forecasts Consultant Selection**

Metro COG is seeking professional consultant services to develop updated demographic forecasts for the Fargo–Moorhead metropolitan area through the year 2055. These forecasts are a critical component of Metro COG's metropolitan planning program and serve multiple planning purposes for Metro COG and local jurisdictions. Their primary application is to support the maintenance and update of the regional travel demand model (TDM). The most recent demographic study was completed in 2022 and provided projections through 2050 for the Metropolitan Statistical Area (MSA).

In November 2025, Metro COG's Policy Board approved the RFP to secure a consultant to complete the technical and planning tasks outlined in the scope of work, within an approved budget of $120,000. Two proposals were received by the January 22 deadline from KLJ and SRF. Given the limited number of proposals, NDDOT inquired whether Metro COG had conducted additional outreach beyond the RFP posting and whether any firms had expressed interest but ultimately declined to submit a proposal. Metro COG informed NDDOT that one additional consultant had initially expressed interest in the project and that feedback was provided regarding the consultant's decision not to propose.

The selection committee interviewed both consultant teams on February 3 to further evaluate technical qualifications, proposed deliverables, and relevant project experience. Selection committee members included:

Maegin Elshaug, City of Fargo
Steve Iverson, City of West Fargo
Adam Altenburg, Metro COG
Ethan Johnk, City of Moorhead
Peyton Mastera, City of Dilworth

Joey Ness (Greater Fargo–Moorhead Economic Development Corporation) was invited to participate but was unable to attend.

Based on the scoring criteria, written technical proposals, and in-person interviews, the selection committee recommends KLJ, with subconsultants McKibben Demographic Research and Haifeng Transportation Engineering (HFTE), for the project.

The total cost proposal submitted by KLJ is $119,927.37, with 80 percent of the project funded through Metro COG CPG funds.

Requested Action: Recommend Policy Board approval of the selection of KLJ to complete the 2055 Socioeconomic and Demographic Forecasts pending contract negotiations to finalize the scope and fee,

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To: Transportation Technical Committee (TTC)
From: Adam Altenburg, AICP
Date: February 6, 2026
Re: **Metro COG Regional Freight Plan Consultant Selection**

Metro COG is seeking professional consultant services to develop the Metro COG Regional Freight Plan. The primary deliverable will be a set of short- and long-term strategies, along with guidance on processes and policies, to inform future investment decisions that support truck and rail freight mobility within and through the Fargo–Moorhead MSA. The plan will address logistical, infrastructure, land use, and economic impacts associated with the region's significant population and industry growth over the past two decades.

In December 2025, Metro COG's Policy Board approved the RFP to secure a consultant to complete the technical and planning tasks outlined in the scope of work, within an approved budget of $175,000. Metro COG received five proposals by the January 29 deadline from the following lead consultants: Cambridge Systematics, CPCS, HDR, SRF, and Transpo Group.

The selection committee plans to interview the consultants on February 9 to further evaluate their technical qualifications, proposed deliverables, and relevant project experience. A consultant recommendation is expected shortly after the interviews.

If a recommendation is finalized prior to the TTC meeting on February 12, Metro COG will provide an update as a laydown item.

Requested Action: None

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To: Transportation Technical Committee (TTC)
From: Adam Altenburg, AICP
Date: February 6, 2026
Re: **Solicitation of North Dakota and Minnesota Surface Transportation Block Grant (STBG) Projects**

The Surface Transportation Block Grant (STBG) Program is a federal funding program administered through state departments of transportation and MPOs to support a broad range of transportation projects that preserve and enhance the surface transportation system. STBG funds may be used for highway and bridge improvements, public transit capital projects, safety enhancements, bicycle and pedestrian facilities, planning and design work, and freight-related infrastructure. Because of its flexible eligibility, the program enables local governments to address regional transportation priorities and maintain critical infrastructure.

STBG solicitations occur annually and invite eligible jurisdictions—such as cities, counties, and transit agencies—to submit project applications. Solicitations outline available funding, match requirements, eligible work activities, evaluation criteria, and relationship to regional priorities. Applications are reviewed by Metro COG and Metro COG's Prioritization Committee for consistency with the Metropolitan Transportation Plan (MTP), project readiness, cost effectiveness, and potential benefits such as safety, congestion mitigation, multimodal access, and freight efficiency.

Metro COG opened solicitations for North Dakota and Minnesota STBG program applications on November 28, 2025, with funding available in FY27 and FY30. Applications were due Friday, January 23, 2026. In addition to its grant solicitation process, NDDOT informed Metro COG that it would be redistributing an unused apportionment from the TIFIA program, providing Metro COG with obligation authority for FY26. STBG funding for North Dakota and Minnesota is shown below:

STBG	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year
	2026	2027	2028	2029	2030
North Dakota	$1,224,124*	$1,440,000			$11,129,927
Minnesota					$1,171,980

***TIFIA Redistributed STBG**

The following list of projects is the unanimous recommendation of the Prioritization Committee from its meeting on February 5, 2026.

North Dakota STBG FY26

- City of Fargo: Construction of shared use paths along Drain 27 and Deer Creek (currently programmed for FY28 and FY29)
    - Funds Requested: $1,224,124

North Dakota STBG FY27

- City of West Fargo: Construction of shared use path and box culvert extension along Beaton Drive (currently programmed for FY29)
    - Funds Requested: $1,440,000

North Dakota STBG FY30

- City of West Fargo: Reconstruction of 13th Avenue from Sheyenne Street to 9th Street E, including pedestrian underpass between 3rd and 6th Street E
    - Funds Requested: $5,773,728
- City of West Fargo: Construction administration for 13th Avenue reconstruction project
    - Funds Requested: $1,501,300
- City of Fargo: Reconstruction of 17th Avenue from 25th Street to 38th Street S, including reconstructing one sidewalk to a shared use path, two mini roundabouts (32nd and 34th Streets), and one traffic signal (38th Street)
    - Funds Requested: $3,854,899

Minnesota STBG FY30

- City of Moorhead: Reconstruction of 34th Street from 12th to 24th Avenue S, including reconstruction of existing shared use path.
    - Funds Requested: $1,171,980

Requested Action: Recommend Policy Board approval of projects to be funded by North Dakota Surface Transportation Block Grant (ND STBG) and Minnesota Surface Transportation Block Grant (MN STBG) program funding in FY26, FY27, and FY30.

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2027 and 2030 Surface Transportation Block Grant Application

Step 1: Project Information

Project Summary:

Project Location: Beaton Drive				
Lead Jurisdiction: City of West Fargo				
Project Contact: Paul Bervik		Contact Phone: 701-991-1530		
Contact Email Address: paul.bervik@westfargond.gov				
Project Limits:	From: Sheyenne Street	To: Bobcat Facility		
Project Length:	Construction Year: 2027	AC:	☐ Y	☑ N
Funding FY:	☑ FY2027	☐ FY2030		
Funding Requested:	$1,440,000.00			
Local Matching	$6,460,000.00			
Local Non-Matching				
Sub Total	$7,900,000.00			
Total	$7,900,000.00			
Proposed Bid Letting Date: Fall 2026/Spring 2027				

Project Engineer's Estimate:

Please attach a detailed cost estimate for the project. Please indicate the federal funds being requested for each element and the amount of local funds of each element.

☑ An Engineer's Estimate has been attached to this application

Other Grants and Federal Funds:
Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? ☑ Yes ☐ No

2027 ND Flex Funding

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

This project will construct a 10 ft wide concrete multi-use path along Beaton Drive on the north side of Interstate 94 in West Fargo. Other work includes a box culvert extension and associated storm sewer at the Sheyenne River, pedestrian railing along the Sheyenne River, and pedestrian pushbutton signage (RRFB) at the Beaton Drive crossing.

Non-eligible items not included in this estimate include: Watermain and Sanitary Sewer extension

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

This project is currently funded with CRP and TA in 2029 (3260005 & 3260008). There has been significant requests from the public for this project. This application is to request to "give back" the 2029 funding in exchange for 2027 STBG funding. This allows this project to be constructed much sooner than originally anticipated. West Fargo has an open application to NDDOT for flex funding for the roadway reconstruction of this project. If that funding is secured, this project would be designed and constructed as one project.

System Benefit of the Project
Please explain how this project will benefit the transportation system?

The project would provide a separate location off the roadway for pedestrians and bicyclists. This would complete a gap in the existing pedestrian and bicycle system (on Beaton Drive from Sheyenne Street to east of the Sheyenne River).

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

The project will require a box culvert extension within the Sheyenne River and coordination with Southeast Cass Water Resource District and the NDDOT.

Step 2: Planning Conformance

Relationship to Regional Priorities:
The Metropolitan Transportation Plan – 2050 MTP – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
Safety and System Security	Provides pedestrian and bicycle area within the streetscape that is separate from the roadway.
Travel Efficiency and Reliability	
Walking, Biking, and Rolling	Provides a facility for walkers, bikers, and rollers.
Transit Access and Reliability	
Maintaining Transportation Infrastructure	
Community Context and Impact Reduction	
Freight Network – Moving Goods	
Emerging Transportation Trends	
Transportation Decisions	
Connecting People and Places	Provides pedestrian and bicycle connection between 2 major arterial corridors.

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

☑ Additional materials are attached that document the need for the proposed project

☑ This project in the 2050 MTP. MTP Project ID number: 306 & MID 3260005&8

☑ This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

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

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

Step 3: STBG Specific Questions

Work Activities:
Please indicate which project phases will be federally funded (check all that apply).

- [ ] Planning
- [ ] Right-of-Way Acquisition
- [ ] Preliminary Engineering
- [ ] Construction Engineering
- [x] Construction

Project Classification:
Given the project types below, please characterize the extent of the proposed project.

- [ ] Rehabilitation (mill & overlay, Concrete Crack Repair, etc)
- [x] Reconstruction
- [x] Bridge Repair
- [ ] New Roadway
- [ ] Roadway Capacity Expansion
- [x] Bicycle & Pedestrian
- [ ] Transit Capital Purchase
- [ ] Transit Bus Replacement
- [x] Safety Improvement
- [ ] Congestion Management
- [ ] Intelligent Transportation Systems Deployment
- [ ] Other

If the project type was "Other", please describe the type of project below:

Please describe how this project is anticipated to impact congestion of the transportation system, if applicable:

The construction related congestion

Please describe any Intelligent Transportation System (ITS) components of this project, if applicable. (Examples: Dynamic Messaging Signs, Coordinated Signal Control, automated speed enforcement, etc.):

RRFB crossing of Beaton Drive

Step 4: Signature

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

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 19 of JANUARY (month), 2026 (year).

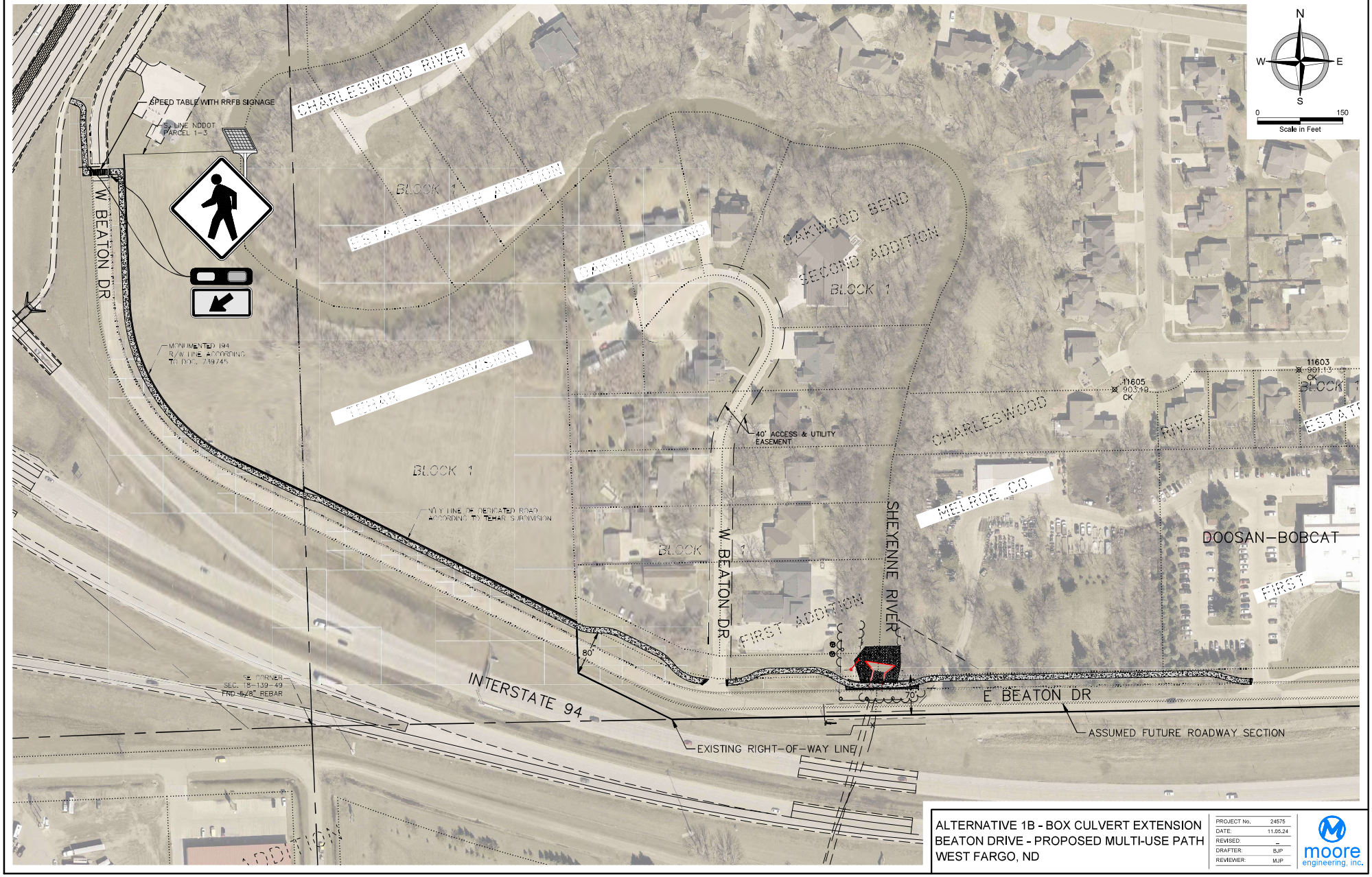
In Witness Thereof:

Bernie Dardis 1/19/26
(Mayor / Board Chair / Commission Chair) Date

Bernie Dardis
(Signature of Mayor / Board Chair / Commission Chair)

JERROLD WALLACE 1/19/26
(City / County / District Engineer) Date

Jerrold Wallace
(Signature of City / County / District Engineer)



ALTERNATIVE 1B - BOX CULVERT EXTENSION
BEATON DRIVE - PROPOSED MULTI-USE PATH
WEST FARGO, ND

PROJECT No.	24575
DATE:	11.05.24
REVISED:	–
DRAFTER:	BJP
REVIEWER:	MJP

moore engineering, inc.

Beaton Dr Improvements
West Fargo ND
Project No. 9056
Engineer's Opinion of Probable Cost
Date: 9/15/2025

	BID ITEM NO. & DESCRIPTION	UNIT	ESTIMATED QUANTITY	BID UNIT PRICE	BID PRICE
PATH RELATED COSTS					
Roadway Items					
1.	Common Excavation	CY	5,000	$5.00	$25,000.00
2.	Borrow Excavation - Import	CY	10,000	$15.00	$150,000.00
3.	Asphalt Pavement - Remove	SY	250	$30.00	$7,500.00
4.	Curb & Gutter - Remove	LF	40	$15.00	$600.00
5.	Concrete Pavement - Remove	SY	350	$30.00	$10,500.00
6.	Curb & Gutter - Type 1	LF	40	$35.00	$1,400.00
7.	Concrete Pavement - 8" Reinforced	SY	150	$125.00	$18,750.00
8.	Detectable Warning Panel - Cast Iron	SF	120	$65.00	$7,800.00
9.	Pedestrian Pushbutton & Sign	EA	2	$9,000.00	$18,000.00
10.	Signing And Striping	LSUM	1	$2,000.00	$2,000.00
Path and RCB Extension					
1.	Storm Sewer Box Culvert Wing Wall - Remove	LSUM	1	$5,000.00	$5,000.00
2.	Storm Sewer - 24" RCP	LF	20	$210.00	$4,200.00
3.	Storm Sewer - 8'x10' RCB (2)	LF	32	$5,000.00	$160,000.00
4.	Manhole 60In	EA	1	$10,000.00	$10,000.00
5.	End Section - 24" RCP Flared	EA	1	$5,000.00	$5,000.00
6.	Storm Sewer Box Culvert - Wing Wall End Section	LSUM	1	$50,000.00	$50,000.00
7.	Pedestrian Rail	LF	120	$500.00	$60,000.00
8.	Sidewalk - 5"	SY	2,925	$85.00	$248,625.00
9.	Decorative Colored Concrete	SY	40	$210.00	$8,400.00
10.	Borrow Excavation - Import	CY	5,000	$15.00	$75,000.00
11.	Riprap & Fabric - 18" Class III	CY	225	$160.00	$36,000.00
General Items					
1.	Mobilization	LSUM	1	$100,000.00	$100,000.00
2.	Topsoil	CY	2,000	$5.00	$10,000.00
3.	Turf Establishment	ACRE	1.5	$4,500.00	$6,750.00
4.	Stabilized Construction Access	EA	1	$2,500.00	$2,500.00
5.	Testing Allowance	ALLOW	1	$10,000.00	$10,000.00
6.	Traffic Control	LSUM	1	$2,500.00	$2,500.00
7.	Cleaning	LSUM	1	$1,000.00	$1,000.00
8.	Storm Water Management	LSUM	1	$25,000.00	$25,000.00
9.	Clearing and Grubbing	LSUM	1	$50,000.00	$50,000.00
10.	Remove & Reset Existing Fence	LF	100	$105.00	$10,500.00
				Construction Subtotal	$1,122,025.00
				2027 Inflation Adjustment (4% Annually)	$91,557.24
				Contingencies (~30%)	$336,417.76
				Total Construction (Path Only)	**$1,550,000.00**
ROADWAY IMPROVEMENTS COSTS					
Storm Sewer					
1.	Removal of Storm Sewer Pipe	LF	250	$40.00	$10,000.00
2.	Removal of Storm Structure	EA	2	$1,200.00	$2,400.00
3.	Storm Lead - Pipe Conduit	LF	180	$120.00	$21,600.00
4.	Storm Main - Pipe Conduit	LF	2,800	$150.00	$420,000.00
5.	Storm Manhole	EA	10	$10,000.00	$100,000.00
6.	Storm Inlet	EA	12	$5,000.00	$60,000.00
7.	Connect to Existing Storm Sewer	EA	4	$1,500.00	$6,000.00
8.	Inlet Protection	EA	30	$300.00	$9,000.00
9.	Television Inspection of Sewer Mains - Storm	LF	2,980	$4.50	$13,410.00
Roadway Items					

Beaton Dr Improvements
West Fargo ND
Project No. 9056
Engineer's Opinion of Probable Cost
Date: 9/15/2025

BID ITEM NO. & DESCRIPTION		UNIT	ESTIMATED QUANTITY	BID UNIT PRICE	BID PRICE
1.	Common Excavation	CY	2,000	$5.00	$10,000.00
2.	Excavation Waste	CY	12,000	$25.00	$300,000.00
3.	Full Depth Reclamation	SY	7,250	$10.00	$72,500.00
4.	Curb & Gutter - Remove	LF	20	$15.00	$300.00
5.	Concrete Pavement - Remove	SY	800	$20.00	$16,000.00
6.	Edgedrain	LF	5,700	$20.00	$114,000.00
7.	Subgrade Preparation	SY	10,500	$4.00	$42,000.00
8.	Geogrid	SY	10,500	$8.00	$84,000.00
9.	Aggregate Base Course	SY	10,500	$18.00	$189,000.00
10.	Concrete Pavement - 8" Reinforced	SY	8,100	$120.00	$972,000.00
11.	Curb & Gutter - Type 1	LF	5,700	$35.00	$199,500.00
General Items					
1.	Mobilization	LSUM	1	$275,000.00	$275,000.00
2.	Topsoil	CY	1,100	$5.00	$5,500.00
3.	Turf Establishment	ACRE	1.4	$4,500.00	$6,300.00
4.	Testing Allowance	ALLOW	1	$25,000.00	$25,000.00
5.	Traffic Control	LSUM	1	$2,500.00	$2,500.00
6.	Cleaning	LSUM	1	$1,000.00	$1,000.00
7.	Storm Water Management	LSUM	1	$20,000.00	$20,000.00

Construction Subtotal (Roadway Improvements)	$2,977,010.00
2027 Inflation Adjustment (4% Annually)	$242,924.02
Contingencies (~30%)	$880,065.98
Total Construction (Roadway Improvements)	**$4,100,000.00**
Total Construction (Roadway and Path)	**$5,650,000.00**
Study & Report	$60,000.00
Design Engineering	$480,250.00
Land Acquisition	$500,000.00
Contract Administration	$197,750.00
Additional Consulting Services	$425,000.00
Legal & Administration (~5%)	$282,500.00
Bond Discount (~4%)	$248,000.00
City of West Fargo Engineering Fee (1%)	$56,500.00
TOTAL PROJECT COST	**$7,900,000.00**

FUNDING BREAKDOWN

Transportation Grant for Path Costs	$1,640,000.00
Previously Paid Local Share	$20,000.00
Future Local Share	$2,369,000.00
NDDOT Flex Fund Grant (~49%)	$3,871,000.00
TOTAL	**$7,900,000.00**

6.3 Priority 3 - Bicycle and Pedestrian Network Improvements

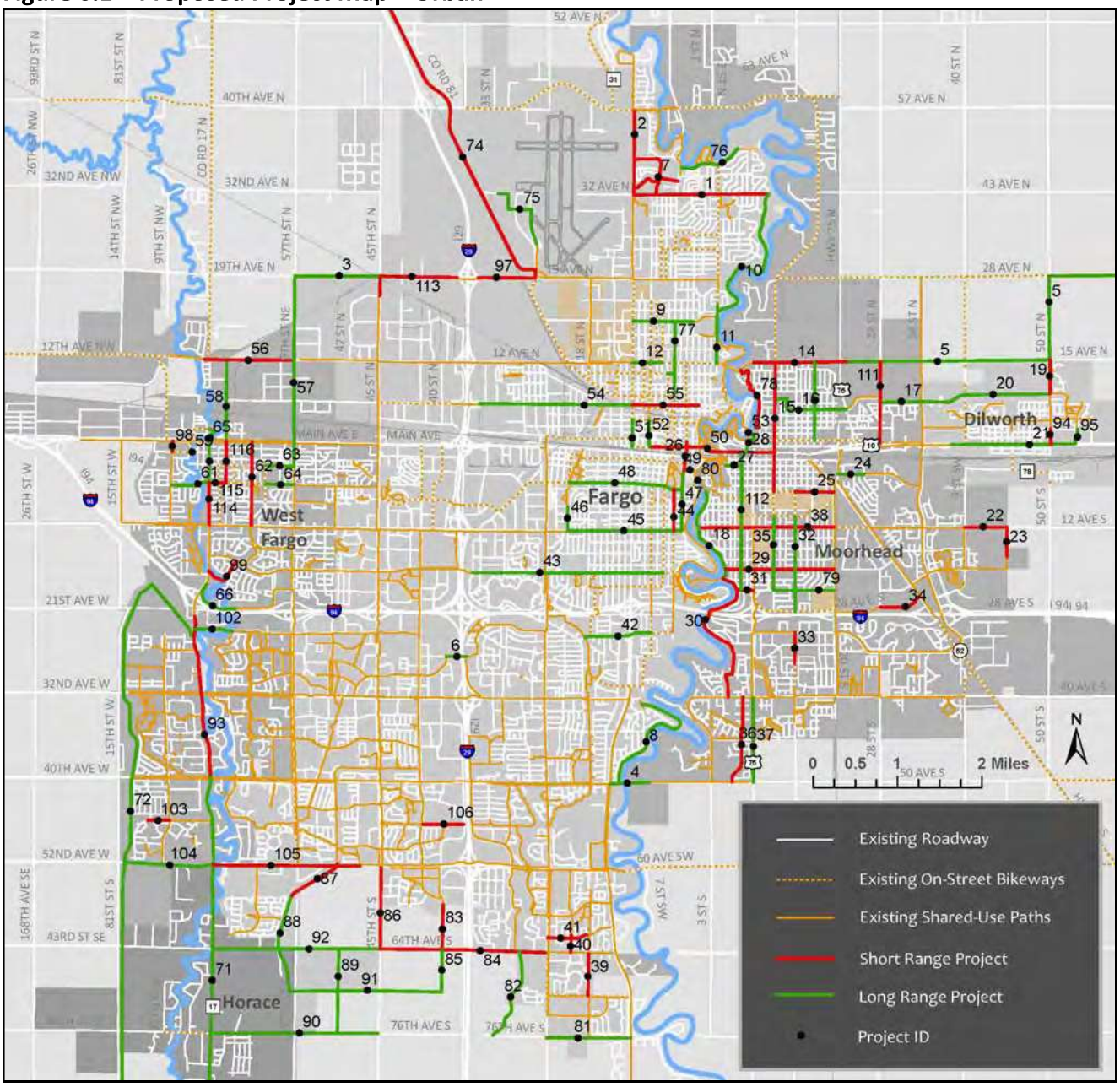
The need for various improvements to the bicycle and pedestrian network were identified in many aspects as part of the public involvement process. These improvements ranged from better connectivity to more river trails, to more bike lanes.

Below is a list and corresponding maps of short-range and long-range network improvement projects. These project were prioritized based on public comments from the public input meetings. Please note that not all project were prioritized by the public so projects prioritized as 'N/A' do not indicate any lesser importance than any other project. It is also important to note that these projects are not fiscally-constrained.

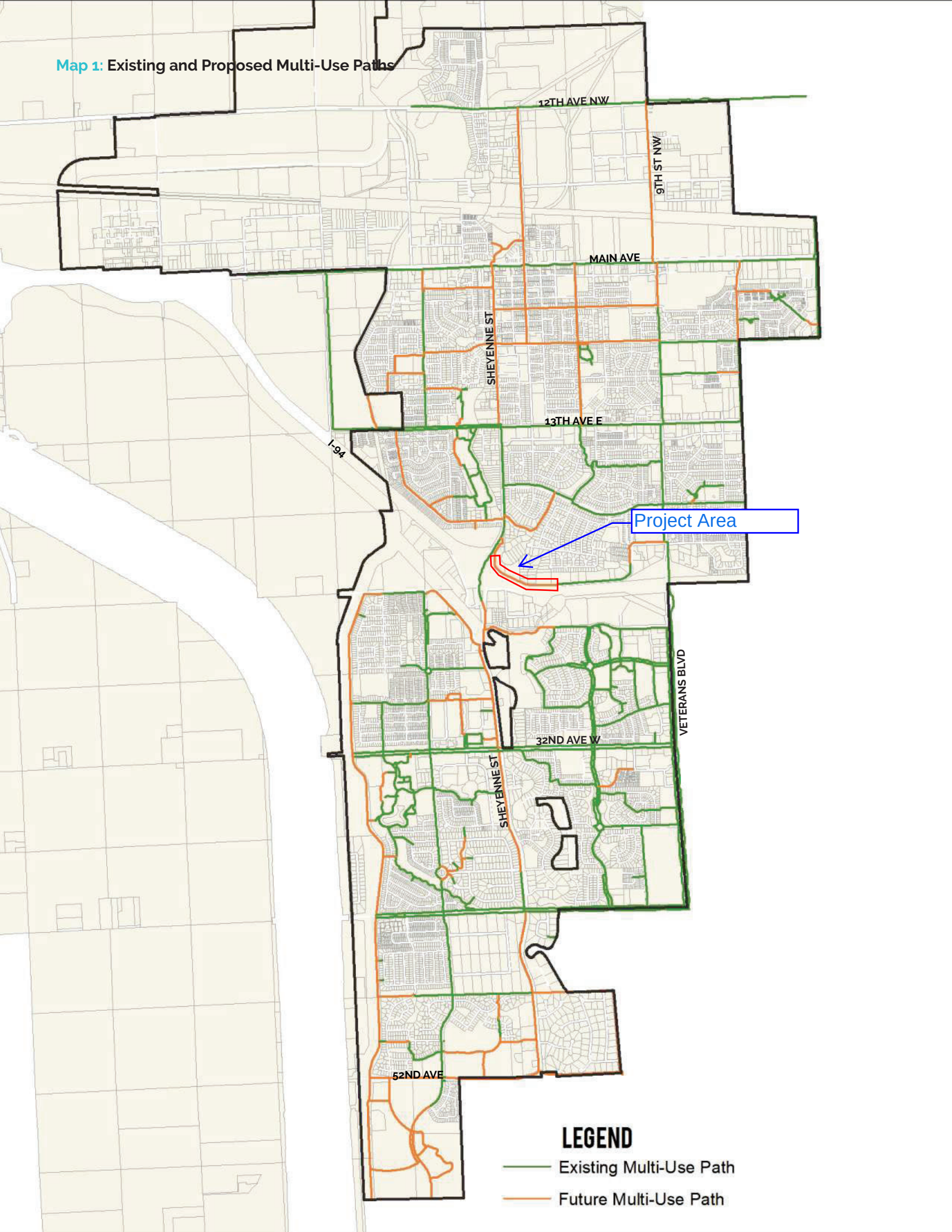
Table 6.1 – Proposed Projects – West Fargo

ID	Jurisdiction	Project Location	Project Range	Public Votes	Project Description
56	West Fargo	12th Ave NE - CR 17 to 9th St	Short Range	0	Construct shared use path
62	West Fargo	Path over Drain 45 - Main Ave to 13th Ave	Short Range	0	Construct shared use path
93	West Fargo	Sheyenne St - Christianson Dr to 52nd Ave	Short Range	N/A	Construct shared use path (per Sheyenne St Corridor Study)
98	West Fargo	8th St W - 2nd Ave W to Main Ave	Short Range	N/A	Construct shared use path
99	West Fargo	17th Ave E to Sheyenne St (Charleswood Area)	Short Range	N/A	Construct shared use path & river bridge
103	West Fargo	9th St W to 11th St W (Wilds Area)	Short Range	N/A	Construct shared use path & river bridge
105	Fargo/West Fargo	52nd Ave S - Sheyenne St to 47th St	Short Range	N/A	Construct shared use path
114	West Fargo	Sheyenne St – 13th Ave to 7th Ave	Short Range	N/A	Construct separated bike lanes (per Sheyenne St Corridor Study)
115	West Fargo	7th Ave E – Sheyenne St to 1st St	Short Range	N/A	Install sharrows (per Sheyenne St Corridor Study)
116	West Fargo	Sheyenne St – 7th Ave to Main Ave	Short Range	N/A	Install bike lane (7th Ave to 6th Ave) Install sharrows (6th Ave to 1st Ave) Construct shared use path (1st Ave to Main Ave) (per Sheyenne St Corridor Study)
61	West Fargo	7th Ave - 8th St W to Sukuts St	Long Range	2	Shared use path, bike lanes, sharrows or signed roadway
66	West Fargo	Beaton Dr - Sheyenne St to 0.6 mi East	Long Range	2	Construct shared use path
57	West Fargo/Fargo	9th St NE - 19th Ave N to 4th Ave E	Long Range	0	Construct shared use path
58	West Fargo	Center St - 12th Ave NE to Main Ave	Long Range	0	Construct shared use path
63	West Fargo	4th Ave E - 6th St to 9th St	Long Range	0	Bike lanes, sharrows, or signed roadway
64	West Fargo	7th Ave E - 6th St to 9th St	Long Range	0	Bike lanes, sharrows, or signed roadway
59	West Fargo	2nd Ave W at Sheyenne River	Long Range	N/A	Construct bridge over Sheyenne River
65	West Fargo	Sheyenne St to Armour Park	Long Range	N/A	Construct bridge over Sheyenne River
71	West Fargo/Horace/ Cass County	CR 17 - 40th Ave S to 100th Ave S	Long Range	N/A	Construct shared use path
72	West Fargo/Horace/ Cass County	Horace Diversion - 21st Ave W/Sheyenne St to 100th Ave S	Long Range	N/A	Construct shared use path

Figure 6.1 – Proposed Project Map – Urban



Map 1: Existing and Proposed Multi-Use Paths



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

2027 and 2030 Surface Transportation Block Grant Application

Step 1: Project Information

Project Summary:

Project Location: 13th Ave East Reconstruction				
Lead Jurisdiction: City of West Fargo				
Project Contact: Paul Bervik		Contact Phone: 701-991-1530		
Contact Email Address: paul.bervik@westfargond.gov				
Project Limits:	From: Sheyenne Street	To: Prairie Parkway		
Project Length:	Construction Year: 2030	AC:	☐ Y	☑ N
Funding FY:	☐ FY2027	☑ FY2030		
Funding Requested:		$5,773,728.00		
2029 STBG Funding		$10,907,772.00		
Local Matching		$9,414,173.09		
Local Non-Matching		$4,395,036.81		
Total	$30,490,709.90			
Proposed Bid Letting Date: Fall 2029				

Project Engineer's Estimate:

Please attach a detailed cost estimate for the project. Please indicate the federal funds being requested for each element and the amount of local funds of each element.

☑ An Engineer's Estimate has been attached to this application

Other Grants and Federal Funds:
Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? ☑ Yes ☐ No

Secured 2029 STBG and additional 2030 STBG is being requested

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

The project will reconstruct existing asphalt overlaid concrete roadway and increase the capacity of the storm sewer system. The project will add a pedestrian underpass crossing connecting two multi-use paths that are discontinuous across the corridor.

Non Eligible Activities include: Increased sanitary sewer forcemain capacity and increased watermain capacity.

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

The roadway was overlaid with asphalt in 2023 as a temporary fix. Existing concrete pavement under the asphalt is in poor condition and needs replacement. The project will also correct storm sewer deficiencies which have accelerated pavement failure. It will also increase pedestrian safety.

System Benefit of the Project
Please explain how this project will benefit the transportation system?

Maintains a major commercial corridor through the city. Will improve bike-pedestrian crossing facilities for existing multi-use path with a pedestrian tunnel that will reduce the risk of pedestrian crashes.

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

Unknowns for storm sewer: Detention facility, lift station design, and pipe sizing

Step 2: Planning Conformance

Relationship to Regional Priorities:
The Metropolitan Transportation Plan – 2050 MTP – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
Safety and System Security	The pedestrian underpass will reduce bicycle and pedestrian crash risk.
Travel Efficiency and Reliability	
Walking, Biking, and Rolling	The pedestrian underpass will improve connectivity of the regional bike network.
Transit Access and Reliability	Pedestrian connectivity to an existing bus route will be improved by the pedestrian underpass.
Maintaining Transportation Infrastructure	Maintains existing commercial arterial.
Community Context and Impact Reduction	The storm sewer improvements will reduce the flooding risk for this roadway section.
Freight Network – Moving Goods	
Emerging Transportation Trends	
Transportation Decisions	Existing commercial arterial. Financially sustainable transportation investment with the original roadway section being constructed in 1980.
Connecting People and Places	Improvement to the multimodal transportation system with the pedestrian underpass and promotes multimudoal trips on a major corridor.

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

- ☑ Additional materials are attached that document the need for the proposed project
- ☑ This project in the 2050 MTP. MTP Project ID number: 3250013
- ☑ This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

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

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

Step 3: STBG Specific Questions

Work Activities:
Please indicate which project phases will be federally funded (check all that apply).

- [ ] Planning
- [ ] Right-of-Way Acquisition
- [ ] Preliminary Engineering
- [ ] Construction Engineering
- [x] Construction

Project Classification:
Given the project types below, please characterize the extent of the proposed project.

- [ ] Rehabilitation (mill & overlay, Concrete Crack Repair, etc)
- [ ] Bridge Repair
- [ ] Roadway Capacity Expansion
- [ ] Transit Capital Purchase
- [x] Safety Improvement
- [ ] Intelligent Transportation Systems Deployment
- [x] Reconstruction
- [ ] New Roadway
- [x] Bicycle & Pedestrian
- [ ] Transit Bus Replacement
- [ ] Congestion Management
- [ ] Other

If the project type was "Other", please describe the type of project below:

Please describe how this project is anticipated to impact congestion of the transportation system, if applicable:

Will not increase or decrease capacity across the corridor. Will improve existing pavement conditions of commercial arterial, which has a failing subgrade and a recent overlay completed to temporarily improve ride until additional funding is secured.

Please describe any Intelligent Transportation System (ITS) components of this project, if applicable. (Examples: Dynamic Messaging Signs, Coordinated Signal Control, automated speed enforcement, etc.):

Step 4: Signature

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

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 19th of January (month), 2026 (year).

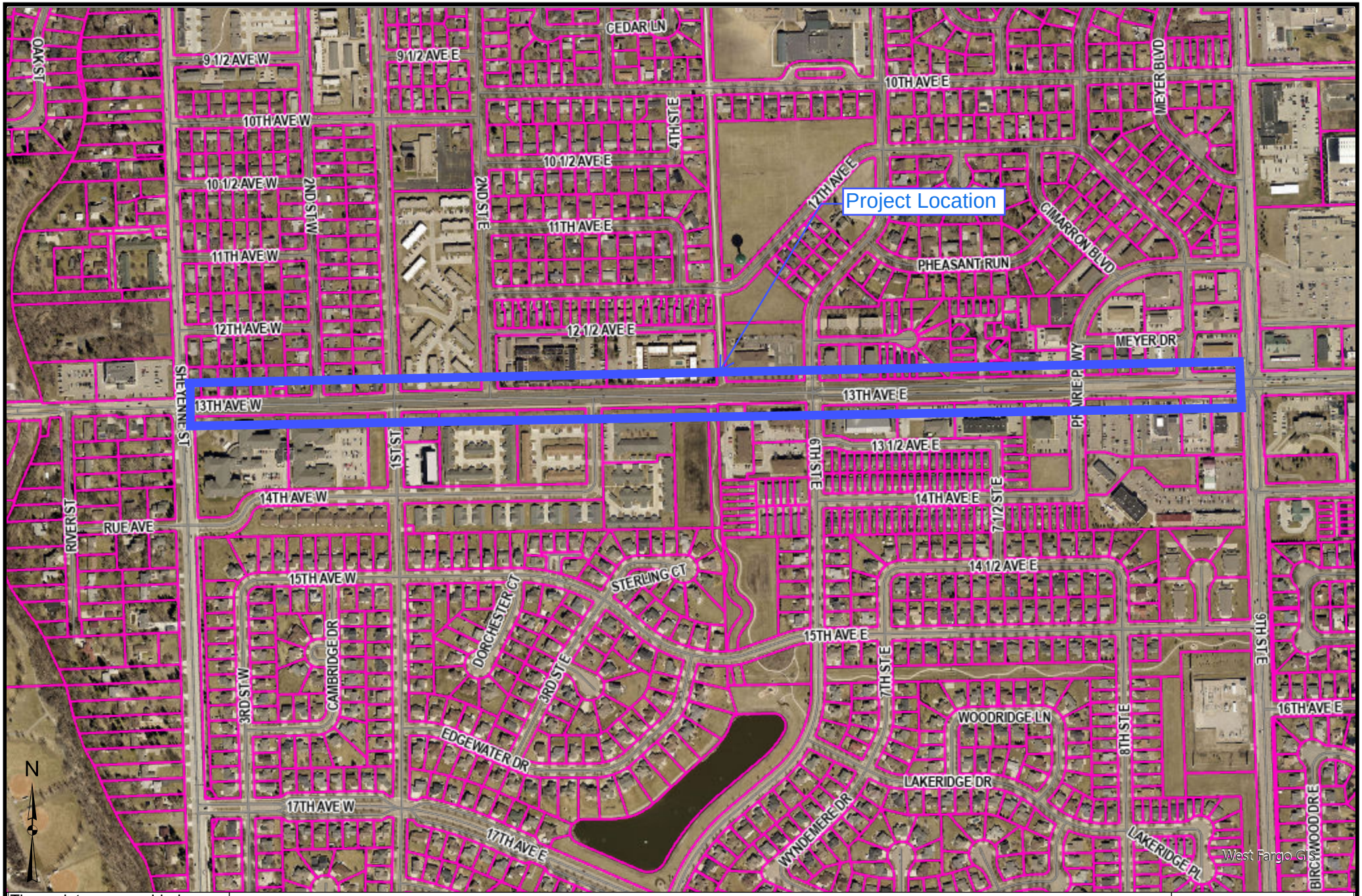
In Witness Thereof:

Bernie Dardis 1/19/26
(Mayor / Board Chair / Commission Chair) Date

Bernie Dardis
(Signature of Mayor / Board Chair / Commission Chair)

JERROLD WALLACE 1/19/26
(City / County / District Engineer) Date

Jerrold Wallace
(Signature of City / County / District Engineer)



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

13th Avenue Reconstruction - Sheyenne Street to 9th Street East

Date: 1/14/2025

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

City of WEST FARGO

IMPROVEMENT PROJECT NO. 2289
13th Ave W - Sheyenne Street to 9th Street East
WEST FARGO ND

Engineer's Opinion of Probable Cost - Updated 1-7-2026

Participating Items

Spec	Code	Description	Units	Qty	Cost/Unit	Cost
103	100	CONTRACT BOND	L SUM	1	$30,000.00	$30,000.00
202	114	REMOVAL OF PAVEMENT	SY	13689	$20.00	$273,780.00
202	129	REMOVAL OF CURB	LF	8800	$15.00	$132,000.00
203	138	COMMON EXCAVATION-SUBCUT	CY	10430	$10.00	$104,300.00
203	101	COMMON EXCAVATION-TYPE A	CY	29166	$8.00	$233,328.00
203	113	COMON EXCAVATION - WASTE	CY	36457	$10.00	$364,570.00
203	126	REMOVE AND SALVAGE TOPSOIL	SY	7733	$15.00	$116,000.00
		EROSION CONTROL	LSUM	1	$20,000.00	$20,000.00
		SEEDING	LSUM	1	$20,000.00	$20,000.00
930	200	DEWATERING	LSUM	1	$60,000.00	$60,000.00
230	300	SUBGRADE PREPARATION	SY	31289	$5.00	$156,445.00
302	321	AGGREGATE BASE COURSE CL 5	CY	11081	$65.00	$720,265.00
550	118	10IN NON-REINF CONCRETE PAVEMENT CL AE	SY	31289	$150.00	$4,693,350.00
702	100	MOBILIZIATION	L SUM	1	$300,000.00	$300,000.00
704	1000	TRAFFIC CONTROL	UNIT	10000	$3.00	$30,000.00
704	1052	TYPE III BARRICADES	EA	50	$125.00	$6,250.00
704	1060	DELINEATOR DRUMS	EA	200	$30.00	$6,000.00
704	1067	TUBULAR MARKERS	EA	200	$10.00	$2,000.00
709	100	GEOSYNTHETIC MATERIAL TYPE G	SY	31289	$5.00	$156,445.00
202	174	PIPE CONDUIT - STORM DRAIN - REMOVE	LF	4430	$30.00	$132,900.00
714	4092	PIPE CONDUIT - STORM DRAIN - 12"	LF	980	$125.00	$122,500.00
714	4131	PIPE CONDUIT - STORM DRAIN - 54"	LF	1305	$350.00	$456,750.00
714	4136	PIPE CONDUIT - STORM DRAIN - 60"	LF	2075	$450.00	$933,750.00
714	4140	PIPE CONDUIT - STORM DRAIN - 66"	LF	375	$500.00	$187,500.00
714	4145	PIPE CONDUIT - STORM DRAIN - 72"	LF	675	$550.00	$371,250.00
202	210	CONCRETE MANHOLE - REMOVE	EA	15	$1,500.00	$22,500.00
722	110	CONCRETE MANHOLE - 60"	EA	1	$7,000.00	$7,000.00
722	120	CONCRETE MANHOLE - 72"	EA	3	$10,000.00	$30,000.00
722	130	CONCRETE MANHOLE - 84"	EA	5	$13,000.00	$65,000.00
722	140	CONCRETE MANHOLE - 96"	EA	7	$20,000.00	$140,000.00
202	230	INLET - REMOVE	EA	20	$1,000.00	$20,000.00
722	3499	INLET	EA	32	$7,500.00	$240,000.00
748	100	CURB & GUTTER	LF	8800	$70.00	$616,000.00
762	1104	PVMT MK PAINTED 4IN LINE	LF	11000	$5.00	$55,000.00
210	0050	Box Culvert Excavation	EA	1	$50,000.00	$50,000.00
210	0210	Foundation Fill	CY	2400	$90.00	$216,000.00
210	0405	Foundation Preparation-Box Culvert	EA	1	$20,000.00	$20,000.00
606	1209	12ftx10ft RCB Culvert	LF	160	$3,500.00	$560,000.00
709	0151	GEOSYNTHETIC MATERIAL TYPE R1	SY	1200	$5.00	$6,000.00
202	114	REMOVAL OF CONCRETE PAVEMENT	SY	467	$20.00	$9,340.00
750	125	SIDEWALK CONCRETE 5IN	SY	934	$90.00	$84,060.00

Sum of Participating Items(2025)	**$11,770,283.00**
10% Contingency	$1,177,100.00
Inflation (10%) (to 2030)	$7,904,506.80
TOTAL of Participating Items (2030)	**$20,851,889.80**

IMPROVEMENT PROJECT NO. 2289 Page 2
13th Ave W - Sheyenne Street to 9th Street East
WEST FARGO ND

Non-Participating Items

714	4090	PIPE CONDUIT 12IN - SANITARY FORCEMAIN	LF	1000	$200.00	$200,000.00
		Pipe Bursting 8"ACP to 12" - WATERMAIN	LF	4500	$250.00	$1,125,000.00
		7×7 stranded copper-clad steel tracer wire	LF	4500	$5.00	$22,500.00
724	430	REMOVE HYDRANT	EA	7	$1,500.00	$10,500.00
202	500	ACP WATERMAIN REMOVAL	LF	848	$75.00	$63,600.00
724	400	HYDRANT-INSTALL 6IN	EA	7	$7,000.00	$49,000.00
724	300	GATE VALVE & BOX 6IN	EA	7	$2,500.00	$17,500.00
724	270	REMOVE GATE VALVE & BOX	EA	18	$1,000.00	$18,000.00
724	314	GATE VALVE & BOX 12IN	EA	18	$6,000.00	$108,000.00
		Remove Existing Watermain Fittings	EA	28	$1,000.00	$28,000.00
724	210	FITTINGS-DUCTILE IRON	LBS	9720	$35.00	$340,200.00

Sum of Non-Participating Items (2025)	**$1,982,300.00**
10% Contingency	$198,300.00
Inflation (10%) (to 2030)	$1,331,278.11
TOTAL of Non-Participating Items (2030)	**$3,511,878.11**

Non-Construction Cost Breakdown

Total Construction Cost	**$24,363,767.91**
Engineering, Legal, Admin	$4,872,753.59
Right-Of-Way Acquisition	$36,000.00
Bonding	$974,550.72
City Oversight	$243,637.68
Total Project Cost	**$30,490,709.90**

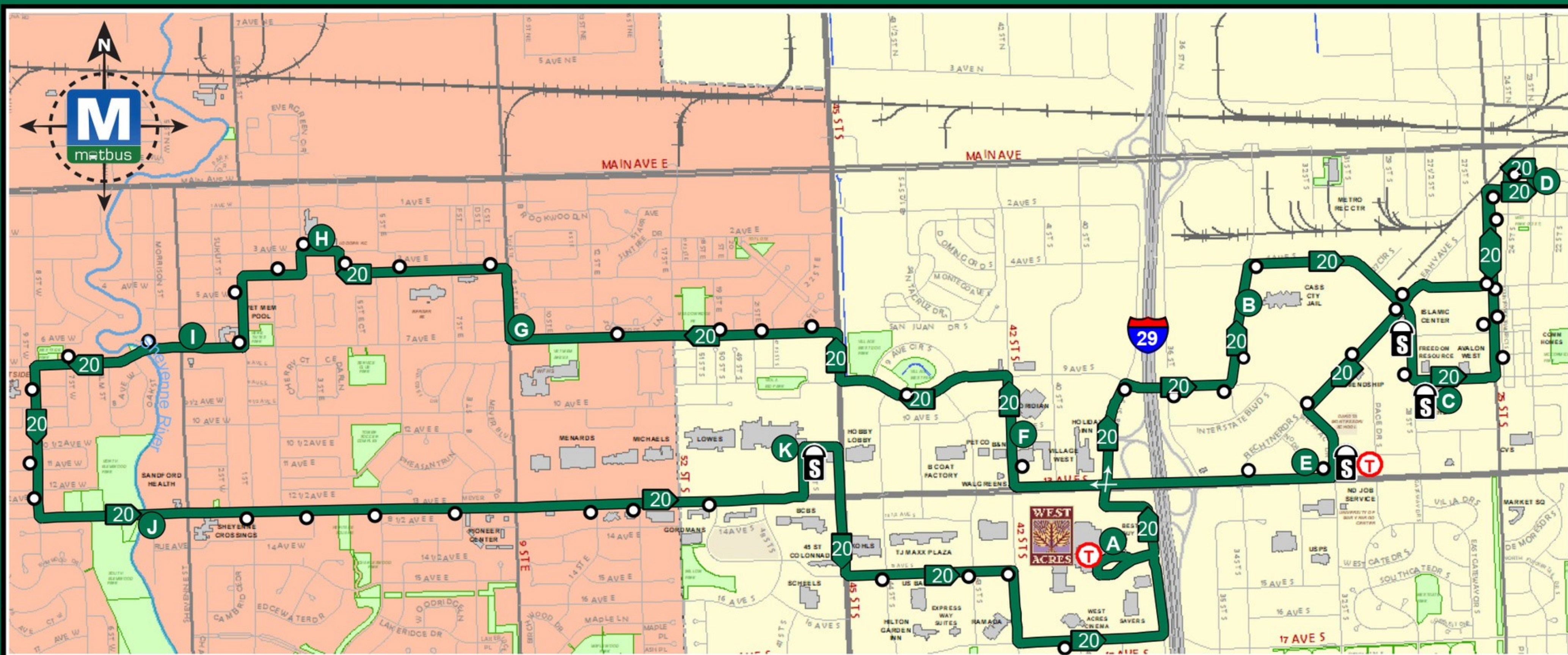
Federal Eligibility

Total Eligible Construction Costs	**$20,851,889.80**
Total Eligible Non-Construction Costs	**$5,243,783.29**
Non-Eligible Construction Costs	**$3,511,878.11**
Non-Eligible Non-Construction Costs	**$883,158.70**
Federally Eligible Construction Costs	**$16,681,500.00**
Eligible Local Matching Construction Costs	**$4,170,389.80**
Federally Eligible Non-Construction Costs	**$4,195,000.00**
Eligible Local Matching Non-Construction Costs	**$1,048,783.29**
Non-Eligible Construction Costs	**$3,511,878.11**
Non-Eligible Non-Construction Costs	**$883,158.70**

Funding Breakdown

2029 STBG Funding	**$10,907,772.00**
Requested 2030 STBG Construction Funding	**$5,773,728.00**
Requested 2030 STBG Project Development Funding	**$4,195,000.00**
Local Matching	**$5,219,173.09**
Local Non-Matching	**$4,395,036.81**

Route 20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PETCO
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WALGREENS
VILLAGE WEST
HOLIDAY INN
CASS CTY JAIL
ISLAMIC CENTER
FREEDOM RESOURCE
AVALON WEST
METRO REC CTR
ND JOB SERVICE
USPS
CVS
MARKET SQ
BCBS
45 ST COLONNADE
KOHLS
TJ MAXX PLAZA
SCHEELS
HILTON GARDEN INN
EXPRESS WAY SUITES
RAMADA
WEST ACRES CINEMA
SAVERS
WEST ACRES
GORDMANS
PIONEER CENTER
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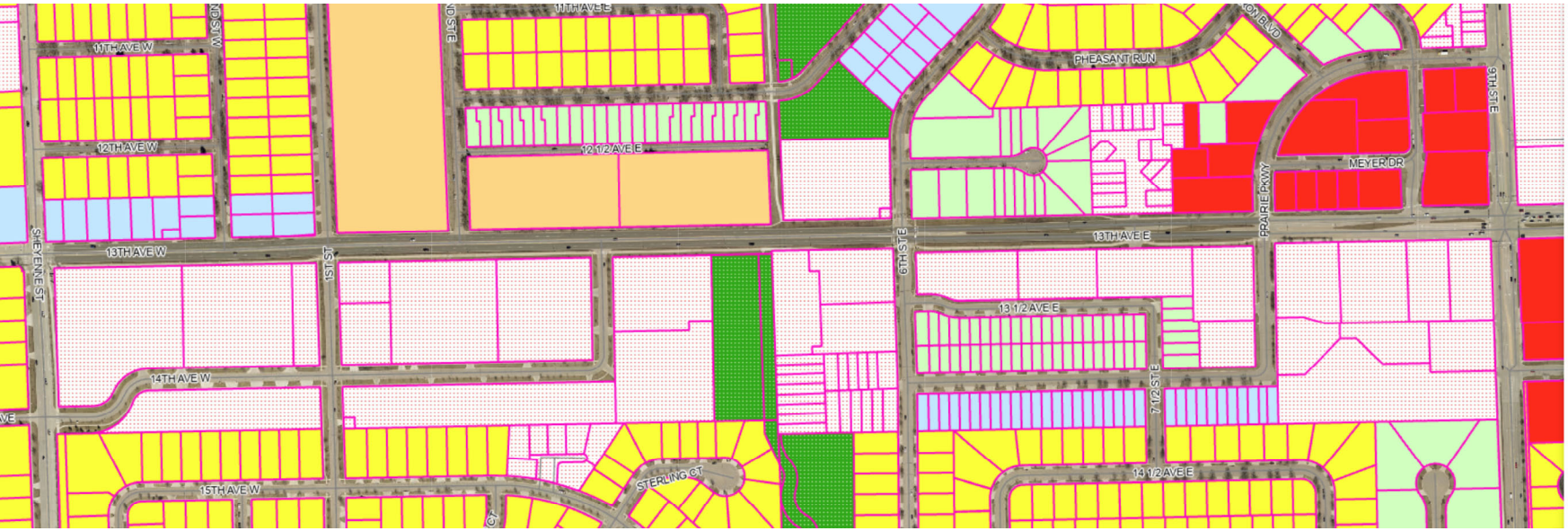
INTERSTATE BLVD S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14 1/2 AVE E
7 1/2 ST E
PHEASANT RUN
TON BLVD
MEYER DR
PRAIRIE PKWY
9TH ST E
STERLING CT
City Zoning
A: Agricultural
C: Light Commercial
C-OP: Commercial Office Park
DMU: Downtown Mixed Use
EMU: Entertainment Mixed Use
HC: Heavy Commercial
LI: Light Industrial
M: Heavy Industrial
P: Public
PUD: Planned Unit Development
R-L1A: Large Lot Single Family Dwelling
R-1A: Single Family Dwelling
R-1: One and Two Family Dwelling
R-1SM: Mixed One and Two Family Dwelling
R-2: Limited Multiple Dwelling
R-3: Multiple Dwelling
R-4: Mobile Home
R-5: Manufactured Home Subdivision
R-1E: Rural Estate
R-R: Rural Residential

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

2027 and 2030 Surface Transportation Block Grant Application

Step 1: Project Information

Project Summary:

Project Location: Construction Administration for 13th Ave Reconstruction				
Lead Jurisdiction: City of West Fargo				
Project Contact: Paul Bervik		Contact Phone: 701-991-1530		
Contact Email Address: paul.bervik@westfargond.gov				
Project Limits:	From: Sheyenne Street	To: Prairie Parkway		
Project Length:	Construction Year: 2030	AC:	☐ Y	☑ N
Funding FY:	☐ FY2027	☑ FY2030		
Funding Requested:		$1,501,300.00		
2029 STBG Funding		$10,907,772.00		
Local Matching		$13,686,601.09		
Local Non-Matching		$4,395,036.81		
Total	$30,490,709.90			
Proposed Bid Letting Date: Fall 2029				

Project Engineer's Estimate:

Please attach a detailed cost estimate for the project. Please indicate the federal funds being requested for each element and the amount of local funds of each element.

☑ An Engineer's Estimate has been attached to this application

Other Grants and Federal Funds:
Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? ☑ Yes ☐ No

Secured 2029 STBG and additional 2030 STBG is being requested

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

This application is for the construction administration of the reconstruction of 13th Avenue.

The reconstruction of 13th Avenue project (partially funded with 2029 STBG) will reconstruct existing asphalt overlaid concrete roadway and replace existing storm sewer system. The project will add pedestrian underpass crossing connecting two multi-use paths that are discontinuous across the corridor.
Non Eligible Activities include: Sanitary sewer work and increased watermain capacity.

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

The roadway was overlaid with asphalt in 2023 as a temporary fix. Existing concrete pavement under asphalt is in poor condition and needs replacement. The project will also correct storm sewer deficiencies which have accelerated pavement failure. It will also increase pedestrian safety.

System Benefit of the Project
Please explain how this project will benefit the transportation system?

Maintains a major commercial corridor through the city. Will improve bike-pedestrian crossing facilities for existing multi-use path with a pedestrian tunnel that will reduce the risk of pedestrian crashes.

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

Unknowns for storm sewer: Detention, lift station design, and pipe sizing

Step 2: Planning Conformance

Relationship to Regional Priorities:
The Metropolitan Transportation Plan – 2050 MTP – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
Safety and System Security	The pedestrian underpass will reduce bicycle and pedestrian crash risk.
Travel Efficiency and Reliability	
Walking, Biking, and Rolling	The pedestrian underpass will improve connectivity of the regional bike network.
Transit Access and Reliability	Pedestrian connectivity to an existing bus route will be improved by the pedestrian underpass.
Maintaining Transportation Infrastructure	Maintains existing commercial arterial.
Community Context and Impact Reduction	The storm sewer improvements will reduce the flooding risk for this roadway section.
Freight Network – Moving Goods	
Emerging Transportation Trends	
Transportation Decisions	Existing commercial arterial. Financially sustainable transportation investment with the original roadway section being constructed in 1980.
Connecting People and Places	Improvement to the multimodal transportation system with the pedestrian underpass and promotes multimudoal trips on a major corridor.

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

☑ Additional materials are attached that document the need for the proposed project

☑ This project in the 2050 MTP. MTP Project ID number: 3250013

☑ This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

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

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

Step 3: STBG Specific Questions

Work Activities:
Please indicate which project phases will be federally funded (check all that apply).

- [ ] Planning
- [ ] Right-of-Way Acquisition
- [ ] Preliminary Engineering
- [x] Construction Engineering
- [ ] Construction

Project Classification:
Given the project types below, please characterize the extent of the proposed project.

- [ ] Rehabilitation (mill & overlay, Concrete Crack Repair, etc)
- [ ] Bridge Repair
- [ ] Roadway Capacity Expansion
- [ ] Transit Capital Purchase
- [x] Safety Improvement
- [ ] Intelligent Transportation Systems Deployment
- [x] Reconstruction
- [ ] New Roadway
- [x] Bicycle & Pedestrian
- [ ] Transit Bus Replacement
- [ ] Congestion Management
- [ ] Other

If the project type was "Other", please describe the type of project below:

Please describe how this project is anticipated to impact congestion of the transportation system, if applicable:

Will not increase or decrease capacity across the corridor. Will improve existing pavement conditions of commercial arterial, which has a failing subgrade and a recent overlay completed to temporarily improve ride until additional funding is secured.

Please describe any Intelligent Transportation System (ITS) components of this project, if applicable. (Examples: Dynamic Messaging Signs, Coordinated Signal Control, automated speed enforcement, etc.):

Step 4: Signature

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

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 19th of January (month), 2026 (year).

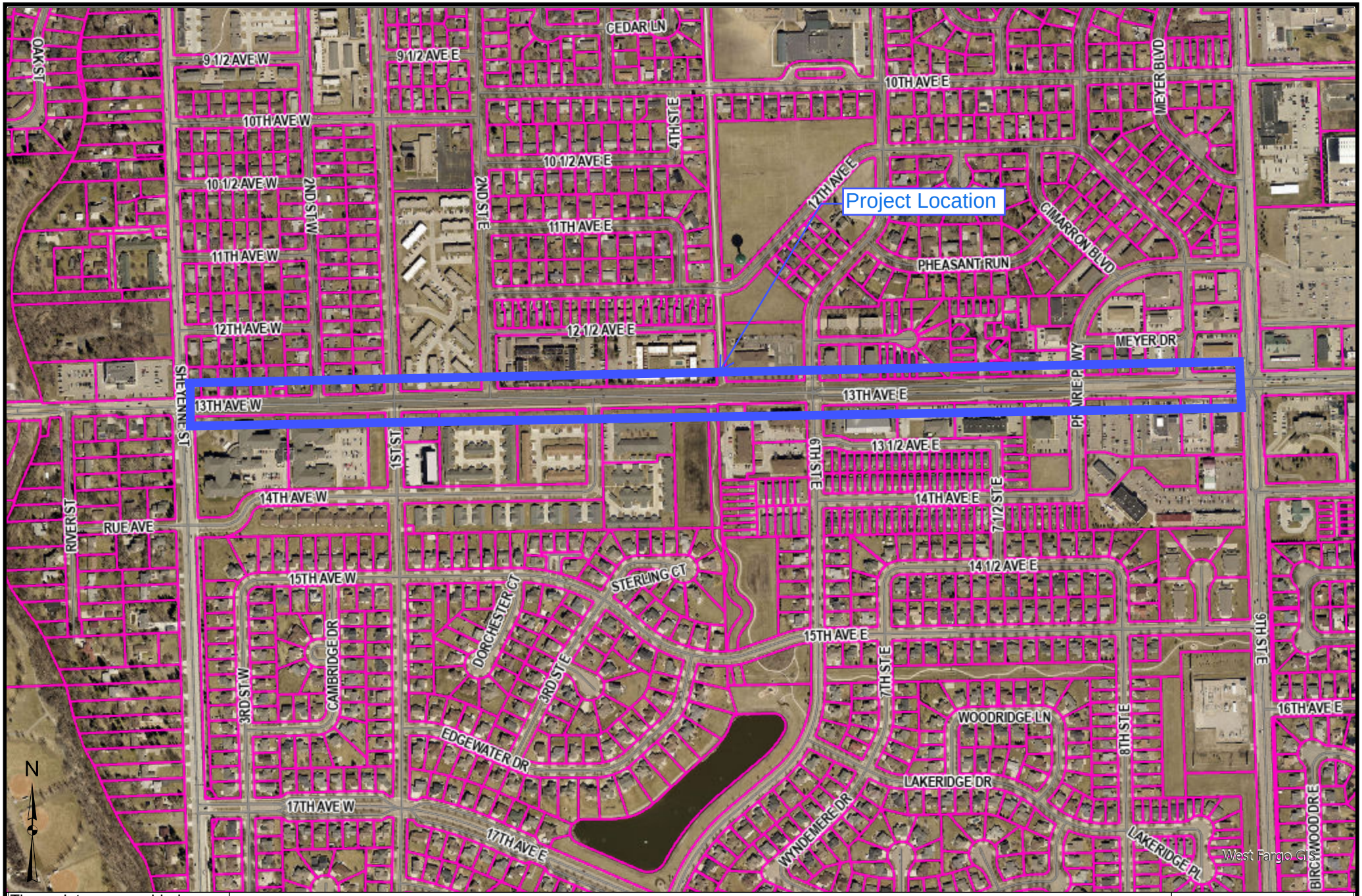
In Witness Thereof:

Bernie Dardis 1/19/26
(Mayor / Board Chair / Commission Chair) Date

Bernie Dardis
(Signature of Mayor / Board Chair / Commission Chair)

JERROLD WALLACE 1/19/26
(City / County / District Engineer) Date

Jerrold Wallace
(Signature of City / County / District Engineer)



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

13th Avenue Reconstruction - Sheyenne Street to 9th Street East

Date: 1/14/2025

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

City of WEST FARGO

IMPROVEMENT PROJECT NO. 2289
13th Ave W - Sheyenne Street to 9th Street East
WEST FARGO ND

Engineer's Opinion of Probable Cost - Updated 1-7-2026

Participating Items

Spec	Code	Description	Units	Qty	Cost/Unit	Cost
103	100	CONTRACT BOND	L SUM	1	$30,000.00	$30,000.00
202	114	REMOVAL OF PAVEMENT	SY	13689	$20.00	$273,780.00
202	129	REMOVAL OF CURB	LF	8800	$15.00	$132,000.00
203	138	COMMON EXCAVATION-SUBCUT	CY	10430	$10.00	$104,300.00
203	101	COMMON EXCAVATION-TYPE A	CY	29166	$8.00	$233,328.00
203	113	COMON EXCAVATION - WASTE	CY	36457	$10.00	$364,570.00
203	126	REMOVE AND SALVAGE TOPSOIL	SY	7733	$15.00	$116,000.00
		EROSION CONTROL	LSUM	1	$20,000.00	$20,000.00
		SEEDING	LSUM	1	$20,000.00	$20,000.00
930	200	DEWATERING	LSUM	1	$60,000.00	$60,000.00
230	300	SUBGRADE PREPARATION	SY	31289	$5.00	$156,445.00
302	321	AGGREGATE BASE COURSE CL 5	CY	11081	$65.00	$720,265.00
550	118	10IN NON-REINF CONCRETE PAVEMENT CL AE	SY	31289	$150.00	$4,693,350.00
702	100	MOBILIZIATION	L SUM	1	$300,000.00	$300,000.00
704	1000	TRAFFIC CONTROL	UNIT	10000	$3.00	$30,000.00
704	1052	TYPE III BARRICADES	EA	50	$125.00	$6,250.00
704	1060	DELINEATOR DRUMS	EA	200	$30.00	$6,000.00
704	1067	TUBULAR MARKERS	EA	200	$10.00	$2,000.00
709	100	GEOSYNTHETIC MATERIAL TYPE G	SY	31289	$5.00	$156,445.00
202	174	PIPE CONDUIT - STORM DRAIN - REMOVE	LF	4430	$30.00	$132,900.00
714	4092	PIPE CONDUIT - STORM DRAIN - 12"	LF	980	$125.00	$122,500.00
714	4131	PIPE CONDUIT - STORM DRAIN - 54"	LF	1305	$350.00	$456,750.00
714	4136	PIPE CONDUIT - STORM DRAIN - 60"	LF	2075	$450.00	$933,750.00
714	4140	PIPE CONDUIT - STORM DRAIN - 66"	LF	375	$500.00	$187,500.00
714	4145	PIPE CONDUIT - STORM DRAIN - 72"	LF	675	$550.00	$371,250.00
202	210	CONCRETE MANHOLE - REMOVE	EA	15	$1,500.00	$22,500.00
722	110	CONCRETE MANHOLE - 60"	EA	1	$7,000.00	$7,000.00
722	120	CONCRETE MANHOLE - 72"	EA	3	$10,000.00	$30,000.00
722	130	CONCRETE MANHOLE - 84"	EA	5	$13,000.00	$65,000.00
722	140	CONCRETE MANHOLE - 96"	EA	7	$20,000.00	$140,000.00
202	230	INLET - REMOVE	EA	20	$1,000.00	$20,000.00
722	3499	INLET	EA	32	$7,500.00	$240,000.00
748	100	CURB & GUTTER	LF	8800	$70.00	$616,000.00
762	1104	PVMT MK PAINTED 4IN LINE	LF	11000	$5.00	$55,000.00
210	0050	Box Culvert Excavation	EA	1	$50,000.00	$50,000.00
210	0210	Foundation Fill	CY	2400	$90.00	$216,000.00
210	0405	Foundation Preparation-Box Culvert	EA	1	$20,000.00	$20,000.00
606	1209	12ftx10ft RCB Culvert	LF	160	$3,500.00	$560,000.00
709	0151	GEOSYNTHETIC MATERIAL TYPE R1	SY	1200	$5.00	$6,000.00
202	114	REMOVAL OF CONCRETE PAVEMENT	SY	467	$20.00	$9,340.00
750	125	SIDEWALK CONCRETE 5IN	SY	934	$90.00	$84,060.00

Sum of Participating Items(2025)	**$11,770,283.00**
10% Contingency	$1,177,100.00
Inflation (10%) (to 2030)	$7,904,506.80
TOTAL of Participating Items (2030)	**$20,851,889.80**

IMPROVEMENT PROJECT NO. 2289 Page 2
13th Ave W - Sheyenne Street to 9th Street East
WEST FARGO ND

Non-Participating Items

714	4090	PIPE CONDUIT 12IN - SANITARY FORCEMAIN	LF	1000	$200.00	$200,000.00
		Pipe Bursting 8"ACP to 12" - WATERMAIN	LF	4500	$250.00	$1,125,000.00
		7×7 stranded copper-clad steel tracer wire	LF	4500	$5.00	$22,500.00
724	430	REMOVE HYDRANT	EA	7	$1,500.00	$10,500.00
202	500	ACP WATERMAIN REMOVAL	LF	848	$75.00	$63,600.00
724	400	HYDRANT-INSTALL 6IN	EA	7	$7,000.00	$49,000.00
724	300	GATE VALVE & BOX 6IN	EA	7	$2,500.00	$17,500.00
724	270	REMOVE GATE VALVE & BOX	EA	18	$1,000.00	$18,000.00
724	314	GATE VALVE & BOX 12IN	EA	18	$6,000.00	$108,000.00
		Remove Existing Watermain Fittings	EA	28	$1,000.00	$28,000.00
724	210	FITTINGS-DUCTILE IRON	LBS	9720	$35.00	$340,200.00

Sum of Non-Participating Items (2025)	**$1,982,300.00**
10% Contingency	$198,300.00
Inflation (10%) (to 2030)	$1,331,278.11
TOTAL of Non-Participating Items (2030)	**$3,511,878.11**

Non-Construction Cost Breakdown

Total Construction Cost	**$24,363,767.91**
Engineering, Legal, Admin	$4,872,753.59
Right-Of-Way Acquisition	$36,000.00
Bonding	$974,550.72
City Oversight	$243,637.68
Total Project Cost	**$30,490,709.90**

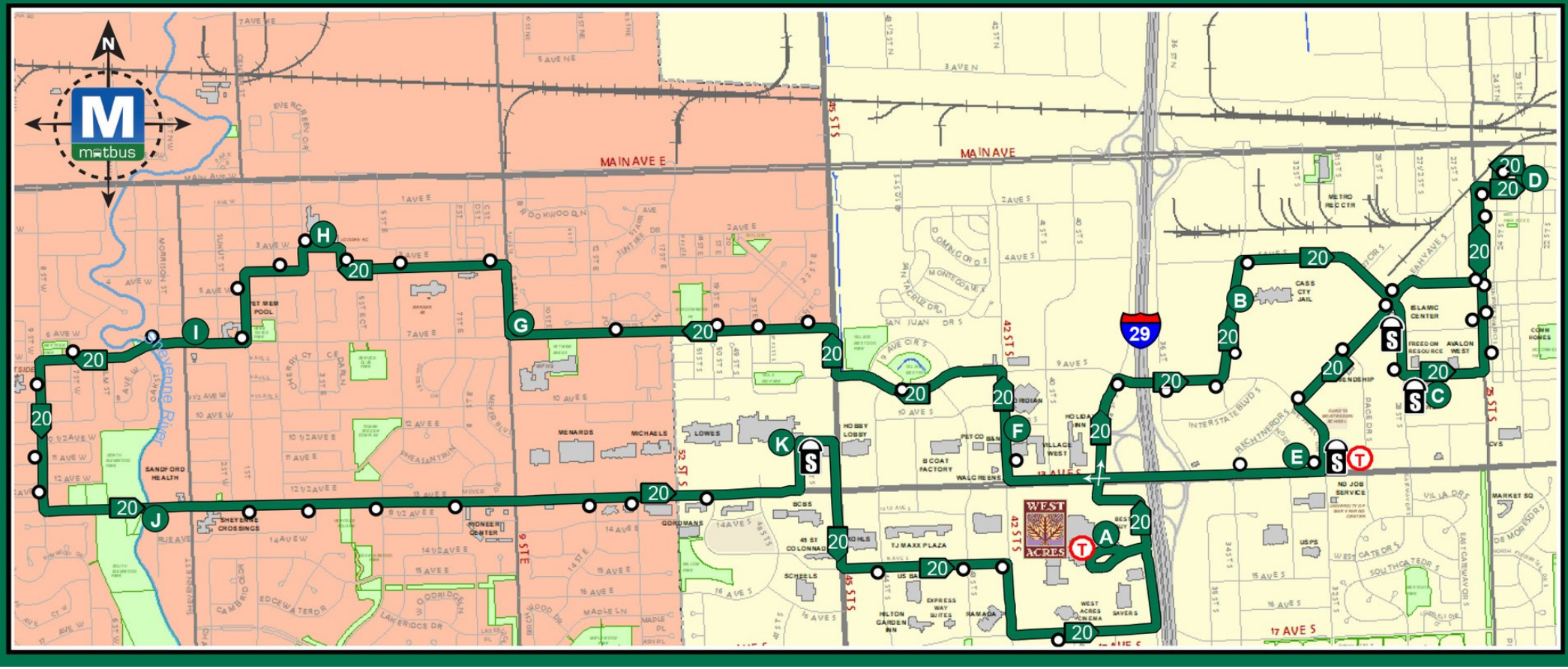
Federal Eligibility

Total Eligible Construction Costs	**$20,851,889.80**
Total Eligible Non-Construction Costs	**$5,243,783.29**
Non-Eligible Construction Costs	**$3,511,878.11**
Non-Eligible Non-Construction Costs	**$883,158.70**
Federally Eligible Construction Costs	**$16,681,500.00**
Eligible Local Matching Construction Costs	**$4,170,389.80**
Federally Eligible Non-Construction Costs	**$4,195,000.00**
Eligible Local Matching Non-Construction Costs	**$1,048,783.29**
Non-Eligible Construction Costs	**$3,511,878.11**
Non-Eligible Non-Construction Costs	**$883,158.70**

Funding Breakdown

2029 STBG Funding	**$10,907,772.00**
Requested 2030 STBG Construction Funding	**$5,773,728.00**
Requested 2030 STBG Project Development Funding	**$4,195,000.00**
Local Matching	**$5,219,173.09**
Local Non-Matching	**$4,395,036.81**

Route 20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CASS CITY JAIL
ISLAMIC CENTER
FREEDOM RESOURCE
AVALON WEST
FRIENDSHIP
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TJ MAXX PLAZA
45TH COLONNADE
SCHEELS
OHLS
GOODMANS
PIONEER CENTER
SHEYENNE CROSSINGS
SANFORD HEALTH
METRO RECCTR
MONTECITO AVE
SAN JUAN DR S
CAMBRIDGE DR
EDGEWATER DR
LAKERIDGE DR
MAPLE LN
ASHLEY DR
HILTON GARDEN INN
EXPRESS WAY SUITES
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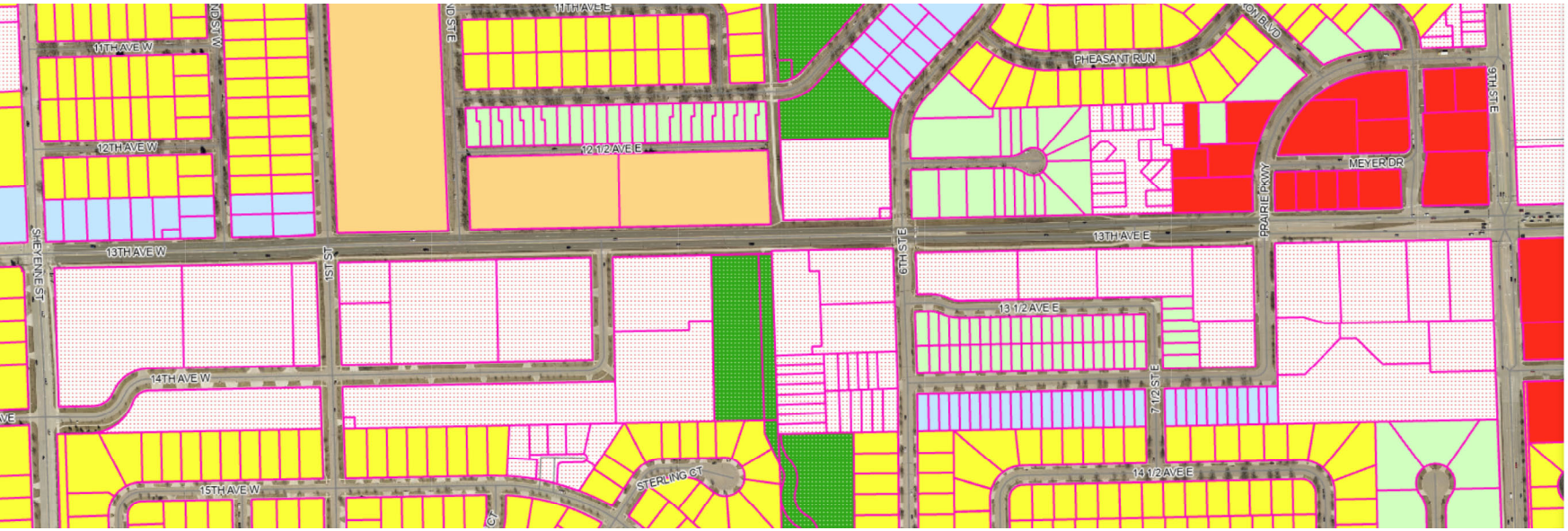
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City Zoning
A: Agricultural
C: Light Commercial
C-OP: Commercial Office Park
DMU: Downtown Mixed Use
EMU: Entertainment Mixed Use
HC: Heavy Commercial
LI: Light Industrial
M: Heavy Industrial
P: Public
PUD: Planned Unit Development
R-L1A: Large Lot Single Family Dwelling
R-1A: Single Family Dwelling
R-1: One and Two Family Dwelling
R-1SM: Mixed One and Two Family Dwelling
R-2: Limited Multiple Dwelling
R-3: Multiple Dwelling
R-4: Mobile Home
R-5: Manufactured Home Subdivision
R-1E: Rural Estate
R-R: Rural Residential

METROCOG Fargo-Moorhead Metropolitan Council of Governments

Case Plaza Suite 232 | 1 - 2nd Street North
Fargo, North Dakota 58102-4807
p: 701.532.5100| f: 701.232.5043
e: metrocog@fmmetrocog.org
www.fmmetrocog.org

2027 and 2030 Surface Transportation Block Grant Application

Step 1: Project Information

Project Summary:

Project Location: 17th Avenue S - from 25th Street to 38th Street				
Lead Jurisdiction: Fargo				
Project Contact: Jeremy Gorden		Contact Phone: 241-1545		
Contact Email Address: jgorden@fargond.gov				
Project Limits:	From: 25th Street	To: 38th Street		
Project Length:	Construction Year: 2030	AC:	☐ Y	☑ N
Funding FY:	☐ FY2027	☑ FY2030		
Funding Requested:		13,780,379		
Local Matching		3,247,149		
Local Non-Matching		3,603,041		
Sub Total		20,630,570		
Total	20,630,570			
Proposed Bid Letting Date: November 2029				

Project Engineer's Estimate:

Please attach a detailed cost estimate for the project. Please indicate the federal funds being requested for each element and the amount of local funds of each element.

☑ An Engineer's Estimate has been attached to this application

Other Grants and Federal Funds:
Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? ☐ Yes ☑ No

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

Proposed project will include a full reconstruction of 17th Ave S from 25th Street to the west approach of 38th Street (minus the portion from 35th Street to I-29). We tentatively plan on two mini roundabouts at 32nd Street and 34th Street, and the installation of a traffic signal at 38th Street. The current roadway section is a mix of a 2 and 3-lane section and will be replaced with the same, but to a concrete section. There are currently sidewalks on both sides, but we'll plan on reconstructing one to a shared use path. The existing street lighting is old and will be replaced. Water and sewer lines will be replaced and the existing storm sewer will be rehabbed.

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

The roadway is in disrepair, the street department spends time and money overlaying the existing paving to limp it along, and the traffic operations at the three 4-way stop intersections are very poor at the PM peak hour.

System Benefit of the Project
Please explain how this project will benefit the transportation system?

Both the 2024 LRTP and the 17th Ave S Corridor Study identified this stretch of 17th Ave S to begin operating in the LOS D category moving forward. This roadway is a great connector between each side of I-29. The new shared use path will provide bicyclists a great crosstown connector on a narrower, lower volume collector versus on a busy multilane arterial roadway.

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

It's a fairly straighforward project, but there is a petroleum line running parallel to 17th Ave S west of I-29 and it crosses underneath the roadway near 38th Street. Close collaboration will be necessary with the pipeline company for this project to be a success.

Step 2: Planning Conformance

Relationship to Regional Priorities:
The Metropolitan Transportation Plan – 2050 MTP – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
Safety and System Security	
Travel Efficiency and Reliability	Removing the three 4-way stop controlled intersections and replacing with two mini roundabouts and a signal will increase this area.
Walking, Biking, and Rolling	Adding a shared use path will greatly assist the bicycle users on the corridor.
Transit Access and Reliability	This is a transit route and better efficiency will aid their on-time arrival.
Maintaining Transportation Infrastructure	Replacing existing infrastructure that has reached the end of its life is appropriate use of these funds.
Community Context and Impact Reduction	
Freight Network – Moving Goods	
Emerging Transportation Trends	Not as emerging as they once were, but the two mini roundabouts should improve travel and safety along the corridor
Transportation Decisions	
Connecting People and Places	

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

☐ Additional materials are attached that document the need for the proposed project

☑ This project in the 2050 MTP. MTP Project ID number: _____

☑ This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

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

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

Step 3: STBG Specific Questions

Work Activities:
Please indicate which project phases will be federally funded (check all that apply).

- [ ] Planning
- [ ] Right-of-Way Acquisition
- [ ] Preliminary Engineering
- [ ] Construction Engineering
- [x] Construction

Project Classification:
Given the project types below, please characterize the extent of the proposed project.

- [ ] Rehabilitation (mill & overlay, Concrete Crack Repair, etc)
- [ ] Bridge Repair
- [ ] Roadway Capacity Expansion
- [ ] Transit Capital Purchase
- [ ] Safety Improvement
- [ ] Intelligent Transportation Systems Deployment
- [x] Reconstruction
- [ ] New Roadway
- [x] Bicycle & Pedestrian
- [ ] Transit Bus Replacement
- [ ] Congestion Management
- [ ] Other

If the project type was "Other", please describe the type of project below:

Please describe how this project is anticipated to impact congestion of the transportation system, if applicable:

There should be reduced congestion along this stretch of roadway as we replace three poorly operating 4-way stop controlled intersections with mini roundabouts and a traffic signal.

Please describe any Intelligent Transportation System (ITS) components of this project, if applicable. (Examples: Dynamic Messaging Signs, Coordinated Signal Control, automated speed enforcement, etc.):

Step 4: Signature

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

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 5th of December (month), 2025 (year).

In Witness Thereof:

Dr. Timothy J. Mahoney 12-5-2025

(Mayor / Board Chair / Commission Chair) Date

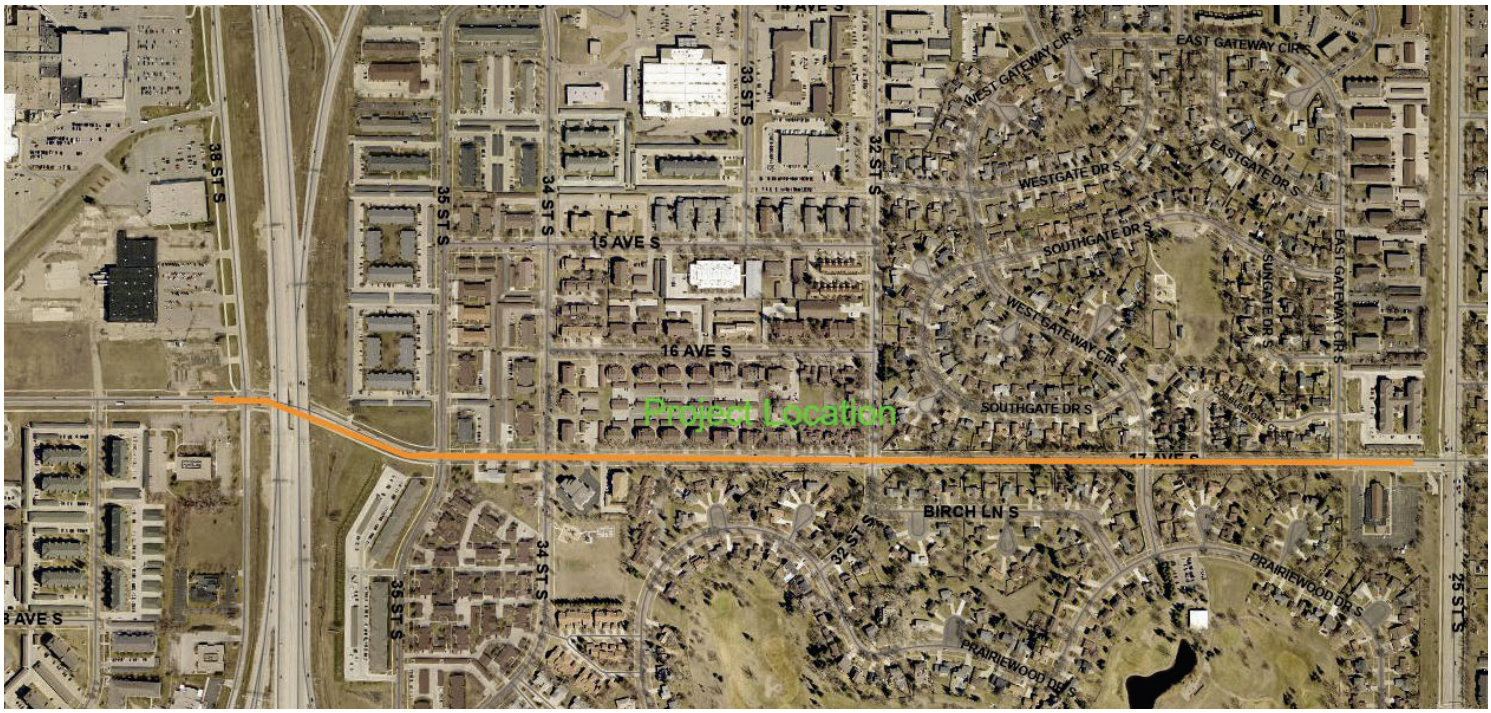
(Signature of Mayor / Board Chair / Commission Chair)

Tom Knakmuhs 12-5-2025

(City / County / District Engineer) Date

(Signature of City / County / District Engineer)

Project Location Map – 17th Avenue S – 25th Street to 38th Street



Engineer's Opinion of Cost
17th Ave S - 25th St to 38th St
12-5-2025

Spec	Code	Item Description	Unit	Quantity	Unit Cost	2023 costs Total Cost		2030 costs
		CONTRACT BOND	L SUM	0.7	$ 50,000.00	$ 35,000.00		$ 59,983.85
		REMOVAL OF PAVEMENT	SY	22,100.00	$ 22.00	$ 486,200.00		$ 833,261.36
		REMOVAL OF PIPE ALL TYPES AND SIZES	LF	0.00	$ 30.00	$ -		$ -
		REMOVAL OF MANHOLES	EA	0	$ 2,500.00	$ -		$ -
		REMOVAL OF INLETS	EA	12	$ 750.00	$ 9,000.00		$ 15,424.42
		COMMON EXCAVATION-TYPE A	CY	4,000.00	$ 20.00	$ 80,000.00		$ 137,105.94
		TOPSOIL	CY	2,000.00	$ 40.00	$ 80,000.00		$ 137,105.94
		WATER	M GAL	500	$ 18.00	$ 9,000.00		$ 15,424.42
		SEEDING CLASS III	ACRE	4	$ 7,500.00	$ 30,000.00		$ 51,414.73
		HYDRAULIC MULCH	ACRE	4	$ 7,500.00	$ 30,000.00		$ 51,414.73
		SALVAGED BASE COURSE	SY	22,100.00	$ 40.00	$ 884,000.00		$ 1,515,020.65
		10IN NON-REINF CONCRETE PVMT CL AE-DOWELED	SY	22,100.00	$ 110.00	$ 2,431,000.00		$ 4,166,306.80
		Roundabout - mini	L SUM	2.00	$ 750,000.00	$ 1,500,000.00		$ 2,570,736.40
		RAILING	LF	0.00	$ 150.00	$ -		$ -
		MOBILIZATION	L SUM	0.7	$ 250,000.00	$ 175,000.00		$ 299,919.25
		TRAFFIC CONTROL	L SUM	1.00	$ 100,000.00	$ 100,000.00		$ 171,382.43
		TEMPORARY CURB RAMP	EA	10	$ 1,000.00	$ 10,000.00		$ 17,138.24
		GEOSYNTHETIC MATERIAL TYPE G	SY	22,100.00	$ 4.00	$ 88,400.00		$ 151,502.07
		UNDERDRAIN PIPE PVC PERFORATED 4IN	LF	9150	$ 14.00	$ 128,100.00		$ 219,540.89
		MANHOLE 48IN	EA	0	$ 8,000.00	$ -		$ -
		MANHOLE 72IN	EA	0	$ 15,000.00	$ -		$ -
		MANHOLE 96IN	EA	0	$ 30,000.00	$ -		$ -
		INLET-TYPE 2	EA	6	$ 6,500.00	$ 39,000.00		$ 66,839.15
		INLET-TYPE 2 DOUBLE	EA	6	$ 9,500.00	$ 57,000.00		$ 97,687.98
		CURB & GUTTER-TYPE I	LF	9,150.00	$ 32.00	$ 292,800.00		$ 501,807.75
		SIDEWALK CONCRETE REINF	SY	7,500.00	$ 65.00	$ 487,500.00		$ 835,489.33
		DRIVEWAY CONCRETE 6IN REINFORCED	SY	1,000.00	$ 95.00	$ 95,000.00		$ 162,813.31
		DETECTABLE WARNING PANELS	SF	500	$ 75.00	$ 37,500.00		$ 64,268.41
		Signing	L SUM	1	$ 30,000.00	$ 30,000.00		$ 51,414.73
		Pavement Markings	L SUM	1	$ 300,000.00	$ 300,000.00		$ 514,147.28
		INTERIM TRAFFIC SIGNALS	EA	0	$ 50,000.00	$ -		$ -
		REMOVE TRAFFIC SIGNAL SYSTEM	EA	0	$ 10,000.00	$ -		$ -
		TRAFFIC SIGNAL SYSTEM	EA	1	$ 450,000.00	$ 450,000.00		$ 771,220.92
		Signal Fiber	L SUM	0	$ 100,000.00	$ -		$ -
		Street Lighting	L SUM	1	$ 400,000.00	$ 400,000.00		$ 685,529.71
		Retaining Wall Repair	L SUM	0	$ 250,000.00	$ -		$ -
		AUTUMN BLAZE MAPLE	EA	30	$ 500.00	$ 15,000.00		$ 25,707.36
		PIPE CONC REINF 12IN CL II-STORM DRAIN	LF	0	$ 200.00	$ -		$ -
		PIPE CONC REINF 15IN CL III-STORM DRAIN	LF	0.00	$ 210.00	$ -		$ -
		PIPE CONC REINF 18IN CL III-STORM DRAIN	LF	0	$ 165.00	$ -		$ -
		PIPE CONC REINF 24IN CL III-STORM DRAIN	LF	0	$ 250.00	$ -		$ -
		PIPE CONC REINF 27IN CL III-STORM DRAIN	LF	0	$ 275.00	$ -		$ -
		PIPE CONC REINF 30IN CL III-STORM DRAIN	LF	0	$ 300.00	$ -		$ -
		PIPE CONC REINF 36IN CL III-STORM DRAIN	LF	0	$ 350.00	$ -		$ -
		PIPE CONC REINF 48IN CL III-STORM DRAIN	LF	0	$ 500.00	$ -		$ -
		PIPE CONC REINF 54IN CL III-STORM DRAIN	LF	0	$ 750.00	$ -		$ -
						$ 8,279,500.00	**Total Fed Participating**	**$ 14,189,608.03**
						$ 1,655,900.00	**20%** Contingency	**$ 2,837,921.61**
						$ 9,935,400.00	**Total**	**$ 17,027,529.64**

Water and Sanitary Sewer - Non-Federal Aid Eligible

						Totals		
		CONTRACT BOND	L SUM	0.3	$ 50,000.00	$ 15,000.00		$ 25,707.36
		REMOVAL OF PIPE ALL TYPES AND SIZES	LF	4,610.00	$ 20.00	$ 92,200.00		$ 158,014.60
		REMOVAL OF MANHOLES	EA	0	$ 2,000.00	$ -		$ -
		MOBILIZATION	L SUM	0.3	$ 250,000.00	$ 75,000.00		$ 128,536.82
		MANHOLE SANITARY	EA	0	$ 7,500.00	$ -		$ -
		REMOVE GATE VALVE & BOX	EA	13	$ 500.00	$ 6,500.00		$ 11,139.86
		GATE VALVE & BOX 6IN	EA	0	$ 3,300.00	$ -		$ -
		GATE VALVE & BOX 8IN	EA	0	$ 4,800.00	$ -		$ -
		GATE VALVE & BOX 10IN	EA	5	$ 7,500.00	$ 37,500.00		$ 64,268.41
		GATE VALVE & BOX 16IN	EA	0	$ 17,200.00	$ -		$ -
		GATE VALVE & BOX 24IN	EA	0	$ 75,000.00	$ -		$ -
		HYDRANT-INSTALL 5IN	EA	12	$ 7,500.00	$ 90,000.00		$ 154,244.18
		REMOVE HYDRANT	EA	12	$ 2,000.00	$ 24,000.00		$ 41,131.78
		WATER SERVICE LINE 1IN	LF	500.00	$ 75.00	$ 37,500.00		$ 64,268.41
		TEMPORARY WATER SERVICE	L SUM	1	$ 25,000.00	$ 25,000.00		$ 42,845.61
		WATERMAIN 6IN PVC	LF	0	$ 150.00	$ -		$ -
		WATERMAIN 8IN PVC	LF	0.00	$ 200.00	$ -		$ -
		WATERMAIN 10IN PVC	LF	4610	$ 225.00	$ 1,037,250.00		$ 1,777,664.22
		WATERMAIN 16IN PVC	LF	0	$ 250.00	$ -		$ -
		24IN WATERMAIN	LF	0.00	$ 300.00	$ -		$ -
		CURB STOP & BOX 1IN	EA	25	$ 2,000.00	$ 50,000.00		$ 85,691.21
		CONNECT TO EXISTING MAIN	EA	11	$ 2,000.00	$ 22,000.00		$ 37,704.13
		12IN SANITARY SEWER PIPE	LF	0.00	$ 225.00	$ -		$ -
		15IN SANITARY SEWER PIPE	LF	0.00	$ 250.00	$ -		$ -
		18IN SANITARY SEWER PIPE	LF	0.00	$ 300.00	$ -		$ -
		36IN SANITARY SEWER PIPE	LF	0.00	$ 400.00	$ -		$ -
		6IN SEWER SERVICE PIPE	LF	0	$ 150.00	$ -		$ -
		FITTING-DUCTILE IRON	LBS	20000	$ 12.00	$ 240,000.00		$ 411,317.82
						$ 1,751,950.00	**Non Participating**	**$ 3,002,534.43**
						$ 350,390.00	**20%** Contingency	**$ 600,506.89**
						$ 2,102,340.00	**Total**	**$ 3,603,041.31**
						$ 12,037,740.00	**Grand Total**	**$ 20,630,570.95**

Fed Aid Eligible (includes pipe conduit $, not concrete pipe $)	**$ 9,935,400.00**			**$ 17,027,529.64**
	$ 8,040,719.22	**Federal**	0.8093	**$ 13,780,379.74**
	$ -	**State**	0	**$ -**
	$ 1,894,680.78	**City**	0.1907	**$ 3,247,149.90**
	$ 2,102,340.00	**NP**		**$ 3,603,041.31**

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2027 and 2030 Surface Transportation Block Grant Application

Step 1: Project Information

Project Summary:

Project Location: 34th Street South				
Lead Jurisdiction: City of Moorhead				
Project Contact: Tom Trowbridge		Contact Phone: 218-299-5395		
Contact Email Address: tom.trowbridge@moorheadmn.gov				
Project Limits:	From: 12th Avenue S	To: 24th Avenue S		
Project Length:	Construction Year: 2030	AC:	☐ Y	☑ N
Funding FY:	☐ FY2027	☑ FY2030		
Funding Requested:		1,171,980		
Local Matching		292,995		
Local Non-Matching		4,135,025		
Sub Total		5,600,000		
Total	5,600,000			
Proposed Bid Letting Date: February 2030				

Project Engineer's Estimate:

Please attach a detailed cost estimate for the project. Please indicate the federal funds being requested for each element and the amount of local funds of each element.

☑ An Engineer's Estimate has been attached to this application

Other Grants and Federal Funds:
Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? ☑ Yes ☐ No

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

The City will replace the existing bituminous pavement on 34th St from about 150 feet north of 12th Ave S to 500 feet north of 24th Ave S. At 12th Ave S, the northbound and southbound left turn lanes will be reconstructed to eliminate the negative offset. The existing bituminous shared-use path will be removed and replaced with a 10-foot concrete shared-use path.

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

The road was initially constructed in three separate phases between 1996 and 2002.
The bituminous pavement has reached the end of its useful life and should be replaced with concrete pavement which will perform better given the high AADT and HCADT volumes. This is the last remaining segment of 34th St between TH 10 and I-94 that is still bituminous. The shared-use path also has reached the end of its useful life, and the ped ramps need to be replaced to be brought to current standards.

System Benefit of the Project
Please explain how this project will benefit the transportation system?

This segment of 34th St carries between 14,285 and 16,259 vehicles per day and is functionally classified as a minor arterial roadway. The project will improve safety by eliminating the negative offset to the left turn lanes at 12th Ave S. the project will also aid pedestrians by replacing the shared-use path and upgrading the pedestrian curb ramps.

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

There are no anticipated challenges to completing the project as proposed.

Step 2: Planning Conformance

Relationship to Regional Priorities:
The Metropolitan Transportation Plan – 2050 MTP – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
Safety and System Security	Removing the negatively offset left turn lanes at 12th Ave S will improve safety
Travel Efficiency and Reliability	
Walking, Biking, and Rolling	The shared-use path has reached the end of its useful life and will be replaced. Ped ramps will be upgraded to current standards.
Transit Access and Reliability	
Maintaining Transportation Infrastructure	The existing bituminous pavement will be replaced with concrete which will last much longer.
Community Context and Impact Reduction	
Freight Network – Moving Goods	This corridor carries a high HCADT volume between I-94 and TH 10.
Emerging Transportation Trends	
Transportation Decisions	
Connecting People and Places	34th St is a minor arterial connecting the Eastten & I-94 commercial areas and is the primary access to the Horizon Middle/Elementary schools.

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

☐ Additional materials are attached that document the need for the proposed project

☑ This project in the 2050 MTP. MTP Project ID number: 244

☑ This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

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

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

Step 3: STBG Specific Questions

Work Activities:
Please indicate which project phases will be federally funded (check all that apply).

- [ ] Planning
- [ ] Right-of-Way Acquisition
- [ ] Preliminary Engineering
- [ ] Construction Engineering
- [x] Construction

Project Classification:
Given the project types below, please characterize the extent of the proposed project.

- [ ] Rehabilitation (mill & overlay, Concrete Crack Repair, etc)
- [ ] Bridge Repair
- [ ] Roadway Capacity Expansion
- [ ] Transit Capital Purchase
- [x] Safety Improvement
- [ ] Intelligent Transportation Systems Deployment
- [x] Reconstruction
- [ ] New Roadway
- [x] Bicycle & Pedestrian
- [ ] Transit Bus Replacement
- [ ] Congestion Management
- [ ] Other

If the project type was "Other", please describe the type of project below:

N/A

Please describe how this project is anticipated to impact congestion of the transportation system, if applicable:

N/A

Please describe any Intelligent Transportation System (ITS) components of this project, if applicable. (Examples: Dynamic Messaging Signs, Coordinated Signal Control, automated speed enforcement, etc.):

N/A

Step 4: Signature

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

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 16th of January (month), 2026 (year).

In Witness Thereof:

_____
(Mayor / Board Chair / Commission Chair) Date

_____
(Signature of Mayor / Board Chair / Commission Chair)

Tom Trowbridge 1-16-26
(City / County / District Engineer) Date

Tom Trowbridge
(Signature of City / County / District Engineer)

RESOLUTION 2025-1124-G

Resolution to Authorize Submission of FHWA Grant Applications

WHEREAS, throughout the year staff identifies and/or receives notices of various grant opportunities; and

WHEREAS, staff evaluates each opportunity relative to strategic initiatives, proposed and planned projects, eligibility, and required matching funds; and

WHEREAS, staff recommends that the City Council authorize grant applications for the projects identified below.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Moorhead, Minnesota that the grant applications, as substantially described below, are hereby authorized

BE IT FURTHER RESOLVED that the Mayor and City Manager are authorized to execute documents supporting each application.

- Project: 34th St from 12th to 24th Ave S
  - Description: Reconstruct the remaining bituminous pavement on 34th St to a concrete pavement and reconstruct the existing shared-use path
  - Project Schedule: 2029-2030
  - Total Project Cost: $5,600,000
  - Grant Agency: FHWA
  - Grant Source: Federal
  - Grant Program: FY2030 Surface Transportation Block Grant (formula funds)
    - STBG Grant Amount: $1,115,000
    - STBG Required Local Match: $278,750
  - Grant Program: FY2030 Transportation Alternatives (formula funds)
    - TA Grant Amount: $450,000
    - TA Required Local Match: $112,500
  - Additional Local Funds: $3,643,750
  - Source of Local Match: Street Capital Improvement Plan

- Project: Village Green Boulevard Shared Use Path from 20th St to SE Main Ave
  - Description: Reconstruct the existing shared-use path
  - Project Schedule: 2027-2029
  - Grant Agency: FHWA
  - Grant Program: FY2027-2029 Carbon Reduction Program (formula funds)
  - Grant Source: Federal
  - CRP Grant Amount: $324,000 ($108,000 per year for 3 years)
  - CRP Required Local Match: $81,000 ($27,000 per year for 3 years)
  - Source of Local Match: Municipal State Aid Street Construction Account

PASSED: November 24, 2025 by the City Council of the City of Moorhead.

APPROVED BY:

MICHELLE (SHELLY) A. CARLSON, Mayor

ATTEST:

CHRISTINA RUST, City Clerk

MOORHEAD
MINNESOTA

LEGEND

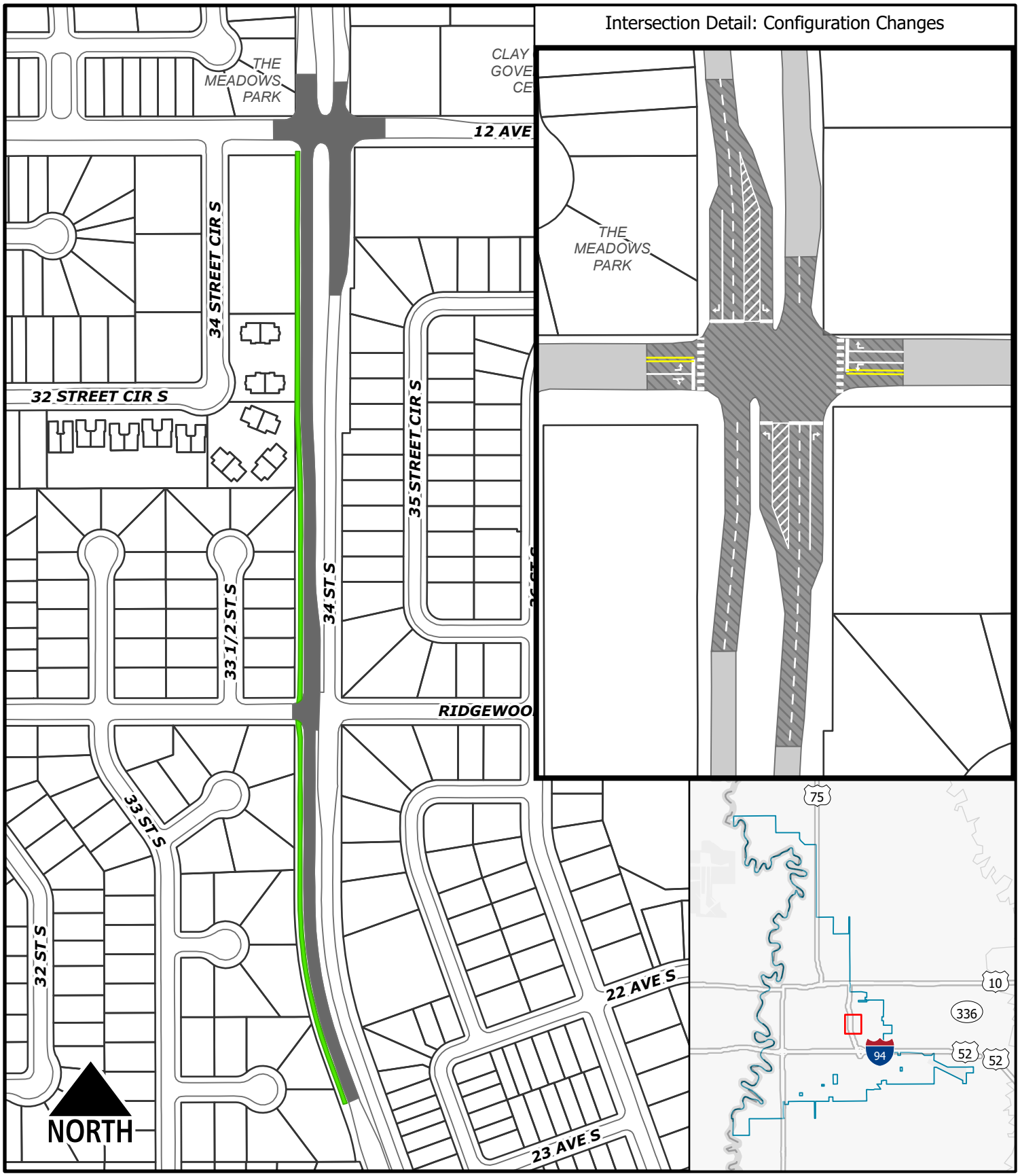
REPLACE WITH CONCRETE

ASPHALT

SHARED USE PATH

PROJECT LOCATION MAP

34th Street South
From 12th Ave S to 22nd Ave S
CITY OF MOORHEAD, MN



PLOTTED: 1/15/2026

METROCOG Fargo-Moorhead Metropolitan Council of Governments

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To: Transportation Technical Committee (TTC)
From: Adam Altenburg, AICP
Date: February 6, 2026
Re: **North Dakota Carbon Reduction Program (CRP) Projects**

The Carbon Reduction Program (CRP) is a federal initiative established by the Infrastructure Investment and Jobs Act (IIJA), providing federal funding over five years (FY22 to FY26) to states and MPOs for projects reducing transportation-related emissions.

With a new surface transportation reauthorization act expected later in 2026, Metro COG did not actively solicit projects for future CRP funding. However, due to changes in project priorities in the Transportation Improvement Program (TIP), additional FY26 CRP funding was available for North Dakota jurisdictions:

CRP	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year
	2026	2027	2028	2029	2030
North Dakota	$308,665				

Metro COG asked members of its Prioritization Committee to recommend projects that could utilize remaining CRP funding for FY26. The following list of projects is the unanimous recommendation of the Prioritization Committee from its meeting on February 5, 2026.

North Dakota CRP FY26

- City of West Fargo: Construction of Rectangular Rapid Flashing Beacons (RRFB) and pedestrian refuge island on 32nd Avenue W west of 5th Street W
  - Funds Requested: $184,448
- Cass County: Reconstruction of shared use path along Cass Highway 81/University Drive S between 54th and 88th Avenue S
  - Additional Funds Requested: $124,217

Requested Action: Recommend Policy Board approval of projects to be funded by North Dakota Carbon Reduction Program (CRP) funding in FY26.

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To: Transportation Technical Committee (TTC)
From: Adam Altenburg, AICP
Date: February 6, 2026
Re: **Solicitation of North Dakota and Minnesota Transportation Alternatives (TA) Projects**

The Transportation Alternatives (TA) program provides federal funding dedicated to smaller-scale transportation projects that expand travel options and enhance community livability. TA funds support bicycle and pedestrian infrastructure, Safe Routes to School projects, recreational trails, accessibility improvements, and streetscape enhancements that promote active transportation and reduce reliance on motor vehicles. The purpose of TA is to create safe, accessible, and connected networks that improve mobility, public health, and quality of life.

TA solicitations are conducted by states or MPOs and invite local governments, school districts, and other eligible sponsors to compete for funding. Solicitations include guidance on eligibility, design requirements, cost participation, and prioritization criteria such as safety outcomes, connectivity to existing networks, community support, project readiness, and contributions to regional multimodal goals.

Metro COG opened solicitations for North Dakota and Minnesota TA program applications on November 28, 2025, with funding available in FY30. Applications were due Friday, December 26, 2025. In addition to its grant solicitation process, NDDOT informed Metro COG that it would be redistributing an unused apportionment from the TIFIA program, providing Metro COG with obligation authority for FY26. TA funding for North Dakota and Minnesota is shown below:

STBG	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year
	2026	2027	2028	2029	2030
North Dakota	$119,751				$890,000
Minnesota					$450,000

***TIFIA Redistributed TA**

The following list of projects is the unanimous recommendation of the Bicycle and Pedestrian Committee from its meeting on January 7, 2026 for FY30, and unanimous recommendation of the Prioritization Committee from its meeting on February 5, 2026 for FY26.

North Dakota TA FY26

- City of Fargo: Construction of shared use paths along Drain 27 and Deer Creek (currently programmed for FY28 and FY29)
    - Funds Requested: $119,751

North Dakota TA FY30 – Listed by Priority

- City of West Fargo: Construction of Rectangular Rapid Flashing Beacons (RRFB) and pedestrian refuge island on 32nd Avenue W west of 5th Street W
    - REMOVED FROM CONSIDERATION – PROJECT RECOMMEND FOR FY26 CRP FUNDING
- City of Fargo: Construction of shared use path along 13th Avenue between 34th and 38th Street S
    - Funds Requested: $741,806
- City of Fargo: Construction of low-level crossing over Drain 53 between 27th and 31st Street S
    - Funds Requested: $937,420

Minnesota TA FY30

- City of Moorhead: Reconstruction of 34th Street from 12th to 24th Avenue S, including reconstruction of existing shared use path.
    - Funds Requested: $450,000

Requested Action: Recommend Policy Board approval of projects to be funded by North Dakota Transportation Alternatives (ND TA) and Minnesota Transportation Alternatives (MN TA) program funding in FY26 and FY30.

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2030 Transportation Alternatives Application

Step 1: Project Information

Project Summary:

Name of Project: RRFB and Pedestrian Refuge Island	
Project Location: 5th Street West and 32nd Avenue West	
Project Length (Feet): 104 feet	
Lead Jurisdiction: City of West Fargo	Local Match Provided by: City of West Fargo
Post-Construction Owner of the Project: City of West Fargo	
Right of Way Provided by: City of West Fargo	Maintenance Provided by: City of West Fargo
Project Contact: Paul Bervik	Contact Phone: 701-991-1530
Contact Email Address: paul.bervik@westfargond.gov	
Anticipated Bid Letting Date: Fall 2029	Anticipated Project Completion Date: Summer 2030
State: ☑ North Dakota	☐ Minnesota
Would you like to use these funds for Advanced Construction (AC)?	☐ Yes, this project is requesting to use AC in the year specified on the follow page

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

Funding Source	Funding Amount
2030 TA Funds	$270,080
2030 Local Matching Funds	$67,520
2030 Local Non-Matching Funds	
2030 Subtotal:	$337,600.00
Total Project Cost:	$337,600.00

Other Grants and Federal Funds:
Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? ☐ Yes ☑ No

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

The Eastbound left turn lane would be closed at 5th Street West. Allowing the installation of a median refuge and installation of a rectangular rapid flashing beacon (RRFB). See attached map.

Research has shown adding a median refuge can reduce pedestrian crashes by 46%.

Research has also shown that installation of a RRFB can reduce pedestrian crashes by 47%.

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

West Fargo has been getting requests to improve the safety of this intersection from the police department. WFPD has seen several pedestrian/vehicle crashes in the vicinity of this project. This project is important to fund to increase the safety of the large pedestrian movements (500+/hour) that were not foreseen at the initial design of this roadway section.

System Benefit of the Project
Please explain how this project will benefit the transportation system?

This will allow a safer route for pedestrians at 5th St W crossing 32nd Ave. This improvement could also reduce congestion for pedestrians at Sheyenne St.

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

Timing the construction with consideration for large events in the area. Aiming to have construction completed prior to the start of the busy event season to reduce the induced construction congestion.
The closure of the westbound left-hand turn into the Lights is expected to result in an average of 59 vehicles per day either avoiding the trip altogether or seeking alternate access routes. Some of this traffic will likely be diverted to the left-hand turn at 6th St W, with vehicles filtering through the West Fargo Hockey Arena parking lots. This diversion will increase pressure to complete a connection of 6th St W to 5th St W on the north side of the hockey arena.

Step 2: Planning Conformance

Relationship to Regional Priorities:
The Metropolitan Transportation Plan – Metro 2050 – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
Safety and System Security	Pedestrian refuge and RRFB to enhance safety (46% and 47% respectively)
Travel Efficiency and Reliability	Adding a pedestrian refuge has been shown to reduce pedestrian crashes by 46%.
Walking, Biking, and Rolling	This will give a protected pedestrian crossing and refuge island
Transit Access and Reliability	This improvement is on MATBUS Route 24.
Maintaining Transportation Infrastructure	
Community Context and Impact Reduction	
Freight Network – Moving Goods	
Emerging Transportation Trends	Installation of an RRFB.
Transportation Decisions	
Connecting People and Places	This would allow a safer route between residential and commercial.

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

- [x] Additional materials are attached that document the need for the proposed project
- [ ] This project in the 2050 MTP. MTP Project ID number: _____
- [x] This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

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

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

Step 3: TA Specific Questions

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

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

Step 4: Signature

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

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 17th of December (month), 2025 (year).

In Witness Thereof:

Dustin Scott 12/17/2025

(Responsible Government Official) Date

(Signature of Responsible Government Official)

JERROLD WALLACE 12/18/25

(City / County / District Engineer) Date

(Signature of City / County / District Engineer)

32nd Avenue Pedestrian Concepts

West Fargo, ND

Figure 2 - Close Eastbound Left at 5th St W

September 2025

BOLTON & MENK

H:\WFARGO_CI_ND\25X140119000\CAD\C3D\32nd St. Exhibit 2.dwg 9/3/2025 4:05:36 PM

ENGINEER'S ESTIMATE - 2030 CONSTRUCTION COSTS

32ND AVENUE PEDESTRIAN CONCEPTS
FIGURE 2 - CLOSE EASTBOUND LEFT AT 5TH ST W
CITY OF WEST FARGO, ND
BMI PROJECT NO. 25X140119000

Date: 12/11/2025

Item No.	Item	Notes	Estimated Quantity	Unit	Unit Price	Total Amount
1	MOBILIZATION		1	LUMP SUM	$32,210.20	$32,210.20
2	REMOVE CURB & GUTTER		317	LIN FT	$32.21	$10,210.63
3	REMOVE CONCRETE (ANY THICKNESS)		4521	SQ FT	$3.22	$14,561.56
4	COMMON EXCAVATION		99	CU YD	$40.26	$3,976.57
5	COMMON TOPSOIL BORROW		57	CU YD	$120.79	$6,884.93
6	CONCRETE CURB & GUTTER		251	LIN FT	$56.37	$14,140.43
7	4" DECORATIVE CONCRETE		1079	SQ FT	$33.82	$36,492.55
8	6" CONCRETE WALK		1030	SQ FT	$27.38	$28,210.17
9	TRAFFIC CONTROL		1	LUMP SUM	$16,105.10	$16,105.10
10	RECTANGULAR RAPID FLASHING BEACON SYSTEM		1	LUMP SUM	$64,420.40	$64,420.40
11	TURF ESTABLISHMENT & EROSION CONTROL		1	LUMP SUM	$12,078.83	$12,078.83
12	TRUNCATED DOMES		40	SQ FT	$112.74	$4,509.43
13	PAVEMENT MARKING - CROSS WALK		200	SQ FT	$59.59	$11,917.77

ESTIMATED BASE BID TOTAL:	**$255,700.00**
SUBTOTAL:	$255,700.00
10% CONTINGENCY:	$25,600.00
TOTAL ESTIMATED CONSTRUCTION COST:	**$281,300.00**
DESIGN, ADMINISTRATION AND CONSTRUCTION ENGINEERING:	$56,300.00
TOTAL ESTIMATED PROJECT COST:	**$337,600.00**

BOLTON & MENK
Real People. Real Solutions.

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Suite 2
Fargo, ND 58104

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Fax: (701 566-5348
Bolton-Menk.com

32nd Avenue West Pedestrian Crossing Analysis

Date: 9/24/2025

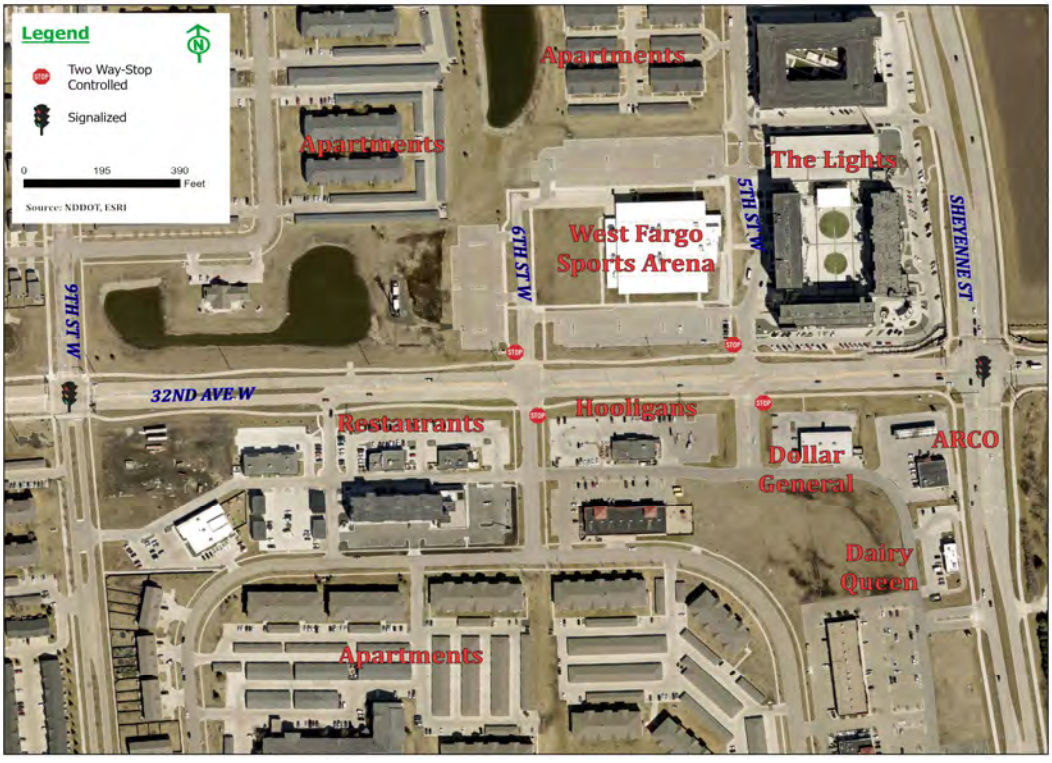
To: City of West Fargo

From: Bolton and Menk
Kevin Mackey, PE, PTOE
Mike Bittner, PE, PMP, PTOE, PTP, RSP1
Vu Dang

Introduction

This traffic study was completed to identify potential pedestrian crossing enhancements on 32nd Avenue West in the vicinity of The Lights development. During concert events at The Lights, a significant number of pedestrian crossings occur across 32nd Avenue near 5th Street and 6th Street West. To support decision-making, traffic analysis was performed for the segment of 32nd Avenue West between 5th Street and 6th Street. **Figure 1** shows the study area.

Figure 1: Study Area



Scope of Potential Improvements

Potential pedestrian enhancements that this study considers include:

- Traffic control revisions at 5th Street and/or 6th Street
- Pedestrian beacons in the study area
- Potential median revisions at 5th Street to provide a pedestrian refuge

Existing Roadway Conditions

Corridor Profile

Within the study area, 32nd Avenue West is a four-lane, median-divided roadway. Full access is provided at 6th Street West while ¾ access is provided at 5th Street West (no left turns permitted from northbound/southbound 5th Street). Currently, there is a push-button actuated LED-border pedestrian crossing sign and crosswalk on the westbound approach of 32nd Avenue West & 6th Street West.

Speed Limit

The speed limit along 32nd Avenue West is 35 mph. There is no posted speed limit on 5th Street West and 6th Street West, therefore 25 mph was assumed.

Traffic Control

The intersections of 32nd Avenue West with 5th Street and 6th Street are both under minor approach stop control (stop signs on northbound and southbound approaches).

Adjacent intersections at Sheyenne Street and at 9th Street West are both signalized intersections. Between 6th Street and 9th Street, a minor approach stop-controlled business access is also present.

Lane Configuration

- The 32nd Avenue West & 6th Street West intersection has a dedicated left turn lane on the eastbound, westbound, and southbound approaches
    - Eastbound left turn lane length: 230 feet
    - Westbound left turn lane length: 220 feet
    - Southbound left turn lane length: 85 feet
- The 32nd Avenue West & 5th Street West intersection has a dedicated left turn lane on the eastbound and westbound approaches.
    - Eastbound left turn lane length: 170 feet
    - Westbound left turn lane length: 180 feet

Land Uses

Land use predominantly consists of retail and commercial developments on both the north and south sides of the corridor. Further north and south of these retail/commercial uses, uses are primarily multi-family residential.

Vehicle Traffic

Traffic Data Collection

24 hours of turning movement data was collected on Thursday July 31st, 2025 for the 32nd Avenue West/5th Street West and 32nd Avenue West/6th Street West intersections. The data gathering process also included pedestrian counts. Data was collected on the day of an event at The Lights (Warren Zeiders concert) to evaluate pedestrian demand in the evening compared to typical daytime conditions. Comprehensive turning movement data has been compiled and is available for review in **Appendix B: Turning Movement Data**.

Daily Traffic Volumes (2025 and 2030)

A map summarizing the existing 2025 and estimated 2030 average daily traffic (ADT) volumes is provided in **Figure 2.** Short-term traffic growth was projected through 2030 to evaluate the potential impact of near-term development within the study area. Additionally, five-year traffic projections can also be used as the basis for meeting traffic control warrants.

2030 traffic projections were developed after a review of 2035 and 2050 modeled daily traffic data from the Fargo-Moorhead regional travel demand model (TDM). Using the TDM as a reference, forecasted 2030 daily traffic volumes and AM/PM peak hour turning movements were also estimated.

Based on this analysis, traffic growth over the next 5 years is expected to be low unless significant development plans emerge.

Figure 2: Existing 2025 and Estimated 2030 Daily Traffic Volumes

Peak Hour Turning Movement Counts

For existing conditions, **Figure 3** shows the 2025 AM/PM peak hour turning movement counts at the 5th Street and 6th Street intersections with 32nd Avenue West.

- The AM Peak hour period was identified to occur between 7:15 AM – 8:15 AM while PM Peak occurred between 4:45 PM – 5:45 PM

Figure 4 shows the 2030 AM/PM peak hour turning movement estimates.

Intersection Level of Service

Intersection Level of Service (LOS) is a performance metric which is used to assess how efficiently the intersection operates. Levels of service range from LOS A to LOS F, with LOS A representing free-flow conditions with minimal delay and LOS F representing a breakdown of the traffic flow, excessive delays, long queues, and frequent stops. Based on guidance published in the North Dakota Department of Transportation's *Traffic Operations Manual*, intersection operations are generally considered acceptable when functioning at LOS D or better. Intersection delays and corresponding levels of service were evaluated using the Synchro 12 traffic analysis software.

For the existing access layout, **Table *1*** shows the existing 2025/estimated 2030 LOS for the 5th Street and 6th Street intersections.

Table 1: 2025/2030 Existing Layout LOS

Scenario	6th St W		5th St W	
	AM Peak	PM Peak	AM Peak	PM Peak
2025 Existing Access Layout	C	D	B	B
2030 Existing Access Layout	C	D	B	B

Analysis found that traffic operations are acceptable under the existing access configuration, even though side-street approaches at 6th Street experience some delay during the PM peak hour. Detailed intersection level of service analysis worksheets is included in **Appendix C: Intersection Level of Service Analysis Worksheets**.

Figure 3: Existing 2025 AM/PM Peak Hour Turning Movement Data (Existing Access Layout)

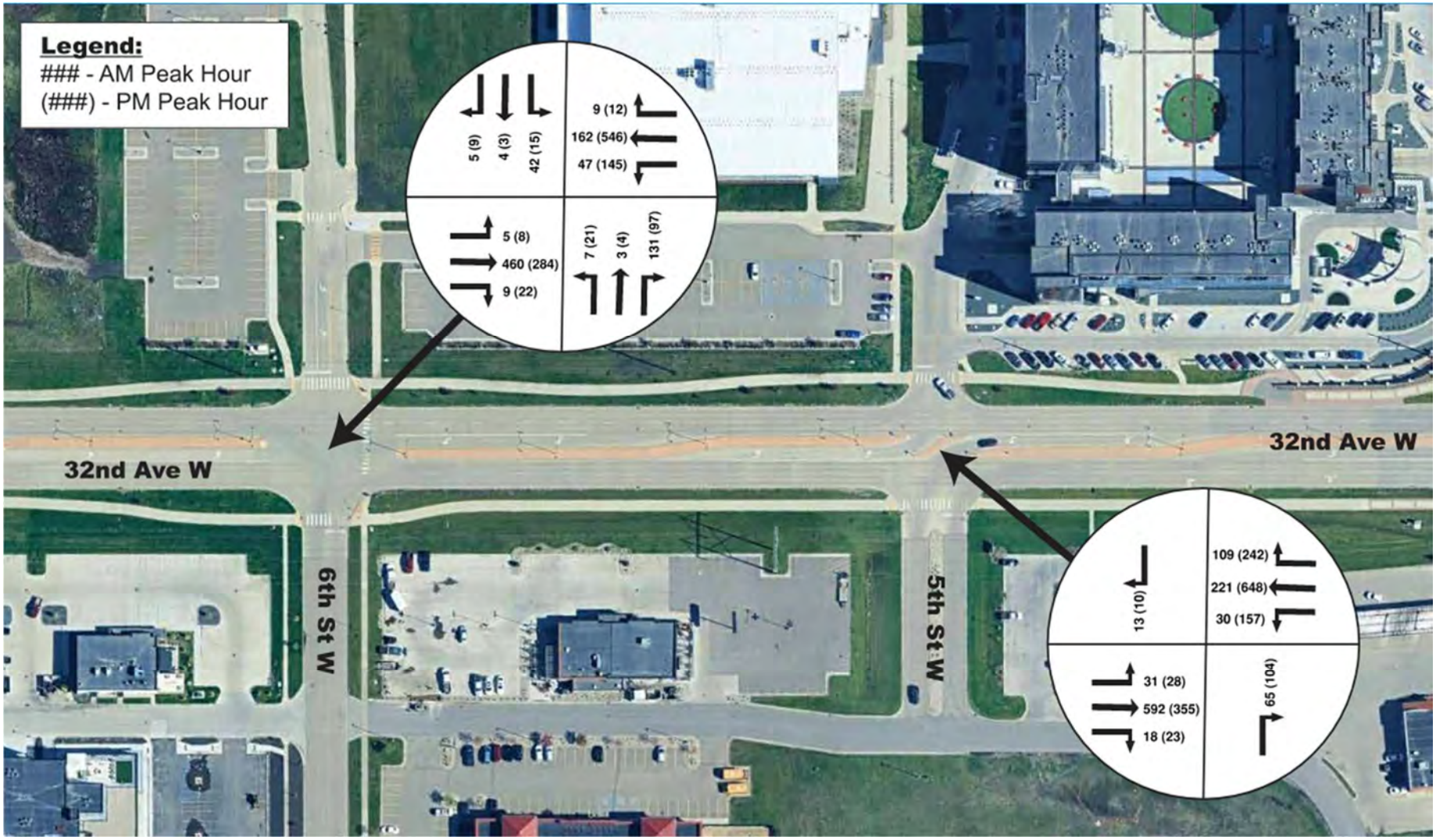
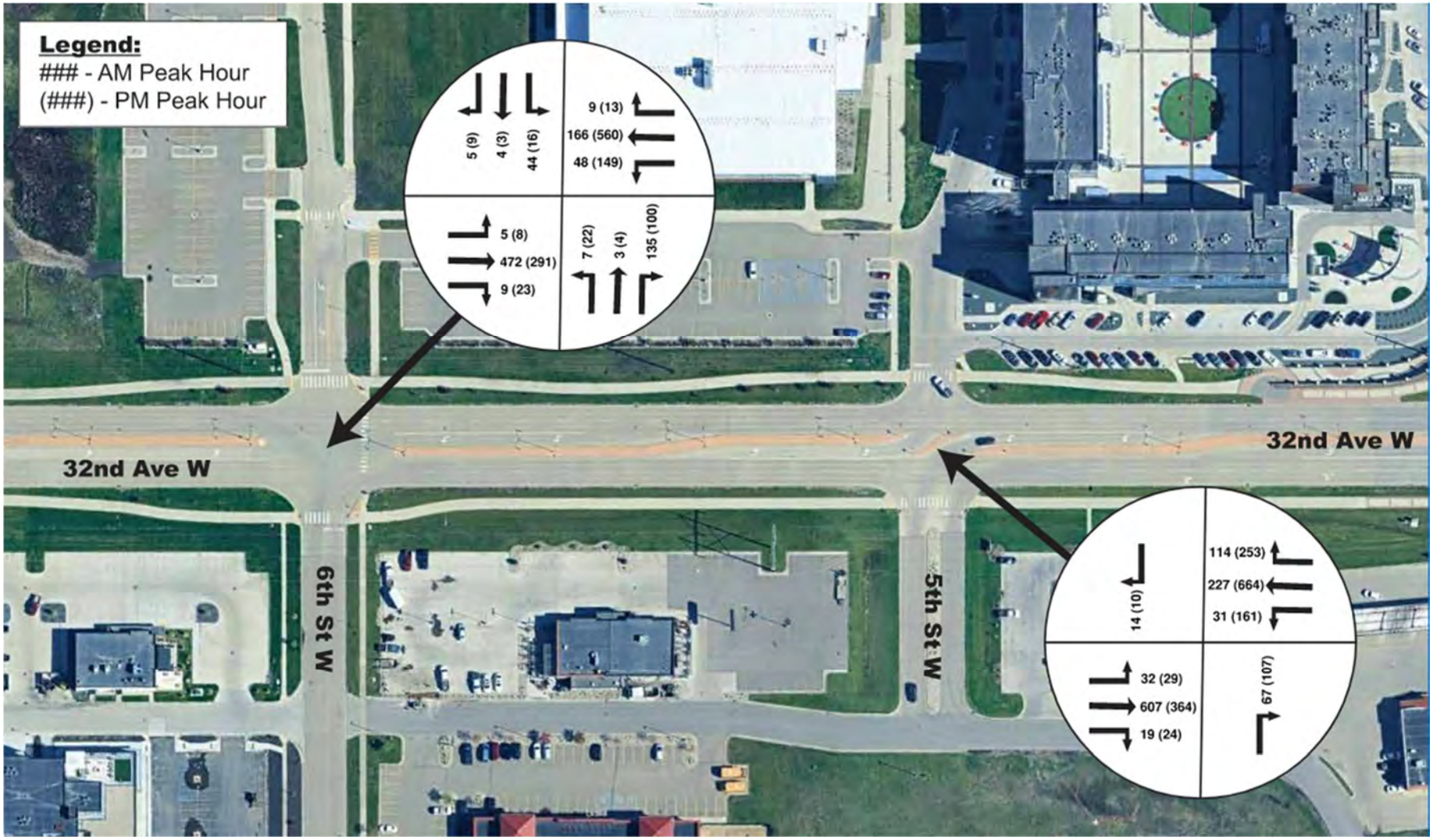


Figure 4: Projected 2030 AM/PM Peak Hour Turning Movement Data (Existing Access Layout)



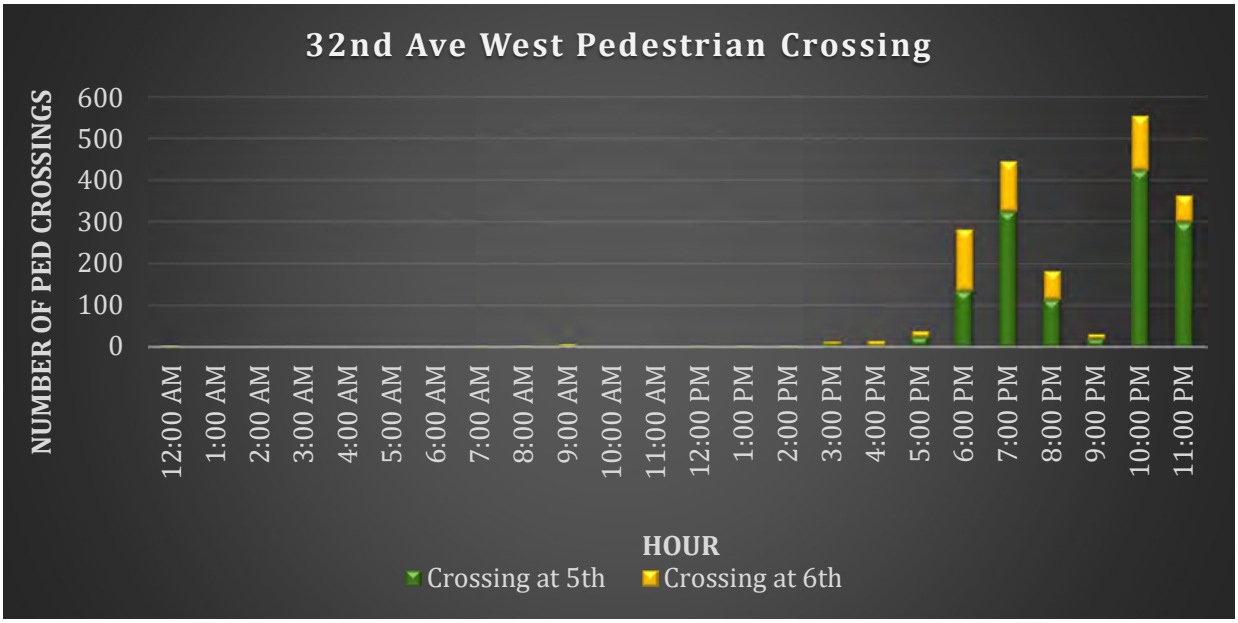
Pedestrian Traffic

Based on collected data,
Figure *5* provides an overview of the hourly pedestrian traffic across 32nd Avenue West.

When reviewing pedestrian data and video footage, the following observations were made:

- Pedestrian crossings appear to largely take place at 5th Street or 6th Street – a manual review of video footage did not reveal significant mid-block pedestrian crossing activity
- Over 1,900 total pedestrian crossings were observed during the 24-hour count period, with 95% of these crossings occurring after 6 pm. Crossings after 6 pm are assumed to be largely related to the event at The Lights
- Over 1,300 crossings (nearly 70%) occurred at or near 5th Street
    - More pedestrians at 5th Street crossed the west approach (61% of crossings), however crossings on the east approach were also frequently observed (39%)
- While much lower than the 5th Street location, significant crossing activity was also observed at 6th Street (nearly 600 crossings). Over 98% of these crossings used the existing crosswalk on the east intersection approach
- Frequent conflicts between vehicles and pedestrians were observed in the video footage at the 5th Street location. Conflicts were especially prevalent around 11 pm, presumably after the concert concluded.
- Conflicts between pedestrians and vehicles appear to be much lower at the 6th Street intersection

Figure 5: Hourly Pedestrian Crossings Across 32nd Avenue West



Crash Analysis

An analysis for the last five years of crash data was conducted to assess potential recurring trends and safety issues.

The intersection of 32nd Avenue West & 6th Street West experienced eight crashes. Two were single vehicle crashes, two were angle crashes, one was a head-on crash, one was a sideswipe in the same direction crash, and two were rear end crashes. By severity, two crashes were non-capacitating injuries and six were property damage only.

The intersection of 32nd Avenue West & 5th Street West experienced two crashes. One angle and one rear end crash. By severity, one crash was non-incapacity injury, and the other was property damage only.

No crashes involved a pedestrian or bicyclist at either intersection. Upon reviewing the crash information at both intersections, no clear patterns emerged.

Potential Pedestrian Crossing Enhancements

A series of potential pedestrian crossing enhancements were evaluated to improve pedestrian safety and comfort. These included traffic control revisions, pedestrian beacons, and median refuges.

Traffic Control Warrant Analysis

Traffic control warrant analysis was performed for the 5th Street and 6th Street intersections, following the guidelines established in the *Manual on Uniform Traffic Control Devices* (MUTCD). Warrant analysis was performed for existing traffic volumes and for estimated 2030 traffic volumes. Worksheets for warrant analysis can be found in **Appendix D: Traffic Control Warrant Analysis**.

Traffic Signals

MUTCD traffic signal warrant analysis was performed. For this study, the following warrants were considered:

- Warrant 1 – 8-Hour vehicular volume
- Warrant 2 – 4-Hour vehicular volume
- Warrant 3 – Peak hour vehicular volume
- Warrant 4 – Pedestrian volume
- Warrant 7 – Crash experience

Supporting guidance from NDDOT's Traffic Operations Manual was applied, which states that right-turn volumes from minor approaches should be included in signal warrant evaluations only when no dedicated right-turn lane exists. Since the study intersections lack northbound and southbound right-turn lanes, these volumes were included.

32nd Avenue West/5th Street West

Pedestrian volumes across 32nd Avenue during event conditions meet the threshold for the pedestrian volume signal warrant, but no other warrants are met (i.e. 8-hour or 4-hour vehicle volume warrants).

Installation of a signal at 5th Street is not recommended due to:

- Typical (non-event) conditions fall short of meeting the pedestrian signal warrant, and MUTCD guidance advises that warrants should be met under average traffic volumes before signal installation is considered.

- Traffic signals are generally not installed at restricted access intersections, such as the current ¾ access configuration.

- The existing signal at Sheyenne Street is approximately 600 feet from the study intersection. While the *Fargo/West Fargo Parking and Access Requirements Study* does not specify a signal spacing standard for 32nd Avenue west of Sheyenne Street, optimal progression typically requires a minimum spacing of ¼ mile.

32nd Avenue West/6th Street West

No MUTCD signal warrants are met at 6th Street, even during events.

Warrant analysis was also performed for a scenario where 5th Street is revised to right-in/right-out only access, however no MUTCD warrants are expected to be met even if traffic turning left from 32nd Avenue at 5th Street today is shifted to 6th Street.

Since traffic signal warrants are not met at 6th Street, **a signal is not recommended at this location**.

Pedestrian Hybrid Beacon (PHB)

Pedestrian Hybrid Beacons (PHB) are often considered at high-activity pedestrian crossings, especially when daily traffic volumes exceed 10,000 vehicles per day and pedestrians cross more than three lanes of traffic. PHBs operate in six phases: the beacon starts dark, flashes yellow to warn drivers, turns solid yellow to prepare them to stop, shows solid red while pedestrians cross, flashes red to allow drivers to proceed if clear, and then goes dark again until reactivated.

Research shows that vehicle yielding rates are often above 90 percent at PHBs, with pedestrian crashes being reduced by 55 percent after implementation.

It should be noted that unlike other pedestrian beacons, PHBs are typically only installed if they meet volume-based warrants specified in the MUTCD. PHB warrant analysis was performed for the combined pedestrian activity across 32nd Avenue at both the 5th Street West and 6th Street West intersections. Details can be found in **Appendix D: Traffic Control Warrant Analysis**.

Analysis found that event pedestrian volumes **do meet** the threshold for a Pedestrian Hybrid Beacon (PHB), but **typical daily conditions do not**. MUTCD guidance states that PHBs should meet warrants under typical conditions (not event conditions) prior to implementation.

Other PHB Considerations

Pedestrian hybrid beacons have characteristics that other pedestrian beacon types do not have. These include:

- PHBs have a phase where solid red signal indications are shown to drivers, very clearly indicating that drivers must stop.
- PHBs have pedestrian signal heads (with walk and don't walk indications, like typical traffic signals) – other pedestrian beacon types do not. The inclusion of signal heads (concurrent with vehicle signals) gives pedestrians a clear idea of when they should be crossing.
- PHBs can be coordinated with traffic signals. A benefit of this coordination capability is the ability to delay a pedestrian phase in the event of near constant actuation during high pedestrian volume time-periods. For example, when over 500 pedestrians cross in an hour, a beacon could be nearly constantly active for a long period of time.
    - This, however, has potential downsides. Bolton and Menk experience in other communities is mixed after implementing PHBs that are coordinated with adjacent traffic signals. Some experience has found that pedestrians will sometimes walk anyway if a pedestrian phase is not started shortly after actuating the push button. Other implementations have seen pedestrians largely waiting until a walk indication is shown.

Rectangular Rapid Flashing Beacons (RRFB)

RRFBs are common pedestrian enhancements where PHBs or signals are not warranted. RRFBs have high-frequency flashing LEDs that supplement warning signs at crosswalks. RRFBs are typically pushbutton actuated.

FHWA data indicates that RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks and can reduce pedestrian crashes up to 47 percent. RRFBs often deliver comparable safety and operational benefits to PHBs, are prevalent throughout the metropolitan area, and may be installed without satisfying MUTCD warrants.

Roadside/Pedestal Mounted RRFB Configuration vs. Overhead RRFB Assembly

RRFBs can either be mounted on pedestals on the roadside or placed on overhead assemblies with mast arms. Some agencies prefer overhead assemblies on higher volume/higher speed roadways, however data comparing the effectiveness of roadside and overhead configurations is limited. Roadside pedestal-mounted beacons are far more common and possibly more familiar to drivers.

If pedestal-mounted roadside beacons are implemented, placing two beacons on each approach (four total beacons) is recommended. This would have a beacon on the right side of traffic on the roadside and another beacon in the median on the left side of traffic.

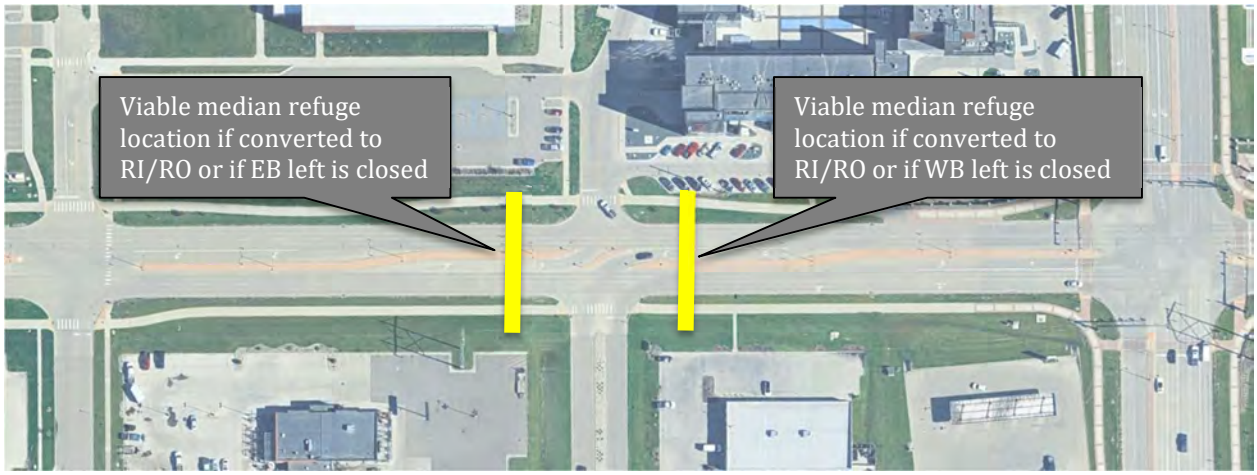
Median Refuges

On roadways with multiple through lanes in each direction, pedestrian crossing treatments are optimized when paired with a median refuge. Given the existing corridor configuration and pedestrian demands, the most practical approach to incorporating a median refuge is to modify the current three-quarter access at 5th Street West. Options include:

a. Convert to right-in/right-out only (RI/RO) at 5th Street West (full median closure)
b. Close eastbound left turn at 5th Street West (partial median closure)
c. Close westbound left turn at 5th Street West (partial median closure)

In each of the three scenarios described above, closed left turn lanes would be replaced with wider medians that would function as a pedestrian refuge. Any new pedestrian crossing would also include a marked crosswalk. The approach of 5th Street that is most viable for an enhanced pedestrian crossing varies depending on the median closure scenario. A crossing could be placed on either the east or west approach in a RI/RO configuration, but in the partial median closure scenarios, the crossing would be on the approach where the left turn was closed. See **Figure *7*** for an illustration of this.

Figure 6: Potential Pedestrian Crossings at 5th Street



5th Street Median Closure Scenarios - Traffic Operations Analysis

Traffic operations were assessed for the three access revision scenarios described in the section above. This was done to understand if access changes at 5th Street will create operational issues at the 6th Street intersection.

For 2025 and 2030 analysis years, **Table *2*** provides an overview of the intersection LOS by peak hour and by scenario for each intersection.

Table 2: Intersection Level of Service (LOS) for Existing Access and Median Closure Scenarios

Analysis Year	Scenario	6th St W		5th St W	
		AM Peak	PM Peak	AM Peak	PM Peak
2025	Existing Access	C	D	B	B
	Right In/Right Out at 5th St W	D	F	B	B
	Close Eastbound Left at 5th St W	C	E	B	B
	Close Westbound Left at 5th St W	C	F	B	B
2030	Existing Access	C	D	B	B
	Right In/Right Out at 5th St W	D	F	B	B
	Close Eastbound Left at 5th St W	C	E	B	B
	Close Westbound Left at 5th St W	C	F	B	B

32nd Avenue West/5th Street West

The intersection of 32nd Avenue West & 5th Street West is expected to operate at LOS B for all analysis scenarios. This represents stable flow with only minor delays during both peak hours at the intersection.

32nd Avenue West/6th Street West

Analysis found that access revisions to the 5th Street intersection will increase delays at the 6th Street intersection, however the extent of this increase depends on the access revision scenario.

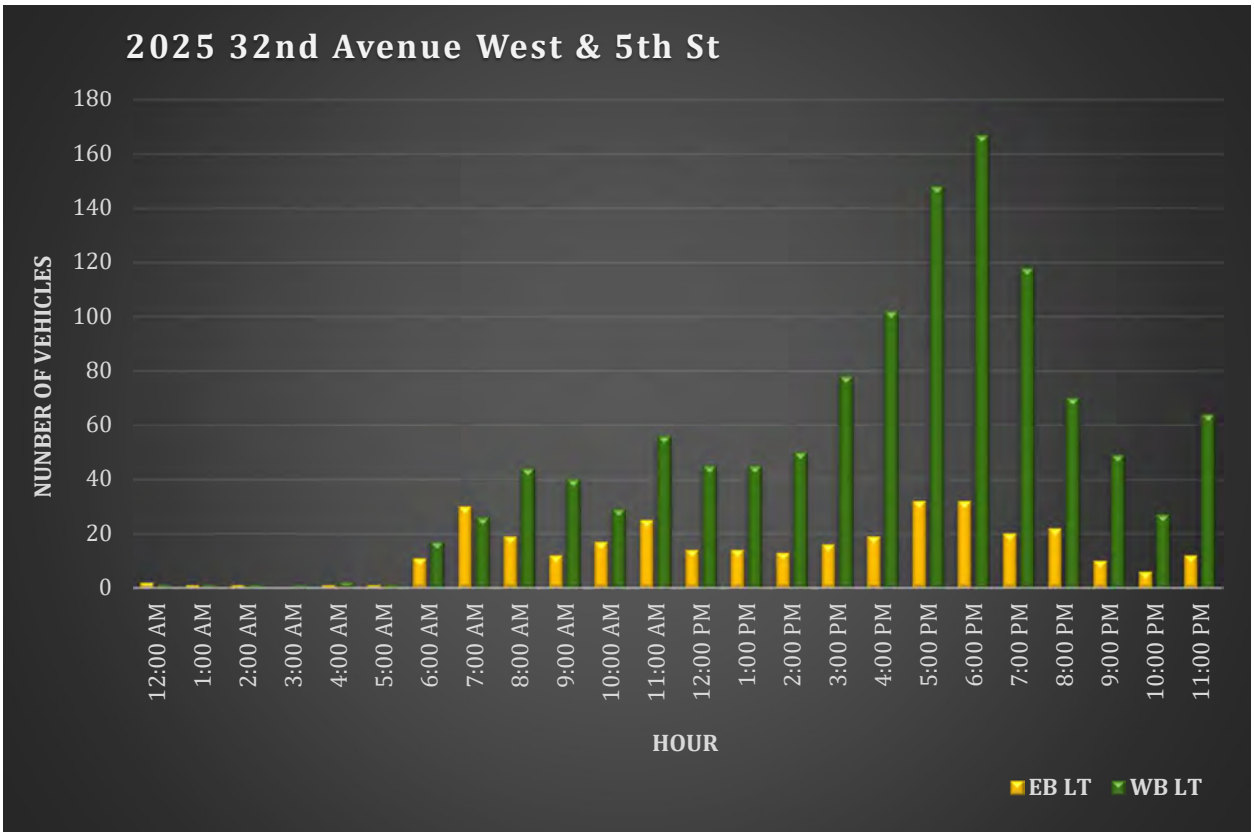
Installing the right-in/right-out or removing the westbound left turn lane at 5th Street West is expected to cause more delays at 6th Street (side street LOS F in these scenarios) than removing just the eastbound left turn lane (side street LOS E in this scenario). **Figure *7*** supports these observations by showing the hourly volumes for the westbound left-turn volumes at 5th Street West are significantly higher than the eastbound left-turn volumes.

- The southbound approach at 6th Street is the poorer performing approach in the PM peak hour, mostly due to the southbound left turn movement
    - Southbound approach LOS D in existing conditions, LOS E with the eastbound left turn closure at 5th Street, and LOS F with the right-in/right-out or westbound left turn closure at 5th Street.
    - This is a low volume approach, with fewer than 30 vehicles observed in the PM peak hour.

- In scenarios that move westbound left turns from 5th Street to 6th Street, northbound PM peak hour approach LOS E is expected. If a dedicated northbound right turn lane is provided (via pavement markings), approach LOS D is expected. The majority of movements on this approach are right turns (around 100 PM peak hour vehicles, or around 80% of northbound movements).

It should be noted that eastbound left-turn volumes at 5th Street West that shift to 6th Street West would traverse the West Fargo Sports Arena parking lot. While traffic would preferably be confined to public roadways, alternative access to The Lights is available via the signalized intersection at Sheyenne Street and 29th Avenue West.

Figure 7: Existing 2025 Hourly Left-Turn Volumes at 32nd Avenue West & 5th Street West



Other 5th Street Median Closure Considerations

Proximity to Sheyenne Street

Pedestrian Crossing Spacing

If a pedestrian crossing is placed on the west approach of the 5th Street intersection, this provides additional spacing between the Sheyenne Street signal and a new pedestrian crossing. This additional space gives additional reaction time for vehicles turning from Sheyenne Street before they arrive at the pedestrian crossing.

- A pedestrian crossing with a median refuge could be provided on the west approach of the 5th Street intersection in either the right-in/right-out scenario or the closure of the eastbound left turn lane scenario
- Pedestrian crossing data at 5th Street indicates a preference to cross on the west approach (61% of users at 5th Street crossed on this approach)
- A crossing on the west approach should not be placed so far from 5th Street where users begin to not use the crossing. Pedestrian data showed a clear preference for users to cross at 5th Street (rather than 6th Street), so crossing placement should be responsive to this observed demand

Eastbound Queue Storage at Sheyenne Street Signal

While maintaining the westbound left turn at 5th Street reduces delay impacts at 6th Street, removing the westbound left turn would enable the extension of the eastbound left turn lane at the intersection of 32nd Avenue and Sheyenne Street.

Based on ongoing analysis as part of signal timing improvements throughout West Fargo, it has been observed that AM peak eastbound left turn queues at Sheyenne Street sometimes exceed available turn lane storage. Signal timing improvements (analysis in progress) may reduce westbound left turn queues at Sheyenne Street, however there could be benefits at Sheyenne Street if that turn lane can be extended.

Turn Lanes at 6th Street

Queue analysis does not reveal a need to extend eastbound or westbound turn lane lengths at the 6th Street intersection in any median closure scenario that was evaluated.

Analysis Summary and Decision Matrices

To summarize analysis described in the report, this traffic study has concluded:

- Events at The Lights generate very high pedestrian activity across 32nd Avenue, however non-event times see generally low pedestrian activity that matches trends seen elsewhere in the metropolitan area
- Additional pedestrian accommodations have clear benefits, especially during events – but treatments like traffic signals or pedestrian hybrid beacons do not meet typical volume-based implementation guidelines prescribed in the *Manual on Uniform Traffic Control Devices* (MUTCD).
    - Note that a pedestrian hybrid beacon is warranted during events, but not during typical non-event conditions. MUTCD guidance states that warrant analysis should be performed for typical (non-event) conditions.

  - While only warranted with event pedestrian activity, a pedestrian hybrid beacon has some benefits. Noteworthy benefits are the inclusion of pedestrian signal heads and the ability to coordinate the beacon with adjacent traffic signals at other intersections

- A rectangular rapid flashing beacon (RRFB) can provide largely similar benefits to a pedestrian hybrid beacon. Note that with RRFBs, implementation is not tied to meeting prescribed volume-based warrants from the MUTCD
  - **Since an RRFB will provide pedestrian crossing benefits and does not conflict with MUTCD guidance, an RRFB is recommended to provide an enhanced pedestrian crossing in the study area**
- Pedestrian crossing performance is optimized if a median refuge is also provided, especially given the cross-section and amount of vehicle traffic on 32nd Avenue. A median refuge of sufficient width can be provided at 5th Street if an existing turn lane on 32nd Avenue is removed. Analysis in this study found that a partial median closure that removes the eastbound left turn at 5th Street provides optimal traffic operations compared to other median closure scenarios, however this is still expected to increase delays at 6th Street
  - In the partial median closure scenario that closes the 5th Street eastbound left turn, operations at 6th Street are expected to be reduced from the existing LOS D to LOS E in the PM peak hour
    - The southbound approach (poorer performing approach) is a low volume approach, carrying fewer than 30 vehicles in the PM peak hour
    - Southbound PM peak hour approach delays are expected to increase by around 7 seconds per vehicle in this scenario
  - While analysis indicates more delay impacts at the 6th Street intersection if westbound left turns from 5th Street are shifted here (LOS F at 6th Street in this scenario), closing the westbound left turn lane at 5th Street could facilitate the extension of the eastbound left turn lane at Sheyenne Street
    - If the benefits to Sheyenne Street are deemed positive enough to close the westbound left turn at 5th Street, a northbound right turn lane should be considered at 6th Street to mitigate delay impacts
  - Given the better traffic operations compared to other median closure scenarios, **closing the eastbound left turn lane from 32nd Avenue to 5th Street is recommended to provide a median refuge at this location (supplemented with an RRFB).** To avoid re-routing vehicle traffic through the parking lot of the West Fargo Hockey Arena, the extension of 6th Street to the north (intersecting with 5th Street) should be considered in conjunction with median revisions.

Two summary matrices are provided on the following pages to further summarize the pedestrian crossing mitigation measures that were evaluated in this study. One matrix was developed for access configuration revisions (**Table 3**) and another matrix was developed for pedestrian traffic control revisions (**Table 4**). Concept drawings for access revision options summarized in **Table 3** are provided in **Appendix A: Concept Layouts and Cost Estimate Information**.

Table 3: Evaluation Matrix for Access Configuration Revisions

Improvement	Pedestrian Safety and Comfort Impacts	Traffic Operations Impacts	Vehicle Safety Impacts	Other Considerations	Estimated Cost
Do nothing	No pedestrian amenities at 5th Street, very high pedestrian demands in the area during events at The Lights. Median refuges are highly desirable on roadways like 32nd Ave (4 lane, median divided).	No change, but acceptable (peak hour LOS B at 5th Street, peak hour LOS D at 6th Street)	No change, crash data review did not reveal crash trends	Existing 3/4 access configuration at 5th St does not support median refuge	-
Full median closure at 5th St (convert 5th St to right-in/right out)	Provides a median refuge at 5th St Refuge could be placed on east or west approach of 5th St Research shows median refuges reduce pedestrian crashes by 46%	Shifting westbound left turns from 5th St to 6th St is expected to result in PM peak hour LOS F at 6th St This change however provides the ability to extend the eastbound left turn lane at Sheyenne Street	Reduces vehicle conflict points from 10 conflicts to 4 conflict points	Full median closure is not necessary to provide median refuge (refuge can be provided with partial median closure) If eastbound lefts currently using 5th St shift to 6th St, the north approach of 6th St leads to a parking lot. Access to The Lights is however available via the signalized intersection of Sheyenne St and 29th Ave West.	$290,000
Partial median closure at 5th St - close westbound left turn	Provides a median refuge on the east approach of the 5th St intersection Pedestrian crossing on east approach would provide less spacing from the signal at Sheyenne St Research shows median refuges reduce pedestrian crashes by 46%		More permitted vehicle movements compared to right-in/right-out operations results in higher number of conflict points	Westbound left turn movement is the heavier of the 32nd Avenue left turn movements at 5th Street	$200,000
Partial median closure at 5th St - close eastbound left turn ***Recommended***	Provides a median refuge on the west approach of the 5th St intersection. Pedestrian crossing on west approach would provide more spacing from the signal at Sheyenne St Research shows median refuges reduce pedestrian crashes by 46%	Lower traffic operations impact at 6th St than other median closure scenarios. Traffic shifts (eastbound lefts) from 5th St are expected to result in PM peak hour LOS E at 6th St Maintaining westbound left at 5th Street limits ability for future changes to turn lane lengths at Sheyenne Street		The eastbound left turn movement is the lower left turn movement from 32nd Avenue to 5th Street If eastbound lefts currently using 5th Street shift to 6th Street, the north approach of 6th Street leads to a parking lot. It is recommended that 6th Street is extended to the north to intersect with 5th Street if the median revision at 32nd Ave is implemented.	$205,000

Legend

Improvement with revision
Balanced positives and negatives or impacts that warrant consideration
Poor performance or inconsistent with relevant standards/guidelines
Minimal impact or not applicable

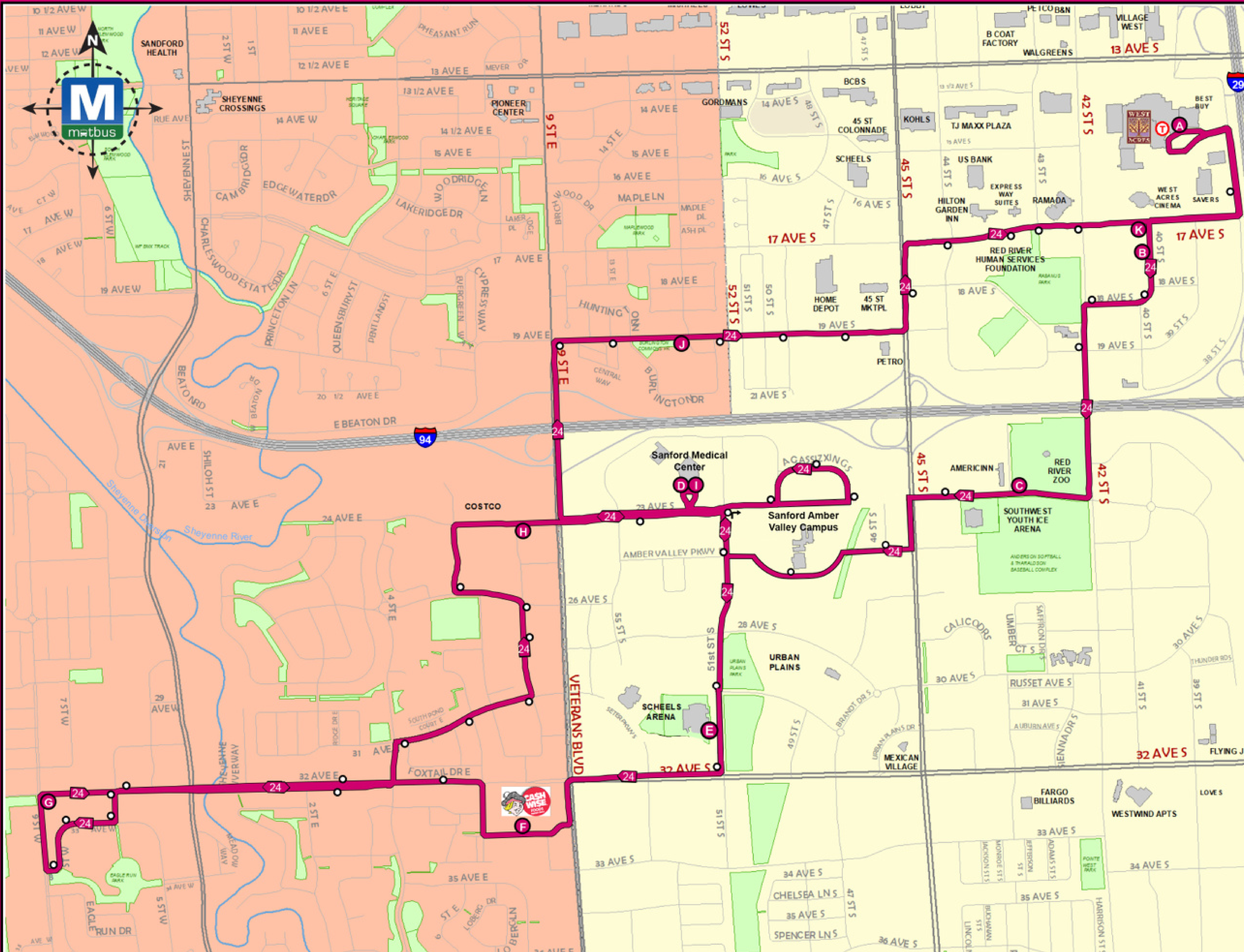
Table 4: Evaluation Matrix for Pedestrian Traffic Control Revisions

Improvement	Pedestrian Safety and Comfort Impacts	Traffic Operations Impacts	Vehicle Safety Impacts	Other Considerations	Estimated Cost
Do nothing	No pedestrian amenities at 5th Street, very high pedestrian demands in the area during events at The Lights	Disorderly traffic flow during events at The Lights. Some vehicles yield to pedestrians, others do not.	Disorderly traffic flow during events can also increase vehicle-to-vehicle crash potential	Very high pedestrian activity during events at The Lights, but low pedestrian activity during typical operations	-
Rectangular rapid flashing beacon (RRFB) ***Recommended***	Research shows vehicle yielding rates above 90% are common at RRFBs Research shows pedestrian crashes are reduced by 47% after RRFB installation RRFBs are less common in the region, but easily understood	RRFBs give clear indication of when pedestrians are crossing. Drivers can proceed with caution once pedestrians have cleared the crosswalk. Drivers are not required to stop when no pedestrians are present. A potential downside is that a beacon could be continuously active during very high pedestrian activity time periods, potentially impeding traffic flow.	More orderly traffic flow reduces vehicle-to-vehicle crash potential	Design flexibility - pedestal/roadside configuration or overhead assembly with mast arms over the roadway	$50,000
Pedestrian hybrid beacon (PHB)	Research shows vehicle yielding rates above 90% are common at PHBs Research shows pedestrian crashes are reduced by 55% after PHB installation PHBs are more common in the region, specifically in similar contexts such as across multilane arterials and adjacent to event centers (Fargodome).	PHBs give clear indication of when pedestrians are crossing. Drivers are required to stop on a solid red indication, and can proceed with caution (after stopping) during the flashing red phase if no pedestrians are present. Drivers are not required to stop during a blank indication. Local PHBs, however, rarely exhibit intended operational benefits during red "wig-wag" resulting in frequent lost time. PHBs can be coordinated with signal systems, mitigating situations where a pedestrian beacon is constantly activated during high pedestrian activity time periods. The use of Pedestrian heads at PHBs facilitates a clear message to wait until activated unlike RRFBs.	More orderly traffic flow reduces vehicle-to-vehicle crash potential	PHB is not warranted based on MUTCD guidance (only warranted during events, MUTCD states that warrants should be met with average/typical volumes)	$200,000

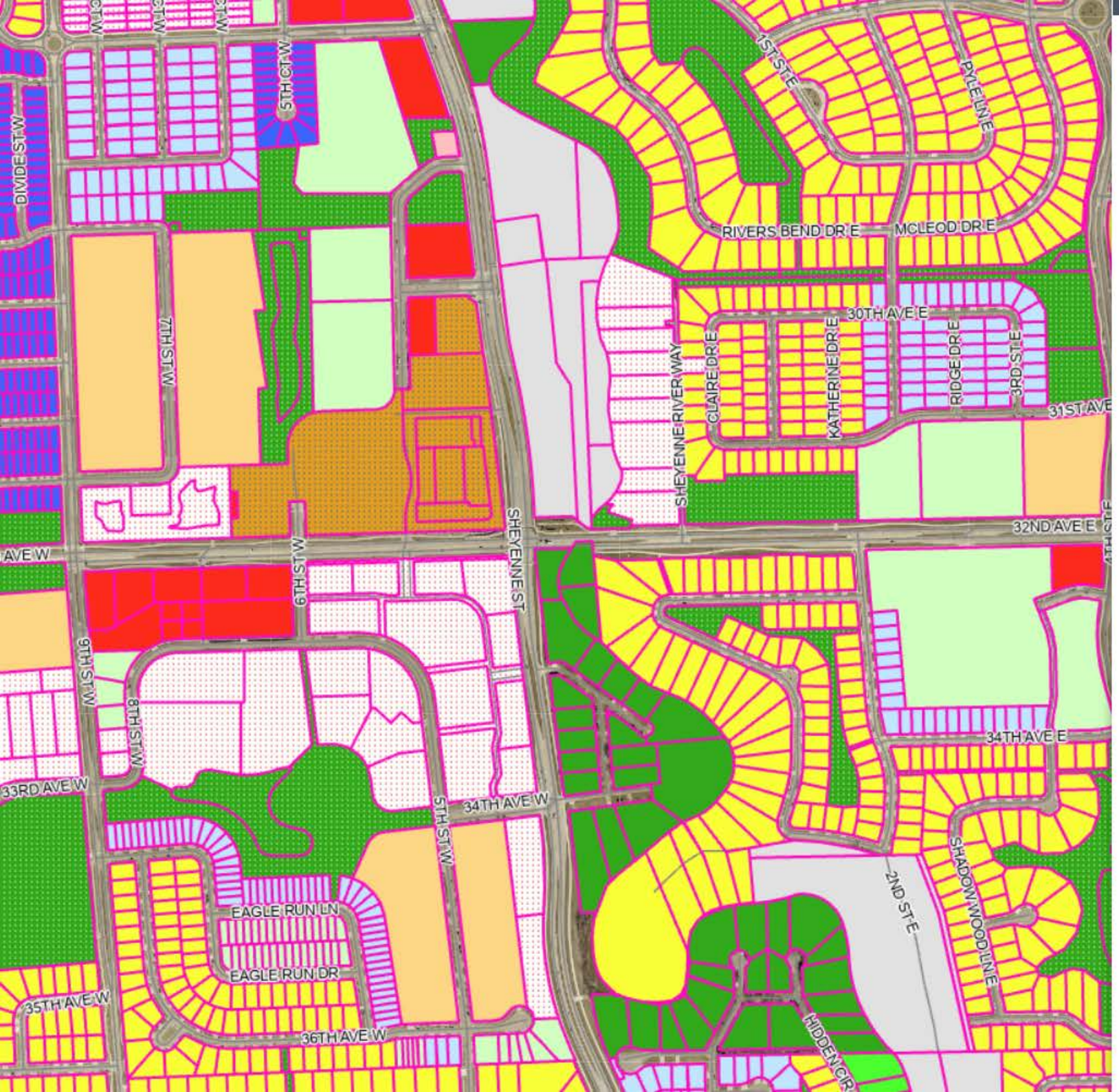
Legend

Improvement with revision
Balanced positives and negatives or impacts that warrant consideration
Poor performance or inconsistent with relevant standards/guidelines
Minimal impact or not applicable

Route 24



matbus
Sanford Medical Center
Sanford Amber Valley Campus
SANFORD HEALTH
SHEYENNE CROSSINGS
PIONEER CENTER
GORDMANS
BCBS
45 ST COLONNADE
SCHEELS
KOHLS
TJ MAXX PLAZA
US BANK
HILTON GARDEN INN
EXPRESS WAY SUITES
RAMADA
WEST ACRES CINEMA
SAVERS
BEST BUY
B COAT FACTORY
WALGREENS
VILLAGE WEST
PETCO
B&N
RED RIVER HUMAN SERVICES FOUNDATION
HOME DEPOT
45 ST MKTPL
PETRO
AMERICINN
RED RIVER ZOO
SOUTHWEST YOUTH ICE ARENA
COSTCO
URBAN PLAINS
SCHEELS ARENA
MEXICAN VILLAGE
FARGO BILLIARDS
WESTWIND APTS
LOVES
FLYING J
13 AVE S
17 AVE S
32 AVE S
42 ST S
45 ST S
52 ST S
9 ST E
VETERANS BLVD
E BEATON DR
AMBER VALLEY PKWY
Sheyenne River



- City Zoning
  - A: Agricultural
  - C: Light Commercial
  - C-OP: Commercial Office Park
  - DMU: Downtown Mixed Use
  - EMU: Entertainment Mixed Use
  - HC: Heavy Commercial
  - LI: Light Industrial
  - M: Heavy Industrial
  - P: Public
  - PUD: Planned Unit Development
  - R-L1A: Large Lot Single Family Dwelling
  - R-1A: Single Family Dwelling
  - R-1: One and Two Family Dwelling
  - R-1SM: Mixed One and Two Family Dwelling
  - R-2: Limited Multiple Dwelling
  - R-3: Multiple Dwelling
  - R-4: Mobile Home
  - R-5: Manufactured Home Subdivision
  - R-1E: Rural Estate
  - R-R: Rural Residential
- Extraterritorial Area Zoning
- Digital Elevation Model
- Digital Elevation Model 2023
- Aerial Image ND Statewide 2024 - Leaf On
- 2024 Aerial Imagery
- 2023 Aerial Imagery

ENGINEER'S ESTIMATE - 2026 CONSTRUCTION COSTS

32ND AVENUE PEDESTRIAN CONCEPTS
FIGURE 2 - CLOSE EASTBOUND LEFT AT 5TH ST W
CITY OF WEST FARGO, ND
BMI PROJECT NO. 25X140119000

Date: 12/11/2025

Item No.	Item	Notes	Estimated Quantity	Unit	Unit Price	Total Amount
1	MOBILIZATION		1	LUMP SUM	$20,000.00	$20,000.00
2	REMOVE CURB & GUTTER		317	LIN FT	$20.00	$6,340.00
3	REMOVE CONCRETE (ANY THICKNESS)		4521	SQ FT	$2.00	$9,041.58
4	COMMON EXCAVATION		99	CU YD	$25.00	$2,469.14
5	COMMON TOPSOIL BORROW		57	CU YD	$75.00	$4,275.00
6	CONCRETE CURB & GUTTER		251	LIN FT	$35.00	$8,780.10
7	4" DECORATIVE CONCRETE		1079	SQ FT	$21.00	$22,659.00
8	6" CONCRETE WALK		1030	SQ FT	$17.00	$17,516.30
9	TRAFFIC CONTROL		1	LUMP SUM	$10,000.00	$10,000.00
10	RECTANGULAR RAPID FLASHING BEACON SYSTEM		1	LUMP SUM	$40,000.00	$40,000.00
11	TURF ESTABLISHMENT & EROSION CONTROL		1	LUMP SUM	$7,500.00	$7,500.00
12	TRUNCATED DOMES		40	SQ FT	$70.00	$2,800.00
13	PAVEMENT MARKING - CROSS WALK		200	SQ FT	$37.00	$7,400.00

ESTIMATED BASE BID TOTAL:	**$158,800.00**
SUBTOTAL:	$158,800.00
10% CONTINGENCY:	$15,900.00
TOTAL ESTIMATED CONSTRUCTION COST:	**$174,700.00**
DESIGN, ADMINISTRATION AND CONSTRUCTION ENGINEERING:	$34,900.00
TOTAL ESTIMATED PROJECT COST:	**$209,600.00**

METROCOG Fargo-Moorhead Metropolitan Council of Governments

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

2030 Transportation Alternatives Application

Step 1: Project Information

Project Summary:

Name of Project:	Shared Use Path on 13th Avenue S
Project Location:	13th Avenue S between 34th Street and 38th Street
Project Length (Feet):	2080
Lead Jurisdiction:	City of Fargo
Local Match Provided by:	Fargo
Post-Construction Owner of the Project:	Fargo
Right of Way Provided by:	City of Fargo/NDDOT
Maintenance Provided by:	Fargo
Project Contact:	Jeremy Gorden
Contact Phone:	241-1545
Contact Email Address:	jgorden@fargond.gov
Anticipated Bid Letting Date:	Feb 2030
Anticipated Project Completion Date:	Sept 2030
State:	☑ North Dakota ☐ Minnesota
Would you like to use these funds for Advanced Construction (AC)?	☐ Yes, this project is requesting to use AC in the year specified on the follow page

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

Funding Source	Funding Amount
2030 TA Funds	741,806
2030 Local Matching Funds	174,796
2030 Local Non-Matching Funds	
2030 Subtotal:	916,603
Total Project Cost:	916,603

Other Grants and Federal Funds:
Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? ☐ Yes ☑ No

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

Project would consist of constructing a new shared use path on the north side of 13th Ave S between 34th Street and 38th Street. It would involve crossing two signalized intersections and underneath I-29. Project would consist of a short retaining wall (in height and length) at 34th Street, a 10' path for the duration, pedestrian signals at the I-29 northbound off-ramp and at 38th Street, and a pedestrian beacon of some variety at the southbound I-29 on-ramp just west of the I-29 overpass.

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

We are requesting funds as people are using the north boulevard today to get around and are crossing the intersections and 13th Avenue S by foot where they are not allowed to do so. The project is to improve the safety of the people walking in the area.

System Benefit of the Project
Please explain how this project will benefit the transportation system?

The path will fill in a missing link on our sidewalk system, and will allow pedestrians and bicyclists alike to use our system in a safe manner.

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

One challenge will be near the 34th Street intersection where the existing north boulevard is narrow and there is a limited amount of right-of-way to construct the path on that area. There are no foreseeable environmental challenges.

Step 2: Planning Conformance

Relationship to Regional Priorities:
The Metropolitan Transportation Plan – Metro 2050 – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
Safety and System Security	
Travel Efficiency and Reliability	The new path will provide a continuous hard surface from the Red River to West Fargo.
Walking, Biking, and Rolling	The new path will get users across this area in a safe manner.
Transit Access and Reliability	
Maintaining Transportation Infrastructure	
Community Context and Impact Reduction	
Freight Network – Moving Goods	
Emerging Transportation Trends	
Transportation Decisions	
Connecting People and Places	The path would connect people living on the north side of 13th Ave S a way to access jobs near West Acres.

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

- [x] Additional materials are attached that document the need for the proposed project
- [ ] This project in the 2050 MTP. MTP Project ID number: _____
- [x] This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

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

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

Step 3: TA Specific Questions

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

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

Step 4: Signature

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

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 4th of December (month), 2025 (year).

In Witness Thereof:

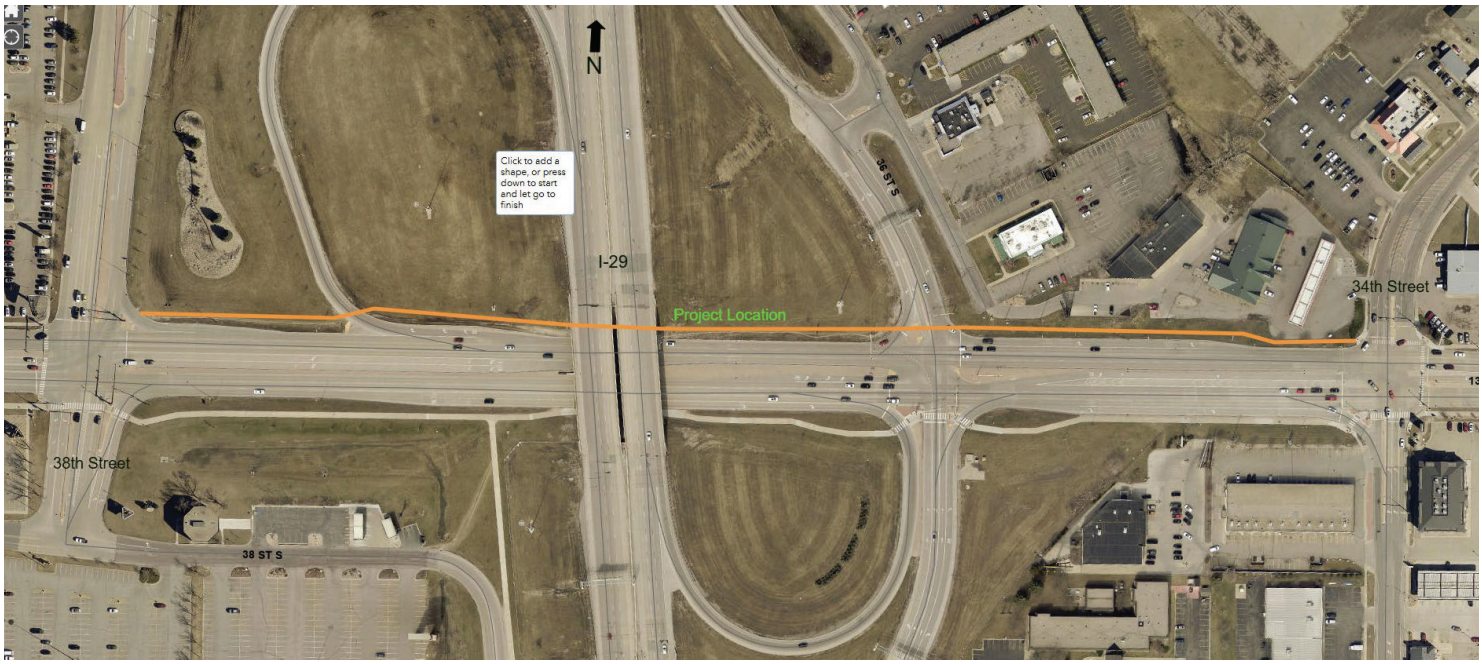
Dr. Timothy J. Mahoney 12-4-2025
(Responsible Government Official) Date


(Signature of Responsible Government Official)

Tom Knakmuhs 12-4-2025
(City / County / District Engineer) Date


(Signature of City / County / District Engineer)

Project Location Map – 13th Avenue S – 34th Street to 38th Street



Updated 10-24-25 for COG TAP submittal
13th Avenue South Shared Use Path

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	$9,100.00	1	$9,100
201	-	REMOVAL OF TREES XXIN	EA	$800.00	4	$3,200
202	114	REMOVAL OF CONCRETE PAVEMENT	SY	$32.00	742	$23,758
202	130	REMOVAL OF CURB & GUTTER	LF	$20.00	72	$1,440
203	109	TOPSOIL	CY	$30.00	594	$17,813
203	101	COMMON EXCAVATION-TYPE A	CY	$32.00	99	$3,167
251	100	SEEDING CLASS 1	ACRE	$4,500.00	0.37	$1,656
253	201	HYDRAULIC MULCH	ACRE	$4,500.00	0.74	$3,312
265	100	STABILIZED CONSTRUCTION ACCESS	EA	$2,500.00	1	$2,500
550	125	11IN REINF CONCRETE PAVEMENT CL AE	SY	$250.00	33	$8,333
702	100	MOBILIZATION	L SUM	$47,259.42	1	$47,259
704	1100	TRAFFIC CONTROL	L SUM	$50,000.00	1	$50,000
722	-	INLET RELOCATION + PIPE MODIFICATION	EA	$10,000.00	1	$10,000
724	427	ADJUST HYDRANT	EA	$2,700.00	1	$2,700
748	140	CURB & GUTTER-TYPE I	LF	$65.00	327	$21,255.00
750	30	PIGMENTED IMPRINTED CONCRETE	SY	$200.00	50	$10,088.89
750	125	SIDEWALK CONCRETE 5IN	SY	$90.00	1,781	$160,320
750	140	SIDEWALK CONCRETE 6IN	SY	$105.00	87	$9,170
750	2115	DETECTABLE WARNING PANELS	SF	$55.00	144	$7,920.00
754	9095	SIGNING	L SUM	$7,500.00	1	$7,500.00
762	122	PREFORMED PATTERNED PVMT MK-MESSAGE (GROOVED)	SF	$40.00	1384	$55,360
772	-	TYPE V SIGNAL STANDARD + REMOVAL OF OLD	EA	$14,000.00	1	$14,000
772	2160	FLASHING BEACON (SYSTEM - PER CROSSING)	EA	$25,000.00	1	$25,000
772	-	REVISE TRAFFIC SIGNAL SYSTEM - SITE 1	EA	$5,000.00	1	$5,000
772	-	REVISE TRAFFIC SIGNAL SYSTEM - SITE 2	EA	$10,000.00	1	$10,000
772	-	REVISE TRAFFIC SIGNAL SYSTEM - SITE 3	EA	$10,000.00	1	$10,000

Total		$519,854	2025 dollars
	$	763,835	2030 dollars
w Contingency (20%)	**$**	**916,603**	
	$	741,806	Fed TAP funds
	$	174,796	Local funds

Calculation and Assumptions:

METROCOG Fargo-Moorhead Metropolitan Council of Governments

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Fargo, North Dakota 58102-4807
p: 701.532.5100 | f: 701.232.5043
e: metrocog@fmmetrocog.org
www.fmmetrocog.org

2030 Transportation Alternatives Application

Step 1: Project Information

Project Summary:

Name of Project: Low Level Drain 53 Crossing	
Project Location: Drain 53 at 58th Avenue S	
Project Length (Feet): 950	
Lead Jurisdiction: Fargo	Local Match Provided by: Fargo
Post-Construction Owner of the Project: Fargo	
Right of Way Provided by: Fargo/SE Cass	Maintenance Provided by: Fargo/Fargo Parks
Project Contact: Jeremy Gorden	Contact Phone: 241-1545
Contact Email Address: jgorden@fargond.gov	
Anticipated Bid Letting Date: Feb 2030	Anticipated Project Completion Date: Sept 2030
State: ☑ North Dakota	☐ Minnesota
Would you like to use these funds for Advanced Construction (AC)?	☐ Yes, this project is requesting to use AC in the year specified on the follow page

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

Funding Source	Funding Amount
2030 TA Funds	937,420
2030 Local Matching Funds	234,355
2030 Local Non-Matching Funds	
2030 Subtotal:	1,171,775
Total Project Cost:	1,171,775

Other Grants and Federal Funds:
Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? ☐ Yes ☑ No

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

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

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

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

System Benefit of the Project
Please explain how this project will benefit the transportation system?

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

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

This is a fairly straightforward project, but the box culverts that will needed will need to be properly sized as to not impede the operations of Drain 53. It is anticipated that there will need to be two box culverts, and most likely 8'x8'.

Step 2: Planning Conformance

Relationship to Regional Priorities:
The Metropolitan Transportation Plan – Metro 2050 – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
Safety and System Security	
Travel Efficiency and Reliability	
Walking, Biking, and Rolling	This project will fill a missing link in our bike and pedestrian network.
Transit Access and Reliability	
Maintaining Transportation Infrastructure	
Community Context and Impact Reduction	
Freight Network – Moving Goods	
Emerging Transportation Trends	
Transportation Decisions	
Connecting People and Places	

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

- ☐ Additional materials are attached that document the need for the proposed project
- ☑ This project in the 2050 MTP. MTP Project ID number: _____
- ☑ This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

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

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

Step 3: TA Specific Questions

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

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

Step 4: Signature

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

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 4th of December (month), 2025 (year).

In Witness Thereof:

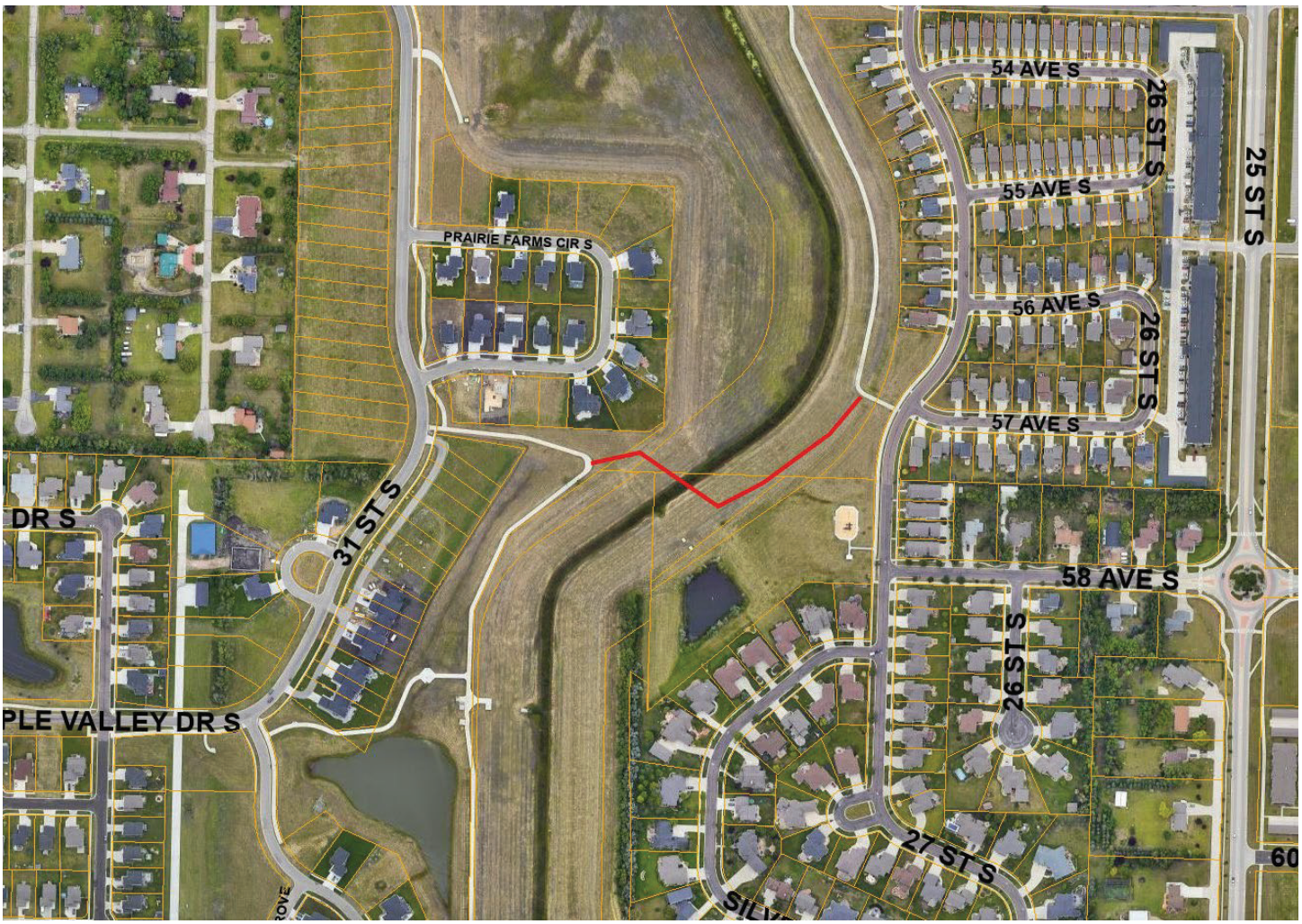
Dr. Timothy J. Mahoney 12-4-2025
(Responsible Government Official) Date


(Signature of Responsible Government Official)

Tom Knakmuhs 12-4-2025
(City / County / District Engineer) Date


(Signature of City / County / District Engineer)

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



Engineer's Opinion of Cost
Construction
Silverleaf Drain 53 Shared Use Path
City of Fargo Improvement District No. XX-XX-XX
December 4, 2025

Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	$8,500.00	1	$8,500.00
202	114	REMOVAL OF CONCRETE PAVEMENT	SY	$40.00	10	$400.00
203	101	COMMON EXCAVATION-TYPE A	CY	$30.00	408	$12,240.00
203	109	TOPSOIL	CY	$40.00	408	$16,320.00
203	140	BORROW-EXCAVATION	CY	$30.00	889	$26,670.00
251	300	SEEDING CLASS III	ACRE	$10,000.00	0.28	$2,800.00
253	201	HYDRAULIC MULCH	ACRE	$6,200.00	0.28	$1,736.00
261	112	FIBER ROLLS	LF	$4.00	1,000	$4,000.00
261	113	REMOVE FIBER ROLLS 12IN	LF	$1.00	1,000	$1,000.00
702	100	MOBILIZATION	L SUM	$51,100.00	1	$51,100.00
704	1100	TRAFFIC CONTROL	L SUM	$5,000.00	1	$5,000.00
750	125	SIDEWALK CONCRETE 5IN	SY	$100.00	950	$95,000.00
754	9095	SIGNING	L SUM	$5,000.00	1	$5,000.00
-	-	Box Culvert w Rip Rap - twin 8'x8' boxes, 30' long	L SUM	$340,000.00	1	$340,000

Total	569,766	
Contingency (20%)	113,953	
	683,719	2023 Funds
Total Estimated Cost	**1,171,775**	**2029 Funds**
	$ 937,420	TA
	$ 234,355	Local

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METROCOG Fargo-Moorhead Metropolitan Council of Governments

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2030 Transportation Alternatives Application

Step 1: Project Information

Project Summary:

Name of Project: 34th Street South	
Project Location: 12th Ave S to 24th Ave S	
Project Length (Feet): 2,500 feet	
Lead Jurisdiction: City of Moorhead	Local Match Provided by: City of MHD
Post-Construction Owner of the Project: City of Moorhead	
Right of Way Provided by: City of MHD	Maintenance Provided by: City of MHD
Project Contact: Tom Trowbridge	Contact Phone: 218-299-5395
Contact Email Address: tom.trowbridge@moorheadmn.gov	
Anticipated Bid Letting Date: February 2030	Anticipated Project Completion Date: October 2030
State: ☐ North Dakota	☑ Minnesota
Would you like to use these funds for Advanced Construction (AC)?	☐ Yes, this project is requesting to use AC in the year specified on the follow page

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

Funding Source	Funding Amount
2030 TA Funds	450,000
2030 Local Matching Funds	112,500
2030 Local Non-Matching Funds	5,037,500
2030 Subtotal:	5,600,000
Total Project Cost:	5,600,000

Other Grants and Federal Funds:
Are there any other federal funds or grants currently being used by this project or grants being pursued by this project? ☑ Yes ☐ No

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

The City will replace the existing bituminous pavement on 34th St from about 150 feet north of 12th Ave S to 500 feet north of 24th Ave S. At 12th Ave S, the northbound and southbound left turn lanes will be reconstructed to eliminate the negative offset. The existing bituminous shared-use path will be removed and replaced with a 10-foot concrete shared-use path.

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

The road and trail were initially constructed in three separate phases between 1996 and 2002. The bituminous pavement has reached the end of its useful life and should be replaced with concrete pavement which will perform better given the high AADT and HCADT volumes. This is the last remaining segment of 34th St between TH 10 and I-94 that is still bituminous. The shared-use path also has reached the end of its useful life, and the ped ramps need to be replaced to be brought to current standards.

System Benefit of the Project
Please explain how this project will benefit the transportation system?

This segment of 34th St carries between 14,285 and 16,259 vehicles per day and is functionally classified as a minor arterial roadway. There is a public park in the NW corner of 34th St/12th Ave S, an elementary/middle school 0.5 miles east, and the shared-use path connects with several other paths within the City, making the 34th St path an important link within the overall network. The project will improve safety by eliminating the negative offset to the left turn lanes at 12th Ave S. the project will also aid pedestrians by replacing the shared-use path and upgrading the pedestrian curb ramps.

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

There are no anticipated challenges to completing the project as proposed.

Step 2: Planning Conformance

Relationship to Regional Priorities:
The Metropolitan Transportation Plan – Metro 2050 – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
Safety and System Security	
Travel Efficiency and Reliability	
Walking, Biking, and Rolling	The shared-use path has reached the end of its useful life and will be replaced. Ped ramps will be upgraded to current standards.
Transit Access and Reliability	
Maintaining Transportation Infrastructure	The shared-use path has reached the end of its useful life and will be replaced.
Community Context and Impact Reduction	There is a park adjacent to the project limits and a middle school/elementary school 1/2 mile east on 12th Ave S.
Freight Network – Moving Goods	
Emerging Transportation Trends	
Transportation Decisions	
Connecting People and Places	The path connects with other paths that connect to schools, commercial areas and the rest of the City.

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

☐ Additional materials are attached that document the need for the proposed project

☑ This project in the 2050 MTP. MTP Project ID number: 244

☑ This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

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

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

Step 3: TA Specific Questions

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

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

Step 4: Signature

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

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 16th of January (month), 2026 (year).

In Witness Thereof:

Tom Trowbridge 1-16-26
(Responsible Government Official) Date

Tom Trowbridge
(Signature of Responsible Government Official)

Tom Trowbridge 1-16-26
(City / County / District Engineer) Date

Tom Trowbridge
(Signature of City / County / District Engineer)

RESOLUTION 2025-1124-G

Resolution to Authorize Submission of FHWA Grant Applications

WHEREAS, throughout the year staff identifies and/or receives notices of various grant opportunities; and

WHEREAS, staff evaluates each opportunity relative to strategic initiatives, proposed and planned projects, eligibility, and required matching funds; and

WHEREAS, staff recommends that the City Council authorize grant applications for the projects identified below.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Moorhead, Minnesota that the grant applications, as substantially described below, are hereby authorized

BE IT FURTHER RESOLVED that the Mayor and City Manager are authorized to execute documents supporting each application.

- Project: 34th St from 12th to 24th Ave S
  - Description: Reconstruct the remaining bituminous pavement on 34th St to a concrete pavement and reconstruct the existing shared-use path
  - Project Schedule: 2029-2030
  - Total Project Cost: $5,600,000
  - Grant Agency: FHWA
  - Grant Source: Federal
  - Grant Program: FY2030 Surface Transportation Block Grant (formula funds)
    - STBG Grant Amount: $1,115,000
    - STBG Required Local Match: $278,750
  - Grant Program: FY2030 Transportation Alternatives (formula funds)
    - TA Grant Amount: $450,000
    - TA Required Local Match: $112,500
  - Additional Local Funds: $3,643,750
  - Source of Local Match: Street Capital Improvement Plan

- Project: Village Green Boulevard Shared Use Path from 20th St to SE Main Ave
  - Description: Reconstruct the existing shared-use path
  - Project Schedule: 2027-2029
  - Grant Agency: FHWA
  - Grant Program: FY2027-2029 Carbon Reduction Program (formula funds)
  - Grant Source: Federal
  - CRP Grant Amount: $324,000 ($108,000 per year for 3 years)
  - CRP Required Local Match: $81,000 ($27,000 per year for 3 years)
  - Source of Local Match: Municipal State Aid Street Construction Account

PASSED: November 24, 2025 by the City Council of the City of Moorhead.

APPROVED BY:

MICHELLE (SHELLY) A. CARLSON, Mayor

ATTEST:

CHRISTINA RUST, City Clerk

MOORHEAD
MINNESOTA

LEGEND

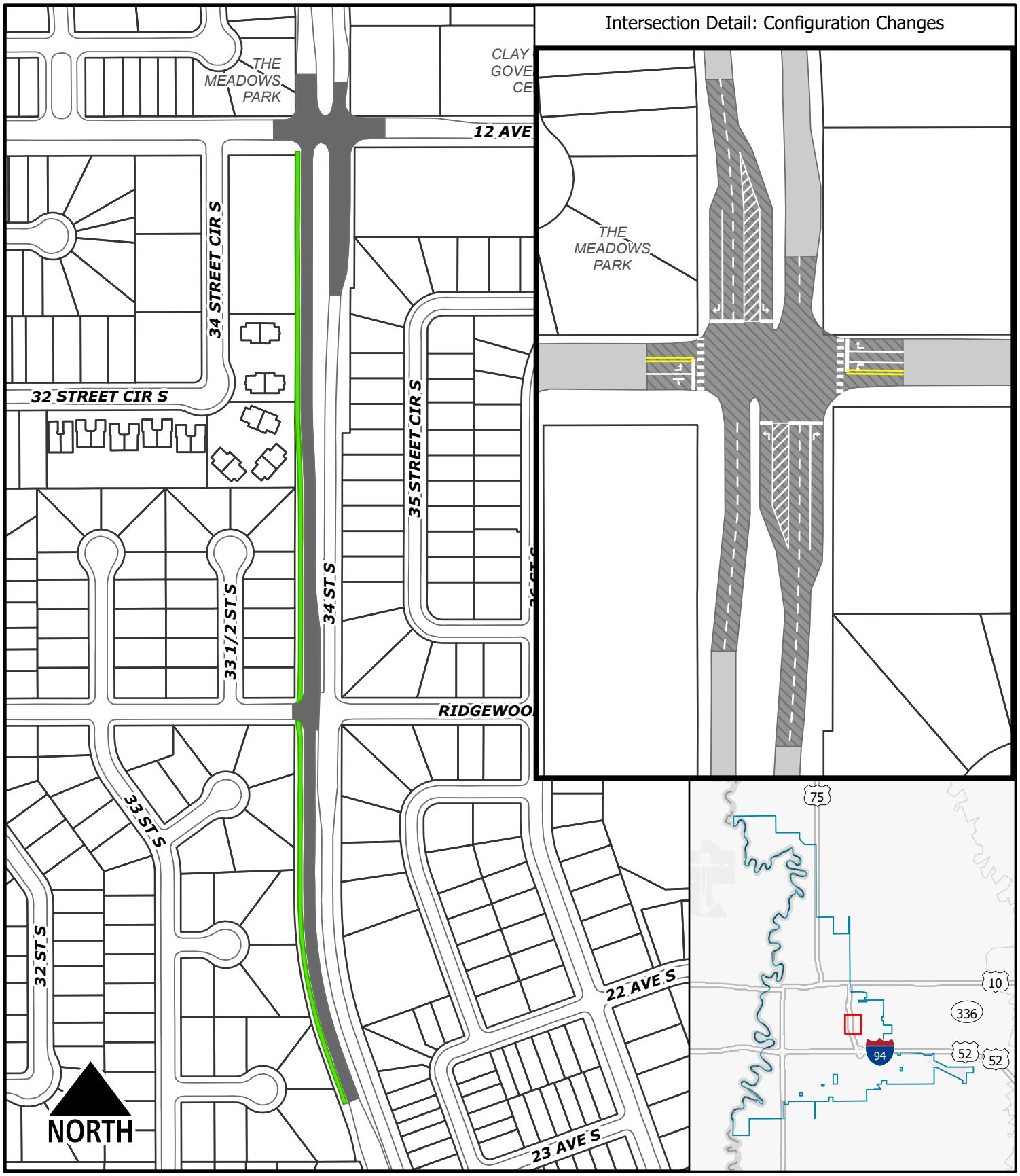
REPLACE WITH CONCRETE

ASPHALT

SHARED USE PATH

PROJECT LOCATION MAP

34th Street South
From 12th Ave S to 22nd Ave S
CITY OF MOORHEAD, MN



PLOTTED: 1/15/2026