



TECHNICAL ADVISORY COMMITTEE MEETING
WEDNESDAY, DECEMBER 13TH, 2023 – 1:30 P.M.
EAST GRAND FORKS CITY HALL TRAINING ROOM

PLEASE NOTE: Due to ongoing public health concerns related to COVID-19 the Grand Forks/East Grand Forks Metropolitan Planning Organization (GF/EGF MPO) is encouraging citizens to provide their comments for public hearing items via e-mail at: info@theforksmpo.org. To ensure your comments are received prior to the meeting, please submit them by 5:00 p.m. one (1) business day prior to the meeting and reference the agenda item(s) your comments address. If you would like to appear via video or audio link for comments or questions, please also provide your e-mail address and contact information to the above e-mail. The comments will be sent to the Technical Advisory Committee members prior to the meeting and will be included in the minutes of the meeting.

MEMBERS

Palo/Peterson _____
Ellis _____
Bail/Emery _____
Brooks/Edwardson _____
Riesinger _____

Mason/Schroeder _____
Zacher/Johnson _____
Kuharenko/Hunter _____
Bergman _____

West _____
Magnuson/Ford _____
Sanders _____
Christianson _____

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE NOVEMBER 8, 2023, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

ACTION ITEMS

5. MATTER OF FINAL APPROVAL OF THE STREET AND HIGHWAY PLAN HALFORD

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- 6. MATTER OF FINAL APPROVAL OF THE METROPOLITAN TRANSPORTATION PLAN SUMMARY KOUBA
- 7. MATTER OF APPROVAL OF AMENDMENT TO ITS ARCHITECTURE SCOPE OF WORK..... KOUBA
- 8. MATTER OF 5310 GRANT APPLICATION KOUBA
- 9. MATTER OF 5339 GRANT APPLICATION KOUBA
- 10. MATTER OF RAILROAD CROSSING GRANT APPLICATION..... KOUBA
- 11. MATTER OF TRANSPORTATION ALTERNATIVE (TA) GRANT APPLICATION KOUBA
- 12. MATTER OF HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) GRANT APPLICATION KOUBA
- 13. MATTER OF URBAN GRANT APPLICATION KOUBA
- 14. MATTER OF URBAN ROAD PROGRAM APPLICATION..... KOUBA
- 15. MATTER OF URBAN REGIONAL ROAD PROGRAM APPLICATION KOUBA
- 16. MATTER OF APPROVAL OF PM-1 SAFETY TARGETS..... KOUBA

NON-ACTION ITEMS

- 17. OTHER BUSINESS
 - a. 2023/2024 Unified Work Program Project Update..... HALFORD
 - b. MPO Updates:
 - 2024 GF-EGF MPO Meeting Dates HALFORD
 - January TAC Agenda Items HALFORD
 - c. Agency Updates
- 18. ADJOURNMENT



INDIVIDUALS REQUIRING SPECIAL ACCOMMODATIONS TO ALLOW ACCESS OR PARTICIPATION AT THIS MEETING ARE ASKED TO NOTIFY STEPHANIE HALFORD, TITLE VI COORDINATOR, AT (701) 746-2660 OF HIS/HER NEEDS FIVE (5) DAYS PRIOR TO THE MEETING. IN ADDITION, MATERIALS FOR THIS MEETING CAN BE PROVIDED IN ALTERNATIVE FORMATS: LARGE PRINT, BRAILLE, CASSETTE TAPE, OR ON COMPUTER DISK FOR PEOPLE WITH DISABILITIES OR WITH LIMITED ENGLISH PROFICIENCY (LEP) BY CONTACTING THE TITLE VI COORDINATOR AT (701) 746-2660

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, November 8th, 2023**

CALL TO ORDER

Stephanie Halford, Chairman, called the November 8th, 2023, meeting of the MPO Technical Advisory Committee to order at 1:38 p.m.

CALL OF ROLL

On a Call of Roll the following member(s) were present: Wayne Zacher, NDDOT-Local Government; Andrea Ewardson, Grand Forks Planning; Carter Hunter, Grand Forks Engineering; Jesse Kadrmas, NDDOT-Local District; Nancy Ellis, East Grand Forks Planning; Jon Mason, MnDOT District 2; and Dale Bergman, Cities Area Transit.

Absent: Steve Emery, Brad Bail, Troy Schroeder, Ryan Brooks, Ryan Riesinger, David Kuharenko, Rich Sanders, Michael Johnson, Lane Magnuson, Nels Christianson, Jason Peterson, Nick West, George Palo, and Tom Ford.

Guest(s) present: Jason Carbee and Jeremy Williams, HDR Engineering; Blue Webber, Bolten and Menk Engineering; and Kristen Sperry, FHWA-Bismarck.

Staff: Stephanie Halford, GF/EGF MPO Executive Director; Teri Kouba, GF/EGF MPO Senior Planner; Tyler Manske, Planner; and Peggy McNelis, GF/EGF MPO Office Manager.

DETERMINATION OF A QUORUM

Halford declared a quorum was not present.

SUSPEND AGENDA

Halford stated that because we do not have a quorum at this time, she would like to suspend the agenda in order to discuss the Non-Action Agenda items.

NON-ACTION ITEMS

MATTER OF URBAN GRANT PROJECT SOLICITATION

Kouba reported that we received a letter of solicitation for NDDOT's Urban Grant Program. She said that they have a December 29th deadline which means that applications need to be submitted to the MPO by November 29th in order for them to go through the approval process.

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Kouba stated that, just as a reminder, the North Dakota 5311, 5310, 5339 and Transportation Alternative project solicitations are also open and have a December 29th deadline as well. She added that we haven't heard about Urban or Secondary Roads but are assuming solicitation for them will be open soon, and will also be due on December 29th as well, so application will need to be submitted to the MPO by November 29th.

Kouba said that no Minnesota Protect Grant applications were submitted to the MPO, and their deadline for their Transportation Alternative Grant is due on January 12th, but we will still need to approve it in December, so it also has a November 29th deadline for submittal to the MPO.

Kouba stated that that is all the 2025 to 2028 T.I.P. Program project solicitations. She added that just a quick note, they just heard that Minnesota just extended their 20-Year State Highway Investment Plan Draft comment period to November 27th.

Halford stated that, again, this is a non-action item, information only, but again get the applications, if you are submitting any, in to the MPO by the end of November so we can have it on the December Technical Advisory Committee and Executive Policy Board agendas in December for approval. Hunter reported that their applications will be reviewed at the Committee of the Whole meeting on Monday and at the City Council meeting on November 20th for approval.

Information only.

OTHER BUSINESS

a. 2023/2024 Unified Work Program Project Update

Halford referred to the 2023/2024 Unified Work Program Project Update table included in the packet and went over it briefly.

- 1) Street and Highway Plan is really getting close to the finish line where November is the preliminary meetings; basically, where we are doing all the big presentations and then hopefully the study will go on our December agenda for final approval and then we will submit it to our other partners in January.
- 2) Aerial Imagery has been completed.
- 3) Bike and Pedestrian Plan has been completed.
- 4) Land Use Plans will begin in 2025 and 2026.
- 5) ITS Architecture we talked about at our last meeting, just kind of laying that groundwork so we are ready to go with it in January, and that begins the whole process again, that she knows everyone is excited about, but hopefully they will make it a little bit more enjoyable this time around.
- 6) Micro-Transit is looking at being done in either 2024 or 2025.
- 7) Grand Valley we are hoping to get approval of the RFP at this meeting so we can get this going.

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- 8) Safe Street For All we are hoping to get approval of the RFP at this meeting as well.

Halford reported that both Tyler and herself have received some comments on both the Grand Valley and Safe Street For All RFPs, and they have put those comments into the RFP, so what you see in your packet is where they are at, and they were hoping for any final comments and approval, but that doesn't look like it is going to happen today, so they will have to back and either have a special meeting or get approval via email, she isn't sure how we can proceed so we can keep things moving. Ellis asked if she had to have approval from this committee or can it just go directly to the Executive Policy Board. Zacher commented that he doesn't know for sure, but he is assuming that it would all be dependent on what your process is. He added that sometimes the policy board wants the Technical Advisory Committee to approve it first, but he did, and George Palo was going to talk today on the Grand Valley a little bit. He said that he did talk to him about it and you can add the Grand Forks District to the Interview Committee if you would like as they are interested in being part of the RFP process, so if you want the District on there they are willing to be on it. Manske thanked him for checking on that for him. Kouba added that as far as RFPs our Executive Board wants to know what the Technical Advisory Committee would like to see in them, which is part of the reason why on our staff reports we include a box that says Technical Advisory Committee recommendation, they like to see that on our staff reports. Halford added that that is usually one of their first questions about everything, what did the Technical Advisory Committee say, what was their recommendation.

Ellis stated so as to not to hold this up is there any way we can make recommendations at this meeting and then hold an e-mail vote or request an e-mail vote to be forwarded to the Technical Advisory Committee. Halford responded that she will have to brush up on the rules because she doesn't know off the top of her head what the process is for something like this, but we will probably need to have things approved either via e-mail or she may have to send out a doodle to see when people are available for a special meeting. Kouba commented that she thinks we can say what the Technical Advisory Committee did but it can't be an official recommendation because we do not have a quorum. Ellis said that she is just trying to figure out a way that we can go through these action items and make recommendations here at the meeting with a request of like a paper or e-mail vote and then that gets forwarded on to the Executive Policy Board so that we aren't holding up these processes an additional month or trying to hold a special meeting because doing that now would be difficult to get in before the Executive Policy Board meeting next Wednesday.

Halford said that we can move ahead, and we can do the items and just forward, off the record, this is what happened at the meeting, there wasn't a quorum but those in attendance had these comments and we are moving them forward. Ellis stated that she is going to make motions and request an e-mail vote, and then how staff wants to handle it will be up to you. Halford said that if everyone feels comfortable doing that, we can move forward with it and see where it goes. Ellis stated that she would like staff to see what they can do because she just hate, with this being so close to the end of the year, if you are holding up votes, now we are moving into a new year, which in terms of audits and money and stuff like that, it can be quite an issue, so she would prefer to try to go through it this way. Halford agreed we can do that.

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RESUME AGENDA

Halford stated that we will now return to our action items.

Bergman reported present.

ACTION ITEMS:

MATTER OF PRELIMINARY APPROVAL OF THE STREET AND HIGHWAY PLAN

Kouba reported that this item will come back to the Technical Advisory Committee and Executive Policy Board as it goes through the approval process for both Cities, because the Street and Highway Plan, along with the Transit Development Plan and the Bike and Pedestrian Plan are all part of each City's Comprehensive Plan, and those need to be updated and an ordinance adopted.

Kouba said that she has Jason Carbee, HDR, on the line and he will kind of run us through the presentation.

Carbee stated that he will give a really quick go-through of this presentation because you have seen a lot of these slides so he will get really high level, just a high level one slide summary of each chapter, and he thinks we will really talk about what is in the fiscally constrained plan, because those are the elements that are really the bulk portions of this federally required document.

Presentation continued:

Chapter 1 – Introduction – Carbee said that chapter one is kind of that “what is an MTP, what is the Street and Highway Plan, what does the MPO do, and whether it is the core work products, you can see we have those four listed on this slide.

Chapter 2 – Goals, Objectives and Performance Measures – Carbee stated that they gave the highlights at the last meeting; there are five goal areas, and that was kind of the framework for building out the plan.

Chapter 3 – Plan Engagement – Carbee said that this goes into depth on our public engagement, all the open houses and stakeholder meetings, and on-line engagement that they had at those three milestones meetings, and talking with this body and the Policy Board and City Councils and then the survey results that they had.

Chapter 4 – Community Profile/Chapter 5 – Existing Transportation System Performance – Carbee stated that this is a community profile talking about the people, housing, jobs, commuting, just general patterns and recent trends and how that kind of transitions into the technical results of the existing transportation performance, tied it back to those federal

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performance measures but also looking at traffic operations and safety and a lot of other different topics that we have talked about at length at past meetings.

Chapter 6 – Future Trends and Needs – Carbee said that they looked at how we anticipate land use to change and how that will impact travel patterns and the resulting needs on the transportation system, and also about emerging transportation trends and technologies.

Chapter 7 – Street and Highway Strategies – Carbee stated that this talks about what are the kind of high-level categories of approaches we can use, and how does that frame some of the projects that they came up with. He said that it talks about that range of alternatives that kind of form that basis of the projects that they chose, the fiscally constrained project list from.

Chapter 8 – Fiscal Constraint State Of Good Repair – Carbee said that this chapter gets into fiscal constraint and the big takeaway is that we’ve got predominantly a State of Good Repair plan with some opportunities for some safety and traffic operation improvements woven in, but really focusing on keeping our existing system in a state of good repair.

Committed Project List – Carbee stated that build off of that major committed project list, they didn’t list every single committed project on this slide, they really focused on some of the key safety and system expansion type of projects, like a potential 47th Avenue South Interchange, the grade separation at 42nd and DeMers, etc.

2050 Street and Highway Projects – Urban Roads Program (Grand Forks) – Carbee commented that the part that they just wanted to confirm, because he thinks this is probably, and he knows we talked about this at the last meeting, but the part they want to just make sure everybody has boughten into, is that we have short-term, mid-term, and long-term based on fiscal constraint, and he knows that we have probably had an iteration or two since the last meeting even, probably with most of you in attendance, but they have kind of the base year 2023 costs and then those year of expenditure, future time band costs that reflect cost inflation. He stated that they also have that list of critical, what we are calling illustrative at this point, but those critical needs that are likely needed before 2050 that we are also including that we would promote if more funding became available.

Carbee said that you can see as we go through these, they have green, blue and red for short-term, mid-term, and long-term and the orange are illustrative. He stated that this is the Urban Roads Project list for Grand Forks.

2050 Street And Highway Projects – Urban Grant Program Target List (Grand Forks) – Carbee commented that they are anticipating, from a fiscal constraint perspective; so this is a very discretionary program, the Urban Grant Program, but there are opportunities that they have identified here, and they are calling this a grant program, target list for the Urban Grant Program, so these would be the goals for the short-term, mid-term, and long-term. He said that he thinks, obviously these are discretionary programs so there is nothing guaranteed here, in terms of fiscal constraint.

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2050 Street And Highway Projects – City-Sub Target (East Grand Forks) – Carbee stated that we talked about this at the last meeting, and he thinks they might have made an edit based on some later comments, but similar approach, they have the short-term, mid-term, and long-term based on that four year cycle of funding levels, and then the assumption that, we’ve got these critical projects, a lot of them are in the Industrial Park area, that require some paving and we don’t necessarily have federally sourced, or funds from the State in this case, identified but those are critical and we think the need is to have those before 2050.

2050 Street And Highway Projects – Urban Regional Program (NDDOT) – Carbee said that we have the Urban Regional Program reflected here for short-term, mid-term, and long-term projects. He added that you will see on both sides of the river we do have on the State roads, multiple passes at resurfacing and reconstruction type projects between today and 2050.

2050 Street And Highway Projects – District Managed Program (MNDOT) - Carbee stated similarly, on the Minnesota side, we have short-term, mid-term, and long-term, and we do have some overlap with kind of multiple passes of maintenance projects as well.

Chapter 9 – Environmental Mitigation – Carbee said that, again, the project list is probably the critical thing that folks want to confirm, and they just want to make sure it is right as we head into the final stretch of the update. He added that, again, the last two chapters they had environmental mitigation to talk through, environmental justice type of approaches where we are looking at a range of different environmental justice populations, and we continue the practice of looking at carbon footprint estimations for transportation sources and carry the methodology from 2045 forward.

Chapter 10 – Federal Compliance – Carbee stated that this final chapter kind of talks through that federal compliance; looked at the CFR’s and matches it up with what was included in the Street and Highway Plan.

Remaining Schedule – Carbee said that Teri already went through the remaining schedule. He stated that they are hoping to get approval here and then adoption by the end of next month.

Ellis reported that, just so you are aware, they had their Planning Commission meeting at noon, and East Grand Forks was concerned about a potential project that was shown on there for a north end bridge, which they have no interest in, we know why it is on there but they did not bring it up and it concerns them that it is shown on there; that being said if it was shown as being brought up as a potential project, but it hasn’t made its way into the plan, then they are okay with that but they will see where their City Council leads them on it.

Edwardson commented that the City of Grand Forks Planning Commission reviewed it as well, and they didn’t mention the word “bridge” once, but they did have some concerns about wanting to increase 32nd Avenue in terms of timing. She added that Mr. Grasser gave a description of why that isn’t possible, so they kind of kicked it back. She said that they didn’t necessarily talk about a bridge, which was a little bit surprising, but they will also see what their City Council does with it as well.

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Kouba stated that she will be bringing this to both Grand Forks and East Grand Forks work sessions, just to give the council members a chance to hear where we are at, see those numbers, and be able to give us input before we go through that planning process and to hopefully stall some stumbling blocks along the way, or stop them from happening, so she is hoping to get as many questions as possible now and not later.

Kouba said that she was going to bring this up under non-action items but she does have a Draft Executive Summary that basically combines this plan, the Transit Development Plan, and the Bicycle and Pedestrian Plan all into one document, and in that document it shows all of the fiscally constrained projects that Jason just presented, as well as Bike/Ped and Transit projects, and divide it out into the short-term, mid-term and long-term projects, so if you can get any comments to her by the end of November so we can start the approval process for that document as well.

Kouba stated that they are amending the schedule just a little bit, they are adding an additional East Grand Forks Planning Commission meeting on December 13th and moving the East Grand Forks City Council approval to December 19th.

Ellis said that she would like to make a motion on this. Zacher stated that, just a heads up, George Palo is potentially stepping out of his meeting to join via phone call. Halford said that if he did that that would give us a quorum.

Ellis stated that she will hold off on making a motion until a quorum is present.

MATTER OF APPROVAL OF THE SAFE STREETS FOR ALL (SS4A) RFP

Halford reported that you have seen this already, and she didn't receive any comments or questions that would really alter the RFP much, and the only thing that was really done to it since the last meeting was some tweaking to the language to make things a little clearer and some tweaks were made to the proposal schedule, things are done a little more electronically now, before we would get things through the mail so there was a little tweaking to things like double sided pages, if we are getting it electronically things like that don't matter much anymore.

Halford stated that she just wanted to make it clear that the, not to exceed amount of \$400,000 is just for the consultant. She explained that there is also a 20% match, so there is \$100,000 for MPO staff hours as well, so, again the \$400,000 is just for the consultant costs.

Halford commented that there was one other change to the RFP, to the Selection Committee; she narrowed that down a little bit and removed Federal Highway from the committee makeup, so the makeup of the committee will be: East Grand Forks City Planner, Grand Forks Engineering, MnDOT District, NDDOT District, and MPO Staff.

Hunter stated that in the Scope of Work, in the first two paragraphs can we add some language "to meet all requirements for the Safe Streets For All Action Plan". He explained that David

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Kuharenko was worried about them not completing everything and coming back and asking for more money to complete the plan. Halford responded that she will do that.

MATTER OF APPROVAL OF THE GRAND VALLEY RFP

Manske asked if the NDDOT District had any interest in being on the Selection Committee or the Steering Committee. Zacher responded that they are interested in being on the Selection Committee but not the Steering Committee. Manske said that he will make that change to the RFP.

Manske stated that, based on comments received, many similar changes were made to the Grand Valley RFP that were made to the Safe Street For All RFP that was just discussed. He said that he will also make the changes to the scope of work language for this RFP that Carter just requested for the Safe Streets For All RFP as well.

Manske said that the big changes were updating the dates for the project schedule and changing the Selection Committee and Steering Committee membership.

Jesse Kadrmas, NDDOT-Grand Forks District, joined the meeting, a quorum was now present.

MOVED BY ELLIS, SECONDED BY EDWARDSON, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE GRAND VALLEY RFP WITH CHANGES, AS NOTED.

Voting Aye: Kadrmas, Edwardson, Ellis, Hunter, Bergman, Mason, and Zacher.

Voting Nay: None.

Abstain: None.

Absent: Peterson, Bail, Emery, Palo, Brooks, Schroeder, Johnson, Kuharenko, West, Magnuson, Ford, Sanders, and Christianson.

MOTIONS FOR PREVIOUSLY DISCUSSED AGENDA ITEMS:

MATTER OF PRELIMINARY APPROVAL OF THE STREET AND HIGHWAY PLAN

MOVED BY ELLIS, SECONDED BY EDWARDSON, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY GRANT PRELIMINARY APPROVAL OF THE DRAFT STREET AND HIGHWAY PLAN, AS PRESENTED.

Voting Aye: Kadrmas, Edwardson, Ellis, Hunter, Bergman, Mason, and Zacher.

Voting Nay: None.

Abstain: None.

Absent: Peterson, Bail, Emery, Palo, Brooks, Schroeder, Johnson, Kuharenko, West, Magnuson, Ford, Sanders, and Christianson.

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MATTER OF APPROVAL OF THE SAFE STREET FOR ALL (SS4A) RFP

MOVED BY ELLIS, SECONDED BY HUNTER, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE SAFE STREETS FOR ALL (SS4A) RFP WITH CHANGES, AS NOTED.

Voting Aye: Kadrmas, Edwardson, Ellis, Hunter, Bergman, Mason, and Zacher.

Voting Nay: None.

Abstain: None.

Absent: Peterson, Bail, Emery, Palo, Brooks, Schroeder, Johnson, Kuharenko, West, Magnuson, Ford, Sanders, and Christianson.

MATTER OF APPROVAL OF SAFETY TARGETS

Kouba reported that these safety targets are reviewed and updated annually, especially for the PM-1 Targets, as they are federally mandated to be updated annually. She said that the Transit Targets are reviewed by the Cities Area Transit and then are moved on to us.

Kouba stated that she basically updated this staff report from last year, and just added the new target; basically, the new process, the math of everything.

Kouba referred to the staff report and commented that because this is a five-year average crash rolling targets every year we change it, although for the past several years for the fatal and serious injuries there hasn't been too much of a difference from 2019.

Kouba referred to Table F – Previous MPO Targets with Staff Proposed Targets for CY2024 and went over the staff proposed numbers for each safety measure for 2024.

Kouba referred to Table G – Comparison Between MPO Targets and Actual Numbers and commented that we do have some comparisons and we are getting pretty close to the targets we had. Ellis stated that we are close, but her concern is with the number of traffic fatalities, the number of fatalities per 100 vmt, etc., you are proposing a performance measure under what our actuals were, is there a concern if we don't meet those performance measures. Kouba responded that for the MPO area we don't have any kind of basically carrot or stick to do these at all, it is nice to set our targets because we are then able to go to the State and say that we are trying to meet our targets, and we need more safety funding, and the State's are doing their own based on the whole of the state.

Ellis asked Wayne Zacher what his thoughts are on this. Zacher responded that it is up to the MPO if you want to do your own targets or adopt the State's because you can also adopt the State's targets, and if you do that then there really isn't a reporting piece to it, but again it really doesn't make a difference to the State if you want to go through the reporting process and submit that. He said that Grand Forks-East Grand Forks MPO chose to start doing their own, from his understanding, based on the fact that there are two different state targets, but it is really up to

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what the MPO wants to do. Ellis stated that she is just verifying that we aren't adopting something that we can't meet year after year because then it doesn't make sense to set those measures for something that we can't meet, that is her only concern. She said that she doesn't have a problem approving these, and looking to see where we can make improvements the next year, but again, her concern always is that we don't want to set something or have something out there that people are expecting us to try to meet or to get there that we aren't consistently meeting. Kouba stated that that is one of the reasons why we then went to an actual five-year rolling average, so it isn't just the past five years, it is five years of five-year rolling averages that we are looking at, which evens things out quite a bit.

Edwardson commented that this is just her ignorance in all of this, so she apologizes about that, but if we were to use this for state funding or something like that does the state evaluate this and say, "you set a target knowing you can't meet it just to get more state funding", would that go against us. Kouba responded that one of the things is that we are following the same basic process that each state goes through in figuring out their numbers, so they might tweak theirs higher or lower just based off of what they are seeing out there today, but on average they don't really tweak them because it is five years of five-year rolling averages, which really does smooth out all that data.

Ellis stated that she is looking at them and the MPO actuals for 2021 and 2022, those two years of actuals we aren't meeting what we are proposing this year, so she guesses that is two years' worth of data where it has gone up, so this is her concern, that we are setting them at an average, but it is averages based on four and five years ago when our numbers were lower but now they are higher, so that is just a concern of hers. Kouba responded that when the feds review these for the State's, and the State, on a normal basis, they get the choice of flexing some of their highway dollars towards safety, or just keeping them in their road projects, but if you haven't been meeting your targets, then you can't use that funding for anything other than safety; she should say they can flex their safety dollars into their road projects, but if they don't meet their targets they have to put the funding towards their safety projects, and that is kind of what the penalty is, you have to use all your safety dollars on safety projects.

Kouba commented that we can go higher if you feel these numbers are not adequate. Halford asked if Ellis had a number in mind that she feels more comfortable with or that makes more sense to you. Ellis responded that if you, well let's just say you look at the 2021 and the 2022 actuals, you are looking at number one, 3.8 and 3.6, and you went to 2.8, which was the actuals in 2020, and it is fatalities so obviously she is comfortable with setting that there because you don't want to set it higher, but crash related where it is 13 both years and you have it set at 12.6, so why not just set it at 13. Kouba responded that they can surely do that. Ellis said that serious injuries isn't off enough, but you have a static number for two years; same with the number of non-motorized fatalities, you are pretty close so she would leave that one, but she would probably adjust #2 to 1.1, those are her recommendations, but that doesn't mean you have to vote on it that way but she thinks that if we have two years' worth of actuals, maybe we just set them with those numbers knowing that we are still a little bit under.

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MOVED BY ELLIS, SECONDED BY BERGMAN, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE PM-1 SAFETY TARGETS SUBJECT TO THE CHANGES TO #2 AND #3, AS DISCUSSED.

Hunter referred to Table E – The Average of 5 Sets of 5-Year Rolling Average and pointed out that the time shows nine-year segments on that, so some clarification on that table is needed. Ellis asked if it was in the document, is Table E in the document because if it is she would adjust that. Kouba responded that it is the numbers she used to get the numbers. Edwardson asked if it labeled wrong by year or is the data from a nine-year data set. Kouba responded that it is based of all of these numbers.

Halford suggested, and you don't have to do this, but you can also have this brought back in December, it isn't due in December, we are just trying to get ahead of the game as they aren't due until January or February, so if you would be more comfortable with them reviewing this again and making those corrections, we can bring it forward in December.

MOVED BY ELLIS, SECONDED BY BERGMAN, TO RECIND THEIR MOTION AND TO APPROVE TABLING THE PM-1 TARGETS FOR FURTHER REVIEW AND CORRECTIONS TO THE DECEMBER 2023 TECHNICAL ADVISORY COMMITTEE MEETING.

***Voting Aye: Kadrmas, Edwardson, Ellis, Hunter, Bergman, Mason, and Zacher.
Voting Nay: None.
Abstain: None.
Absent: Peterson, Bail, Emery, Palo, Brooks, Schroeder, Johnson, Kuharenko, West, Magnuson, Ford, Sanders, and Christianson.***

Kouba stated that we also need to act on the Transit Targets as well. Ellis said that Dale Bergman and herself have already reviewed these targets and she is comfortable with the numbers so she feels we can move forward with the Transit Targets.

MOVED BY ELLIS, SECONDED BY HUNTER, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE TRANSIT TARGETS, AS PRESENTED.

***Voting Aye: Kadrmas, Edwardson, Ellis, Hunter, Bergman, Mason, and Zacher.
Voting Nay: None.
Abstain: None.
Absent: Peterson, Bail, Emery, Palo, Brooks, Schroeder, Johnson, Kuharenko, West, Magnuson, Ford, Sanders, and Christianson.***

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, November 8th, 2023**

NON-ACTION ITEMS:

OTHER BUSINESS

Halford stated that the 2023/2024 Unified Work Program Project Update is the only thing we have left to discuss.

Halford said that Teri already went over the 2050 Metropolitan Transportation Plan Summary Comments so just a reminder that if you have any comments, please get them to her sooner than later and then we will bring it forward for approval in December.

Halford stated that the December Technical Advisory Committee meeting agenda items will include, again, the MTP final; you will also see the Street and Highway Plan final as well; maybe we will have some T.I.P. amendments; and we will have the PM-1 Safety Targets for approval as well, so that is what our December meeting is looking like, so please tell your friends to come to the meeting so we can have a quorum.

**MATTER OF APPROVAL OF THE OCTOBER 11, 2023, MINUTES OF THE
TECHNICAL ADVISORY COMMITTEE**

***MOVED BY EDWARDSON, SECONDED BY HUNTER, TO APPROVE OCTOBER 11,
2023, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.***

MOTION CARRIED UNANIMOUSLY.

ADJOURNMENT

***MOVED BY ELLIS, SECONDED BY BERGMAN, TO ADJOURN THE NOVEMBER 8TH,
2023 MEETING OF THE TECHNICAL ADVISORY COMMITTEE AT 2:30 P.M.***

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis, Office Manager



MPO Staff Report

Technical Advisory Committee: **December 13, 2023**

MPO Executive Board: **December 20, 2023**

STAFF RECOMMENDED ACTION: Approval of the Final Draft 2050 Street & Highway Plan.

TAC RECOMMENDED ACTION:

Matter of Approval of the Final Draft 2050 Street & Highway Plan

Background:

The five-year update to the Street and Highway Plan provides an opportunity for community partners to revisit the changing priorities and needs for the regional system. Going beyond just checking the boxes of federal requirements but reviewing shifting growth patterns and community priorities. There was an emphasis on community engagement throughout the process. HDR teamed up with CPS, Ltd. and Praxis Strategy Group to help drive community and stakeholder engagement.

HDR utilized the MPO's TAC to provide input and oversight throughout the study process. Public meetings and presentations were given to both City Councils were held at key points of the planning process to gain valuable guidance and insight to give the plan the needed support and vision for a community-based plan.

The Street & Highway Plan is a regional plan and is the last element of the Forks MPO 2050 Metropolitan Transportation Plan that will update the currently adopted 2045 Metropolitan Transportation Plan.

MPO staff and our consultant, HDR, have been presenting the final Street & Highway Plan to local partners for their consideration to amend their Comprehensive Plans to include the Street & Highway Element. This plan also needs to be approved by the MPO Executive Policy Board, Minnesota Department of Transportation (MnDOT), North Dakota Department of Transportation (NDDOT), Federal Transit Administration (FTA), and Federal Highway Administration (FHWA).

To date MPO Staff has made presentations to:

- Grand Forks Planning & Zoning (November 1, 2023)
- NDDOT Management (November 3, 2023)
- MnDOT Management (November 8, 2023)
- East Grand Forks Planning & Zoning (November 8, 2023)
- Forks MPO Technical Advisory Committee (November 8, 2023)
- Grand Forks Committee of the Whole (November 13, 2023)
- East Grand Forks City Council Work Session (November 14, 2023)

- Forks MPO Executive Policy Board (November 15, 2023)

The input we received from all these groups included grammatical changes, the addition of an illustrative project section that included a South End Intercity Bridge and Merrifield Bridge, and a comparison of the 2045 and 2050 Street & Highway Plans. These project lists highlight the community's priorities.

Meetings occurred since the presentations:

- Grand Forks City Council:
 - November 20, 2023, the Grand Forks City Council voted in favor of tabling the preliminary approval of the 2050 Street & Highway Plan to be updated into the City's Comprehensive Plan to have more time to review a summary comparing the 2045 and 2050 Street & Highway Plan
 - December 4, 2023, the Grand Forks City Council voted "To remove all reference to any intercity bridge between the Point Bridge and 47th Ave S from the 2050 Street & Highway Plan in to the City's Comprehensive Plan."
- Grand Forks Planning & Zoning on December 6, 2023 voted to keep reference of the intercity bridge in the 2050 Street & Highway Plan.

The schedule for the meetings is part of the support materials.

The Final Draft 2050 Street & Highway Plan is available at: <https://www.gfegfstreets.com/>

Findings and Analysis:

- The Street & Highway plan is an element of the MTP.
- Adoption deadline is December 29, 2023.
- Draft document has been provided.

Support Materials:

- Plan Adoption Schedule
- Resolution of Adoption

Meeting/Event	Date	Comments
Draft Plan for TAC/Staff Review	October 3	The draft plan will be sent out for comments. Final public input won't be included yet but it won't be a huge impact on the document.
Deadline for TAC/Staff comments	October 13	Comments needed by this time so that they can be included in the document before adoption process begins.
GF Planning & Zoning	November 1	First reading/preliminary approval of ordinance to adopt into Comprehensive Plan.
NDDOT Management	November 3	Present Plan and MTP to NDDOT Management
MnDOT Management	November 8	Present Plan and MTP to MnDOT Management
EGF Planning & Zoning	November 8	Adoption of ordinance to adopt into Comprehensive Plan.
MPO TAC	November 8	Preliminary approval of plan.
GF Committee of the Whole	November 13	Present Plan for adoption into City's Comprehensive Plan.
EGF City Council Work Session	November 14	Present Plan for adoption into City's Comprehensive Plan.
MPO Executive Board	November 15	Preliminary approval of plan.
GF City Council	November 20	First reading/preliminary approval of ordinance to adopt into Comprehensive Plan.
Grand Forks City Council	December 4	City Council postponed voting for preliminary approval.
GF Planning & Zoning	December 6	Final reading of ordinance to adopt into Comprehensive Plan.
EGF Planning & Zoning	December 13	Public Hearing
MPO TAC	December 13	Final approval of Plan
GF City Council	December 18	Final reading of ordinance to adopt into Comprehensive Plan.
EGF City Council	December 19	Final approval of Plan
MPO Executive Board	December 20	Final approval of Plan

**A RESOLUTION ADOPTING
THE YEAR 2050
METROPOLITAN TRANSPORTATION PLAN
FOR THE
GRAND FORKS – EAST GRAND FORKS METROPOLITAN AREA**

WHEREAS, the U. S. Department of Transportation requires the development of a metropolitan transportation plan by a metropolitan planning organization for each urbanized area and area expected to have growth over a twenty year period; and

WHEREAS, the Grand Forks – East Grand Forks Metropolitan Planning Organization (MPO) has been designated as the policy body with the responsibility of performing transportation planning in the Grand Forks – East Grand Forks Metropolitan Area; and

WHEREAS, the MPO is designated by the Governors of North Dakota and Minnesota as the body responsible for making transportation planning decisions in the Grand Forks – East Grand Forks Metropolitan Area; and

WHEREAS, the existing metropolitan transportation plan was adopted in 2019 and, as in accordance with 23 U.S.C. 134 and 23 CFR 450.322, is being updated to remain current, maintain a twenty year horizon and comply with new requirements from Infrastructure Investment and Jobs Act (IIJA); and

WHEREAS, the long range transportation plan, in accordance with 23 CFR 450.322, is multi-modal in scope and accounts for all travel modes in the four sections of the plan: Street & Highway, Transit, Pedestrian, and Bicycle; and

WHEREAS, the MPO adopted a 2045 long range transportation plan in January 23, 2019; and

WHEREAS, the MPO has worked with the North Dakota Department of Transportation, which is its lead agency for metropolitan planning activities, to ensure compliance with IIJA; and

WHEREAS, the metropolitan transportation plan, in accordance with 23 CFR 450.322, shall be financially constrained to demonstrate that proposed projects have existing and/or reasonably projected sources of funds; and

WHEREAS, the MPO followed its adopted Public Participation Plan to proactively involve the public early and often in the transportation planning process and held a public hearing at the appropriate time for each action regarding the Metropolitan Transportation Plan; and

WHEREAS, the Executive Policy Board of the Grand Forks – East Grand Forks Metropolitan Planning Organization considered the actions taken by the local governmental agencies; and

NOW, THEREFORE, BE IT RESOLVED, by the Executive Policy Board of the Grand Forks – East Grand Forks Metropolitan Planning Organization hereby reaffirms all maps, information and data contained in the Year 2050 Street and Highway Element as presented with the following amendments:

NONE

FURTHER, BE IT RESOLVED, the Executive Policy Board of the Grand Forks – East Grand Forks Metropolitan Planning Organization hereby reaffirms all maps, information and data contained in the 2050 Transit Development Plan Element, which includes the Human Services Public Transportation Coordination Plan as presented with the following amendments;

NONE

FURTHER, BE IT RESOLVED, the Executive Policy Board of the Grand Forks – East Grand Forks Metropolitan Planning Organization hereby reaffirms all maps, information and data contained in the 2050 Bicycle and Pedestrian Modes Element as presented with the following amendments;

NONE

FURTHER, BE IT RESOLVED, the Executive Policy Board of the Grand Forks – East Grand Forks Metropolitan Planning Organization reaffirms the ITS Regional Architecture as presented with the following amendments:

NONE

FURTHER, BE IT RESOLVED, the Executive Policy Board of the Grand Forks – East Grand Forks Metropolitan Planning Organization reaffirms the Public Participation Plan as presented with the following amendments:

NONE

FURTHER, BE IT RESOLVED, that the Executive Policy Board of the Grand Forks – East Grand Forks Metropolitan Planning Organization hereby declares that the Year 2050 Street and Highway Element, the Year 2050 Transit Development Plan Modes Element (which incorporates the Human Services Public Transportation Coordination Plan), the Year 2050 Bicycle and Pedestrian Mode Element, the Public Participation Plan and the Regional Architecture together comprise the Year 2050 Metropolitan Transportation Plan, as contain in the Executive Summary.

Warren Strandell, Chair

Date

Stephanie Halford, Executive Director

Date



MPO Staff Report
Technical Advisory Committee:
December 13, 2023
MPO Executive Board:
December 20, 2023

STAFF RECOMMENDED ACTION: Approval of the Final Draft 2050 Metropolitan Transportation Plan (MTP) Executive Summary.

TAC RECOMMENDED ACTION:

Matter of Approval of the Final Draft 2050 MTP Executive Summary

Background:

One of the core responsibilities of the Forks MPO is the Metropolitan Transportation Plan (MTP). This plan needs to be updated every five years. The Forks MPO has chosen to divide the MTP into three basic elements. Those elements are:

1. Transit Development Plan
2. Bike & Pedestrian Plan
3. Street & Highway Plan

Once all three of the elements are updated an Executive Summary is done to help our local, State, and Federal partners see how each element works together to meet all the requirements the MTP needs to meet. This document is a summary of each element highlighting the needed requirements in each plan. At the end of the summary is a listing of the fiscally constrained projects from all three elements of the MTP.

Draft can be found at:

https://www.theforksmmpo.org/plans_projects/2050_metropolitan_transportation_plan

Findings and Analysis:

- The deadline for adoption is the end of December 2023.

Support Materials:

- Final Draft 2050 MTP Executive Summary

Resolution Adopting the 2050 Metropolitan Transportation Plan

WHEREAS, the U.S Department of Transportation requires the development of a metropolitan transportation plan by a metropolitan planning organization for each urbanized area and area expected to have growth over a twenty-year period; and

WHEREAS, the Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO) has been designated as the policy body with the responsibility of performing transportation planning in the Grand Forks-East Grand Forks Metropolitan Area; and

WHEREAS, the MPO is designated by the Governors of North Dakota and Minnesota as the body responsible for making transportation planning decisions in the Grand Forks-East Grand Forks Metropolitan Area; and

WHEREAS, the existing metropolitan transportation plan was adopted in 2019 and, as in accordance with 23 U.S.C 134 and 23 CFR 450.322, is being updated to remain current, maintain a twenty-year horizon and comply with new requirements from IJA; and

WHEREAS, the metropolitan transportation plan, in accordance with 23 CFR 450.322, is multi-modal in scope and accounts for all travel modes in the three sections of the plan: Street & Highway, Transit, and Bicycle & Pedestrian; and

WHEREAS, a 2045 metropolitan transportation plan was adopted in January 31, 2019; and

WHEREAS, the MPO has worked with the North Dakota Department of Transportations, which is its lead agency for metropolitan planning activities, to ensure compliance with IJA; and

WHEREAS, the metropolitan transportation plan, in accordance with 23 CFR 450.322, shall be fiscally constrained to demonstrate that proposed projects have existing and/or reasonably projected sources of funds; and

WHEREAS, the MPO followed its adopted Public Participation Plan to proactively involve the public early and often in the transportation planning process and held a public hearing at the appropriate time for each action regarding the Metropolitan Transportation Plan; and

WHEREAS, the Executive Policy Board of the Grand Forks-East Grand Forks Metropolitan Planning Organization considered the actions taken by local governmental agencies; and

NOW, THEREFORE, BE IT RESOLVED, by the Executive Policy Board of the Grand Forks-East Grand Forks Metropolitan Planning Organization hereby declares that the 2050 Street and Highway Plan, the Greater Grand Forks Bike/Pedestrian Plan, and the Grand Forks-East Grand Forks Transit Development Plan together comprise the Year 2050 Metropolitan Transportation Plan, as contain in the Executive Summary.

Warren Strandell, Chair

Date

Stephanie Halford, Executive Director

Date



MPO Staff Report
Technical Advisory Committee:
December 13, 2023
MPO Executive Board:
December 20, 2023

RECOMMENDED ACTION: Approval of the Amended scope of work updating the Intelligent Transportation System (ITS) Regional Architecture.

TAC RECOMMENDED ACTION:

Matter of approval of the Amened scope of work updating the ITS Regional Architecture.

Background:

Our ITS Regional Architecture is part of our Metropolitan Transportation Plan and needs to be regularly updated. NDDOT and the MPOs have agreed to utilize the expertise of ATAC and its staff to originally develop and assist us in maintaining our Regional Architecture. Thereby our individual documents are better coordinated and interoperable with each other. The purpose of the study would be to work with local staff and ATAC to establish an update to our current Regional Architecture and draft any new future opportunities to incorporate ITS into our metropolitan area.

This scope of work was approved in October. Since that time the timeline has changed due to the ending of the master contract with ATAC. So that there is a clean change over between master agreements the timeline for the ITS Architecture was changed from ending in December to ending in September. ATAC feels they can accomplish the needed work by the end of September.

Findings and Analysis

- An RFP is not necessary to retain a consultant to assist in the preparation of this study.
- ATAC completed our initial and previous updates to our ITS Regional Architecture.
- MPO UPWP identifies this activity to be completed in 2024.
- Staff feels that the work will be done by September 2024.

Support Materials:

- Draft Scope of Work.

NDSU

UPPER GREAT PLAINS TRANSPORTATION INSTITUTE
ADVANCED TRAFFIC ANALYSIS CENTER

Dept 2880 / PO Box 6050 / Fargo, ND 58108-6050

Tel 701-231-8058

www.ugpti.org – www.atacenter.org

Grand Forks-East Grand Forks Regional ITS Architecture Update

Scope of Work

January 2024

Prepared for:

**Grand Forks-East Grand Forks Metropolitan
Planning Organization**

Prepared by:

Advanced Traffic Analysis Center
Upper Great Plains Transportation Institute
North Dakota State University
Fargo, North Dakota

This proposal outlines the scope of work for completing an update for the Grand Forks-East Grand Forks Regional ITS Architecture (GF-EGF RA) following FHWA requirements. The RA provides a comprehensive framework that can be used to plan future ITS, define system requirements, coordinate agency roles, and integrate functions across jurisdictional lines. The original GF-EGF RA was completed in March 2005 by the Advanced Traffic Analysis Center (ATAC) under the sponsorship of the Grand Forks-East Grand Forks Metropolitan Planning Organization (GF-EGF MPO) and has been updated periodically since.

Regional Architecture

The Regional Architecture (RA) provides a roadmap for integrating Intelligent Transportation Systems (ITS) in a region to ensure desired functions are performed while maximizing regional benefits. The RA's objective is to achieve higher benefits compared to agency or jurisdiction-specific systems working independently. The RA is function-oriented and not technology-specific, which allows it to remain valid over time as technology may change.

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 those affecting ITS project interoperability, utilization of ITS-related standards, and the implementation of 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 projects required for implementation

The geographic boundaries of the GF-EGF MPO fall within the states of North Dakota and Minnesota, and each state maintains a separate statewide ITS architecture. This requires special attention to maintain consistency and project coordination between the regional and statewide architectures. In North Dakota, the three MPO regional architectures and NDDOT statewide architecture are developed and supported by ATAC. 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 MnDOT that covers the entire scope of services, including at the state and local levels. Due to the large number of agencies involved, MnDOT utilizes generic descriptions to cover multiple agencies (e.g., Local Transit Management Centers is an element that represents all Minnesota transit agencies outside of the Twin Cities metro area). In contrast, in the GF-EGF regional architecture, the elements and services are customized (e.g., Cities Area Transit (CAT) is identified as the transit agency in the region, and transit service packages reflect CAT's operations and plans). The project Principal Investigator (PI) reviews Minnesota's statewide architecture to ensure consistency with the GF-EGF regional architecture, allowing the GF-EGF MPO 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, stakeholders, the scope of services, deployment of ITS projects in the region, and any revision in the national ITS architecture. Moreover, this update will include the current and upcoming project updates in project architecture form. Specifically, the updated items include the following:

1. Stakeholders
2. Operational concept
3. ITS elements
4. Agreements
5. Interfaces between elements
6. Functional requirements
7. ITS standards
8. Project sequencing

Organizational Plan

The success of updating the RA depends on the effective participation of 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/maintain/use intelligent transportation system components. This section describes the various parties involved in the project and their respective roles.

Project Management

The GF-EGF MPO oversees all activities undertaken by ATAC for this project in accordance with the approved contract. ATAC will coordinate project activities with the MPO, especially stakeholder meetings, for appropriate input required in update completion. MPO 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. The group is expected to have comprehensive knowledge of the area's transportation system and maintain key contacts with relevant stakeholders.

Candidate-members include:

1. GF-EGF MPO
2. City of Grand Forks Traffic Engineer
3. Cities Area Transit (CAT)
4. NDDOT District Engineer
5. MnDOT District Engineer

Technical Stakeholder Committee

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. GF-EGF MPO
2. Grand Forks and East Grand Forks

- a. Engineering
 - b. Public works
 - c. Transit
 - d. Emergency management (including PD, FD, and EMS)
 - e. Planning
 - f. IT
3. Grand Forks and Polk County
 - a. Engineering
 - b. Public works
 - c. Emergency management (including County Sheriff departments)
 4. FHWA ND Division
 5. FHWA MN Division
 6. NDDOT Grand Forks District
 7. MnDOT District 2
 8. North Dakota Highway Patrol (NDHP)
 9. Minnesota State Patrol (MSP)

Tasks

It is anticipated that the majority of all 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 GF-EGF MPO.

1. Hold a project kickoff meeting (by January 2024)
 - a. Present RA update process,
 - b. Update key regional contacts,
 - c. Update ITS stakeholders and sort them into small groups based on technical expertise.
2. Hold stakeholder small group meetings (by April 2024)
 - 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. Identify the scope of upcoming projects with ITS involvement,
 - e. Meet each stakeholder in a small group individually to gather updated data. There will be at least four different meetings, and each session will last for a maximum of 90 minutes.
3. Update system inventory (by May 2024)
 - 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. Summarize data and present to committee for corrections 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 June 2024)
 - a. Update ITS service packages,
 - b. Incorporate appropriate service packages from the National ITS Reference Architecture (ARC-IT 9.1 or updated version),
 - c. Identify potential new elements in the RA,
 - d. Map service packages to MPO planning goals and objectives,
 - e. Add existing or upcoming project architectures,
 - f. Summarize the changes and present them to stakeholders and the project advisory group for verification (meeting duration approximately 60 minutes).

5. Implement RA updates (by July 2024)
 - a. Enter all pertinent information into the Regional Architecture Development for Intelligent Transportation (RAD-IT) software's updated version,
 - b. Create a RAD-IT website,
 - c. Create an RA update report.

6. Convene Transportation Technical Committee (TTC) and Policy Board (in August 2024)
 - a. Submit the draft document for review,
 - b. Present updated RA elements.

7. Prepare the RA update document (on September 2024)
 - a. Finalize document,
 - b. Create a RAD-IT website,
 - c. Provide guidance to MPO 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 January 1, 2024, and end on September 30, 2024.

Budget

Cost Item	Amount
Staff Salaries	\$ 18,354
Benefits	\$ 7,525
Grad Student Salaries	\$ 1,440
Undergrad Student Salaries	\$ -
Benefits	\$ 72
Operating	\$ -
Total direct costs	\$ 27,391
NDSU overhead (43.2%)	\$ 11,833
Total project cost	\$ 39,224



MPO Staff Report
Technical Advisory Committee:
December 13, 2023
MPO Executive Board:
December 20, 2023

RECOMMENDED ACTION: Approve priorities of the Grand Forks Cities Area Transit 5310 Grant application with the priority order given and Grand Forks City Council Approval.

TAC RECOMMENDED ACTION:

Matter of Approval of priorities of the Grand Forks Cities Area Transit FTA #5310 Grant application.

Background:

In October 2023 NDDOT and the MPO announced the solicitation of projects for 5310 Federal Funds for FY2025. The 5310 program focuses on funding to Elderly and Individuals with Disabilities. Projects can be submitted by public transit providers, nonprofit agencies, social service agencies and others. All projects must show consistency with the locally adopted Human Services Public Transportation Coordination Plan in the current TDP. Those other than the public transit provider need to go through the transit agency in their area. CAT is looking at a funding request of \$318,012.

CAT 5310 funding request includes the following projects in priority order:

1. **Mobility Manager:** The Mobility Manager serves as a regional transit coordinator and is responsible for planning, marketing, education, and outreach for Cities Area Transit. The Mobility Manager provides bus training for senior citizens and persons with disabilities and is the agency contact for local human service providers. The total cost for the Mobility Manager position (wages and benefits) is \$98,105. CAT is requesting \$78,484 in Section 5310 funding; the 20% local match of \$19,621 will be paid out of the Grand Forks City Public Transportation budget plus full reimbursement of travel funds of \$3,170.
2. **Replacement of four ADA Minivans:** The four current 2019 Dodge Grand Caravans have exceeded their useful life of 4 years or 100,000 miles. The vehicles are still being utilized in the CAT fleet. The vehicle replacement cost per vehicle is \$70,450. CAT is requesting 85% Federal funds of 59,882 in Section 5310 funding for each replacement vehicle. The local match funds of 15% or \$10,568 will be paid out of the City's Public Transportation budget. The total project cost for the four replacement vehicles is \$281,800 of Federal funds requested would be \$239,528 and the local funds needed are \$42,272.

ND FTA #5310 Summary Table

5310 Funding Requests				
Ranking	Project	Estimated Total Cost	Requested Federal Funds	Local Match
1	Mobility Manager	\$98,105	\$78,484	\$19,621
2	4 Replacement Vans	\$281,800	\$239,528	\$42,272

Findings and Analysis:

- In the TDP, the Coordinated Human Service Transportation section emphasizes the need for marketing and education. This work falls under the Mobility Manager's responsibilities.
- Replacing vehicles is a priority for safety, state of good repair, and system maintenance.

Support Materials:

- CAT Staff reports
- Section 5310 Application

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FY2025 - Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities

Agency Name	City of Grand Forks Cities Area Transit (CAT)	
Agency Contact	Dale Bergman	Phone: 701-746-2590
Unique Entity ID #	071347249	

Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program aims to **improve mobility for seniors and individuals with disabilities** by removing barriers to transportation service and expanding transportation mobility options. Under 49 U.S.C. 5310 funding provides financial assistance for capital purchases and operating assistance for transportation services planned, designed, and carried out to meet the special transportation needs of older adults and persons with disabilities in all small urban and rural areas. The program requires coordination of federally assisted programs and community services to make the most efficient use of federal resources.

The entire Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program is further explained in FTA Circular 9070.1G, located on the FTA website at:

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/C9070_1G_FINAL_circular_4-20-15%281%29.pdf

Please Note:

- Capital project requests for ADA vehicles will require a minimum of **15% Local Match**. All other capital project requests will require a minimum of **20% Local Match**.
- Mobility Manager salary is a capital project expense and requires a minimum of **20% Local Match for Section 5310 annual apportionment funds**.
- Assets purchased with Federal Funds must be maintained and inventoried through a Transit Asset Management (TAM) Plan.
- As with most Federal Assistance Programs, Section 5310 is designed as a reimbursement program. Your agency should be prepared to pay for expenses upon delivery/acceptance and then request reimbursement from NDDOT.
- If you are awarded a Section 5310 project, your agency will be required to report a number of performance measures, at least annually, to NDDOT. Information required to report may include, but not limited to the following:
 - The number of 5310 one-way trips;

- The number of 5310 vehicles you have in service; and
- 5310 ridership demographics.
- If requesting a replacement vehicle, the vehicle listed must have met FTA/NDDOT Useful Life. However, regardless of useful life having been met, federal interest remains until the value of the vehicle or equipment falls below \$5,000.
- If you receive \$750,000 from any federal source, you are required to have a Single Audit per 2 CFR 200 Subpart F.
- Vehicles may be used to provide meal delivery service for homebound persons on a regular basis in conjunction with passenger transportation. Delivery service **must not** conflict with the provision of transit services or result in reduced service to transit passengers.
- Federal Funds awarded for vehicles will only be awarded for ADA vehicles requests.
- Prior to contracting, your agency must have a completed FY 2024 FTA Certifications and Assurances uploaded in BlackCat.
- Prior to contracting, your agency must be active in the System of Award Management (SAM.gov).
- All applications are due **December 29, 2023, 12:00pm CDT**. Late and/or incomplete applications may be subject to a penalty percentage reduction of requested amount or may be eliminated from funding consideration.
- The NDDOT Transit Staff is available to provide guidance and answer any questions on the application process. E-mail: bhanson@nd.gov, dkarel@nd.gov, or jsmall@nd.gov.

General Information

1. Provide a detailed description of the transportation services your agency currently provides for seniors and individuals with disabilities, and any plans for increasing services, expanding service area and increasing ridership. (include days and hours of service, fare structure, total vehicles in service, type of service being provided, transportation provided to what counties and communities in your service area, etc.).

CAT provides fixed route and paratransit service in the city of Grand Forks, ND. CAT also has a contract to provide public transit services in the city of East Grand Forks, MN. CAT services operate within the city limits of Grand Forks and East Grand Forks from 6am to 10pm Monday through Friday and 8am to 10pm Saturdays. The adult fare for fixed route is \$1.50, \$0.75 for students, and \$0.60 for seniors, persons with disabilities, and Medicare card holders. The one-way fare for paratransit is \$3.00. CAT also services the University of North Dakota campus Monday through Friday 730am to 430pm. The University pays \$0.75 per student ride and \$1.30 per faculty ride.

2. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into the application documents.

X Yes List section and page number(s): In the main plan document it briefly talks about the vehicle replacement on page 21. The appendix 6: Capital Financial Plan goes in to more detail on pages 1-7
 No (Applicant must provide an explanation)

3. What percentage of change in ridership has your agency experienced in the since the last application? Provide a brief explanation of the reason for the change in ridership.

Increase

Decrease

Description of change: There has been a steady increase in ridership on our paratransit service since the pandemic. Expecting to break the ridership levels for 2023 by 5% over 2022.

4. List all existing public transportation providers operating in your service area.

CAT is the only urban transit provider. There is a rural provider from Minnesota that does service into the urban area as do other service providers from North Dakota such as Pembina County Transit, Walsh County Transit, Cavalier County Transit, and Devils Lake Transit.

5. Are you the lead transit provider in your area? If not, describe the relationship of your program(s) to other transportation providers.

Yes

No

6. Please describe the need for transit service in your area for seniors and individuals with disabilities? Why does this need exist? How have you determined this need? How will the proposed project address this need for service?

Grand Forks is a hub in the northeast region of North Dakota. The CAT system serves a wide variety of users—seniors, persons with disabilities, youth, New Americans, college students, adults, etc. There is a need to expand services to reach developing areas of the community. Grand Forks is growing to the south and to the west, where there is limited or no fixed route service available. The Mobility Manager helps users and agencies access transportation services through education, outreach, and travel training. By promoting and educating the community on fixed route service, pressure is relieved on paratransit. This is especially important as public transit strives to meet the demand of the aging population.

7. Provide a description of how you market the transportation program and to whom in the box below.

CAT services are marketed through outreach efforts, the CAT website, print materials, social media, and radio ads.

Ridership and Fleet Information

***Report actual ridership numbers, miles and hours for SFY2023 & 2022.**

***Enter current fleet information below.**

***Current fleet and mileage information MUST be also be updated in BlackCat Inventory.**

	SFY2023 - Ridership and Fleet Information	SFY2022 - Ridership and Fleet Information
Number of Annual Ridership (Trips) Provided	262,434 YTD	229,171 TTD
Number of Annual Revenue Hours	51596	50801

Number of Annual Revenue Miles	517,491	460,644
Number of Vehicles in Fleet	31	31

8. What is the purpose of the three most requested trips that your clients require? (e.g. medical, shopping, employment, education, social, etc.)

1. Medical

2. Employment

3. Shopping

Coordinated Public Transit Human Services Transportation Plan

Applicants must be part of a locally derived Coordinated Public Transit Human Services Transportation Plan approved by North Dakota Department of Transportation (NDDOT) and uploaded with this application.



9. When was your Coordinated Public Transit Human Services Transportation Plan approved by the NDDOT Transit Section? Since submitting your plan describe any additional efforts made to coordinate service.

Yes—December 2022

10. Describe any potential opportunities for additional coordination. (include social service agencies, county social services, community actions, educational institutions, youth groups, veteran services, religious organizations, other transportation services, etc.) that may address unmet transit needs in your service area.

Grand Forks is looking at the services in the Grand Forks County area for services to the following towns of Thompson, Northwood, Hatton, Larimore, and Emerado.

11. Is the requested project(s) part of a Coordinated Public Transit Human Services Transportation Plan?

Yes

No

12. If you marked Yes above, indicate the page number where this project is listed.

If you marked No above, explain why this project is not part of your current plan.

10-1

Operating Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a

project in Black Cat. If applying for more than project, please attach additional sheets and create a separate project for each request.

13. Please describe in detail your proposed project. Be specific and include a description of what you would like to purchase and how it benefits your transportation program.

14. Total cost of this project.

Total Cost (include federal and local amounts):

Federal Funds Requested:

Local Match Amount:

Source(s) of Local Match:

Vehicle Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a project in Black Cat. If applying for more than vehicle, please attach additional sheets and create a separate project for each vehicle request.

15. Provide a description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

State Bid Number: 382

Year: 2025

Make/Model: Chrysler Pacifica or Voyager

Seating Capacity: 4

Lift/Ramp: Yes No

Gas/Diesel/Other: Gas

16. Describe in detail which programs and services the requested vehicle will be utilized in and how it will enhance or maintain your service?

17. What type of vehicle are you requesting?

Replacement Vehicle

Expansion Vehicle

18. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN): 2C7WDGBG2KR779379 Van 195

b. Vehicle Year: 2019

c. Make/Model: Dodge Grand Caravan

d. Current Mileage: 85134
e. Vehicle In Service Date: 12/2/2019
f. Vehicle Condition Rating (Adequate, Excellent, Good, Marginal, Poor): Good
g. Has this vehicle information been updated in BlackCat Inventory? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
19. If requesting an expansion vehicle, list the agency/community/county to be served (include hours and days of service and estimated ridership).
20. If operating a fixed route, what are the paratransit eligibility criteria for people to ride your service? There is an application process where we get the information on the disability and if they need a PCA. We do training of fixed route buses and how to ride.
21. Provide an estimated timeline for the purchase of this vehicle. Provide a separate timeline if you are applying for different types of vehicles. <u>See sample timeline below, add or remove lines as needed.</u>
Procurement Type (State Bid, Request For Proposal (RFP)/Invitation For Bid (IFB), Quotes): State Bid
RFP/IFB/Quotes Issue Date:
Contract Award Date: July 2024
Order Date: August 2024
Initial Vehicle Delivery Date: December 2024
Final Vehicle Deliver Date (if more than one vehicle): December 2024
Contract Completion: December 2024
Final Payment Submitted to DOT: January 2025
22. Amount requested for vehicle (include the base price plus all options with this request):
Total Vehicle Cost (include federal and local amounts): \$70,450 Federal Funds Requested:\$59,882 Local Match Amount: \$10,568 Source(s) of Local Match: Mill Levy

<p>Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm</p>	<p>Estimated Delivery time (in months)</p>
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15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - \$119,103 - \$133,898	12 – 24
ADA Transit Med or High Roof Vehicle with Rear or Side Lift NDDOT Term Contract No. 301	Base price - \$67,913 - \$102,677	12 – 24
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - \$145,132 - \$146,607	12 – 24
ADA Low Floor Mini Van NDDOT Term Contract No. 382	Base Price - \$69,900	6 – 9
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$137,034 - \$145,304	12 – 24
Hometown View Bus NDDOT Term Contract No. 389	Base Price - \$156,850 - \$210,080	8 - 12
Trolley – Carriage and Villager NDDOT Term Contract No. 386	Base Price - \$125,000 - \$168,000	6 – 12

FTA Useful Life Standards

Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles

Mobility Manager Position Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a project in Black Cat.

23. Please describe in detail your proposed project.

Mobility Manager Position – This position serves as the regional transit coordinator and is responsible for planning, marketing, education, and outreach for Cities Area Transit. The Mobility Manager provides bus training for senior citizens and persons with disabilities and is the agency contract for human service providers.

24. Have you attached a current job description including goals and achievements to the application?

Yes

No

25. Total cost of this project.

Total Cost (include federal and local amounts): \$98,105
Federal Funds Requested: \$78,484
Local Match Amount: \$19,621
Source(s) of Local Match: Mill Levy

RTAP TRAVEL REQUEST – Mobility Management Position
This request MUST first be created as a project in the Black Cat System.

26. List the training the Mobility Manager attended in the FY2024 that was reimbursed by RTAP. Included dates and conference/training name, including the DOT meetings.

CTAA conference May 2023 in Oklahoma City, OK and the DTA conference in September 2023 in Minot
Total amount to date reimbursed for travel in FY2024: \$0

27. Provide a list of the conferences and meetings the mobility manager plans to attend for FY2025.

CTAA Conference in West Palm Beach, FL and the DTA conference in Rapid City SD

28. RTAP Travel Budget to be requested for FY2025.

Total Federal Funds Requested: \$3,170
Local Match Amount: \$0 – no match required

Equipment & Miscellaneous Capital Projects

Fill in the requested information below regarding your Equipment and Miscellaneous Capital Project(s). These projects must directly relate to your transportation program. Any equipment purchased with these funds must be required for, and used for, public transportation.

NOTE: This request MUST first be created as a project in Black Cat. If applying for more than project, please attach additional sheets and create a separate project for each.

29. Describe your proposed project(s) in detail (detail MUST include: type, quantity, cost, purpose of equipment being requested).

Type:
Quantity:
Purpose:

30. How does this project enhance your transportation program?

31. Have you completed an Independent Cost Estimate document to show that the price is fair and reasonable? Review your procurement thresholds to determine if required, describe below and provide documentation.

Yes
 No (Applicant must provide an explanation)

32. Is an ITS Project/Architecture Checklist required for this project? Review (23 CFR 940.13), see SFN 60212 located in BlackCat Resources.

- Yes
 No (Applicant must provide an explanation)

33. Has the NDDOT ITS Project/Architecture Checklist been completed and submitted with this application for review?

- Yes
 No (Applicant must provide an explanation)

34. Provide an estimated timeline for the purchase of this equipment. Provide a separate timeline if you are applying for different types of equipment. **See sample timeline below, add or remove lines as needed.**

Procurement Type (State Bid, Request For Proposal (RFP)/Invitation For Bid (IFB), Quotes):

RFP/IFB/Quotes Issue Date:

Contract Award Date:

Order Date:

Deliver/Installation/Project Completion Date:

Final Payment Submitted to DOT:

35. Total cost for the project?

Total Cost (include federal and local amounts):

Federal Funds Requested:

Local Match Amount:

Source(s) of Local Match:

Local Match & Total Funding Request

In the table below, list requested projects priority, and specify in detail the sources and dollar amounts of Local Match funding (State Aid, Mill Levy, Other Directly Generated Funds etc.) that are available to be used towards each project (Vehicle, Facility Rehabilitation & Construction, and/or Equipment/Miscellaneous Capital). In-kind funds cannot be used as local match to 5310 contracts.

Local match listed here cannot be already targeted as match for a FY2025 5339 or 5311 applications.

Farebox revenue cannot be used as Local Match.

Documentation of sources of Local Match (including State Aid) MUST be attached or it will not be considered. Documentation must include a financial obligation amount. This amount may be an estimation or record of the previous amount provided to the transit agency and requires a signature of the organization providing the local share. Without a financial amount and required signature, such local amounts won't be considered as supporting match. Federal funds will only be awarded if sufficient match is provided.

This project ranking should match your prioritization in BlackCat.

Ranking	Project	Federal Dollars Requested	Local Match Needed	Sources of Local Match*
1	Mobility Manager	\$85,690	\$21,000	Mill Levy
2	Replacement Van 197	\$59,882	\$10,568	Mill Levy
3	Replacement Van 198	\$59,882	\$10,568	Mill Levy
4	Replacement Van 195	\$59,882	\$10,568	Mill Levy
5	Replacement Van 196	\$59,882	\$10,568	Mill Levy

APPLICATION CHECKLIST AND SIGNATURE PAGE

This checklist is included for your review and completion prior to submittal of your application to ensure your submission includes all required documents.

Section 5310 Applicants must submit the following (check box when complete):	
X	Completed 5310 Application;
X	Document(s) showing sources and amounts of local match funds – Signed letters from source(s) of local match showing sources and amounts, FY2024 State Aid Contract or award letter, mill levy, city funds, etc.;
X	Update vehicle information, mileage and condition in BlackCat Inventory;
X	Update Transit Board Members information in BlackCat;
X	Certify and upload a current Authorizing Resolution form (only complete if there has been a change to your agencies signing authority since the last application);
X	Upload your annual registration from the System for Award Management (SAM.gov) to the application documents;
	Complete and include the NDDOT ITS Project Architecture Checklist Systems Engineering Compliance (SFN 60212), (if applicable);
X	Upload your Coordinated Human Services Plan in the application documents;
X	Upload your 3-5 Year Plan in the application documents;
X	The following documents MUST be current and uploaded into BlackCat Resources: Title VI Plan, Procurement Plan, and TAM Plan;
X	Upload Preliminary Assessment/Application for Capital Assistance forms(s) (if applicable).

I hereby certify that as a person authorized to sign for

City of Grand Forks Cities Area Transit

Transit Agency Name

That I have reviewed the application submitted and to the best of my knowledge all statements and representations made are true and correct. I also hereby certify:

1. Adequate funds will be available to provide the required local match and to operate the project; and
2. Sufficient managerial and fiscal resources exist to implement and manage the grant as outlined in this application; and
3. The project items purchased under this grant shall be maintained in accordance with the detailed maintenance schedules as stipulated by the manufacturer; and
4. The transit agency agrees to meet the applicable federal and state requirements.

Dale Bergman
Signature of Authorized Representative

12-5-2023
Date

Section 5310 – Additional VEHICLE PROJECT REQUESTS

NOTE: This request MUST first be created as a project in Black Cat. Each vehicle must be created as a separate project.

There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in Black Cat.

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

State Bid Number: 382

Year: 2024

Make/Model: Chrysler Pacifica

Seating Capacity: 4

Lift/Ramp: X Yes No

Gas/Diesel/Other: Gas

5. What type of vehicle are you requesting?

X Replacement Vehicle

Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN): 2C7WDGBG8KR779435 Van 196

b. Vehicle Year: 2019

c. Make/Model: Dodge Caravan

d. Current Mileage: 79,206

e. Vehicle In Service Date: 12/2/2019

f. Vehicle Condition Rating (Adequate, Excellent, Good, Marginal, Poor): Good

g. Has this vehicle information been updated in BlackCat Inventory? X Yes No

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

Procurement Type (State Bid, Request For Proposal (RFP)/Invitation For Bid (IFB), Quotes): State Bid

RFP/IFB/Quotes Issue Date:

Contract Award Date: July 2024

Order Date: August 2024

Initial Vehicle Delivery Date: December 2024

Final Vehicle Deliver Date (if more than one vehicle): December 2024

Contract Completion: December 2024

Final Payment Submitted to DOT: January 2024

9. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts): \$70,450

Federal Funds Requested Amount: \$59,882

Local Match Amount: \$10,568

Source(s) of Local Match: Mill Levy

10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into the application documents.

Yes List section and page number(s): In the main plan document it briefly talks about the vehicle replacement on page 21. The appendix 6: Capital Financial Plan goes into more detail on pages 1-7.

No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm		Expected Delivery time (in months)
15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - \$119,103 - \$133,898	12 – 24
ADA Transit Vehicle – Rear and Side Lift NDDOT Term Contract No. 301	Base price - \$67,913 – \$102,677	12 – 24
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - \$145,132 - \$146,607	12 – 24
ADA Low Floor Mini Van NDDOT Term Contract No. 382	Base Price - \$69,900	6 – 9
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$137,034 - \$145,304	12 – 24
Hometown View Bus NDDOT Term Contract No. 389	Base Price - \$156,850 – \$210,080	8 – 12
Trolley – Carriage and Villager NDDOT Term Contract No. 386	Base Price - \$125,000 - \$168,000	6 – 12
FTA Useful Life Standards		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

Section 5310 – Additional VEHICLE PROJECT REQUESTS

NOTE: This request MUST first be created as a project in Black Cat. Each vehicle must be created as a separate project.

There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in Black Cat.

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

State Bid Number: 382

Year: 2024

Make/Model: Chrysler Pacifica

Seating Capacity: 4

Lift/Ramp: X Yes No

Gas/Diesel/Other: Gas

5. What type of vehicle are you requesting?

X Replacement Vehicle

Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN): 2C7WDGBG1KR779504 Van 197

b. Vehicle Year: 2019

c. Make/Model: Dodge Caravan

d. Current Mileage: 105,119

e. Vehicle In Service Date: 12/2/2019

f. Vehicle Condition Rating (Adequate, Excellent, Good, Marginal, Poor): Good

g. Has this vehicle information been updated in BlackCat Inventory? X Yes No

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

Procurement Type (State Bid, Request For Proposal (RFP)/Invitation For Bid (IFB), Quotes): State Bid

RFP/IFB/Quotes Issue Date:

Contract Award Date: July 2024

Order Date: August 2024

Initial Vehicle Delivery Date: December 2024

Final Vehicle Deliver Date (if more than one vehicle): December 2024

Contract Completion: December 2024

Final Payment Submitted to DOT: January 2025

9. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts): \$70,450

Federal Funds Requested Amount: \$59,882
 Local Match Amount: \$10,568
 Source(s) of Local Match: Mill Levy

10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into the application documents.

Yes List section and page number(s): In the main plan document it briefly talks about the vehicle replacement on page 21. The appendix 6: Capital Financial Plan goes into more detail on pages 1-7.
 No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm		Expected Delivery time (in months)
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FTA Useful Life Standards		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

Section 5310 – Additional VEHICLE PROJECT REQUESTS

NOTE: This request MUST first be created as a project in Black Cat. Each vehicle must be created as a separate project.

There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in Black Cat.

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

State Bid Number: 382

Year: 2024

Make/Model: Chrysler Pacifica

Seating Capacity: 4

Lift/Ramp: X Yes No

Gas/Diesel/Other: Gas

5. What type of vehicle are you requesting?

X Replacement Vehicle

Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN): 2C7WDGBG0KR779509 Van 198

b. Vehicle Year: 2019

c. Make/Model: Dodge Caravan

d. Current Mileage: 85,697

e. Vehicle In Service Date: 12/2/2019

f. Vehicle Condition Rating (Adequate, Excellent, Good, Marginal, Poor): Good

g. Has this vehicle information been updated in BlackCat Inventory? X Yes No

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. See sample timeline below, add or remove lines as needed.

Procurement Type (State Bid, Request For Proposal (RFP)/Invitation For Bid (IFB), Quotes): State Bid

RFP/IFB/Quotes Issue Date:

Contract Award Date: July 2024

Order Date: August 2024

Initial Vehicle Delivery Date: December 2024

Final Vehicle Deliver Date (if more than one vehicle): December 2024

Contract Completion: December 2024

Final Payment Submitted to DOT: January 2025

9. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts): \$70,450

Federal Funds Requested Amount: \$59,882

Local Match Amount: \$10,568

Source(s) of Local Match: Mill Levy

10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into the application documents.

Yes List section and page number(s): In the main plan document it briefly talks about the vehicle replacement on page 21. The appendix 6: Capital Financial Plan goes into more detail on pages 1-7.

No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm		Expected Delivery time (in months)
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FTA Useful Life Standards		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	



MPO Staff Report
Technical Advisory Committee:
December 13, 2023
MPO Executive Board:
December 20, 2023

RECOMMENDED ACTION: Approve priorities of the Grand Forks Cities Area Transit 5339 Grant application with the priority order given and Grand Forks City Council Approval.

TAC RECOMMENDED ACTION:

Matter of Approval of priorities of the Grand Forks Cities Area Transit FTA #5339 Grant application.

Background:

In October 2023 NDDOT and the MPO announced the solicitation of projects for 5339 Federal Funds for FY2025. The 5339 program focuses on funding buses and bus facilities. Those other than the public transit provider need to go through the transit agency in their area. CAT is looking at a funding request of \$2,342,281.

CAT 5339 funding request includes the following projects in priority order:

1. **Replacement of Low-Floor Bus:** The current low floor cutaway bus has exceeded its useful life of 5 years or 150,000 miles. The vehicle is still being utilized in the CAT fleet. The vehicle replacement cost for the low floor cutaway bus is \$147,860. CAT is requesting 85% Federal funds of \$125,681 in Section 5339 funding for the replacement vehicle. The local match funds of 15% or \$22,179 will be paid out of the City's Public Transportation budget.
2. **Video Mirrors:** The video mirrors would be to replace the current vehicle outside mirror assemblies and help provide safer right side sight lines to prevent collisions and/or pedestrian incidents with the vehicles. This would replace the current outside rear looking cameras and tie into the current video camera system providing additional safety during vehicle operations, especially in the University Ave bike and bus lanes. The cost of the six vehicle mirror replacements is \$72,000. CAT is requesting 80% Federal funds of \$57,600. The local match funds of 20% or \$14,400 will be paid out of the City's Public Transportation Budget.
3. **Replacement of Four 35ft Diesel Bus:** The four current 2010 35-foot diesel buses have exceeded their useful life of 12 years or 500,000 miles. The vehicles are still being utilized in the CAT fleet. The replacement cost per 35ft diesel bus is \$635,000. CAT is requesting 85% Federal funds of \$539,750 in Section 5339 funding for each replacement vehicle. The local match funds of 15% or \$95,250 will be paid out of the City's Public

Transportation budget. The total project cost for the four replacement vehicles is \$2,540,000 of which Federal funds requested would be \$2,159,000 and the local funds needed are \$381,00.

ND FTA #5339 Summary Table

5310 Funding Requests				
Ranking	Project	Estimated Total Cost	Requested Federal Funds	Local Match
1	Replacement Cutaway Bus	\$147,860	\$125,681	\$22,179
2	Video Mirrors	\$72,000	\$57,600	\$14,400
3	Replace 4 35ft Buses	\$2,540,000	\$2,159,000	\$381,000

Findings and Analysis:

- Replacing vehicles is a priority for safety, state of good repair, and system maintenance.
- As new ways of making buses safer become available CAT is always striving to implement them into their buses and make a safer and more secure system.
- Staff recommends approval.

Support Materials:

- CAT Staff reports
- Section 5339 Application

NORTH Dakota | Transportation

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FY2025 - Section 5339 Bus & Bus Facilities Program	
Agency Name	City of Grand Forks Cities Area Transit
Agency Contact	Dale Bergman Phone: 701-746-2590
Unique Entity ID #	L25LA7WWD7M1

Section 5339 – The Federal Transit Administration (FTA) Section 5339 (Bus & Bus Facilities Program) is a capital-only program and funds are limited to capital projects to replace, rehabilitate, and purchase buses and bus-related equipment, and to construct or rehab bus-related facilities.

The entire Section 5339 – Bus and Bus Facilities Grants is further explained in FTA Circular 9300.1B, located on the FTA website at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Final_C_9300_1_Bpub.pdf.

Please Note:

- Capital project requests for ADA vehicles will require a minimum of **15% Local Match**. All other capital project requests will require a minimum of **20% Local Match**.
- **Farebox revenue cannot be used as Local Match.**
- Assets purchased with Federal Funds must be maintained and inventoried through a Transit Asset Management (TAM) Program.
- As with most Federal Assistance Programs, 5339 is designed as a reimbursement program. Your agency should be prepared to pay for your expenses upon delivery/acceptance and then request reimbursement from NDDOT.
- If requesting a replacement vehicle, the vehicle listed must have met FTA/NDDOT Useful Life. However, regardless of useful life having been met, federal interest remains until the value of the vehicle or equipment falls below \$5,000.
- If you receive \$750,000 from any federal source, you are required to have a Single Audit per 2 CFR 200 Subpart F.
- Prior to contracting, your agency must have a completed FY 2024 FTA Certifications and Assurances uploaded in BlackCat.
- Prior to contracting, your agency must be active in the System of Award Management (SAM.gov).

- All applications are due **December 29, 2023 12:00pm CDT**. Late and/or incomplete applications may be subject to a penalty percentage reduction of requested amount or may be eliminated from funding consideration.
- The NDDOT Transit Staff is available to provide guidance and answer any questions on the application process. E-mail: bhanson@nd.gov, dkarel@nd.gov, or jsmall@nd.gov.

GENERAL INFORMATION

1. Provide a detailed description of the transportation services your agency currently provides and any plans for increasing services, expanding service area and increasing ridership. (include days and hours of service, fare structure, total active and spare vehicles in service, type of service being provided, transportation provided to what counties and communities in your service area, etc.).

CAT provides fixed route and paratransit service in the city of Grand Forks, ND. CAT also has a contract to provide public transit services in the city of East Grand Forks, MN. CAT services operate within the city limits of Grand Forks and East Grand Forks from 6 am to 10 pm Monday through Friday and 8 am to 10 pm Saturdays. The adult fare for fixed route is \$1.50, \$0.75 for students, and \$0.60 for seniors, persons with disabilities, and Medicare card holders. The one-way fare for paratransit is \$3.00. CAT plans to begin operating additional services on the University of North Dakota campus this year. This, along with restructured routing, will serve to increase ridership over the next five years.

2. Provide a detailed explanation of how and why this request is important to your agency and how it will improve or provide for future service to citizens in the communities/counties you provide service.

This request is important to bring vehicle assets to a state of good repair, reduce operating costs, and improve safety. Projects are identified on page 10-1 of the 2017 Transit Development Plan.

3. What percentage of change in ridership has your agency experienced in the since the last application? Provide a brief explanation of the reason for the change in ridership.

- Increase
 Decrease

Description of change: Ridership in the last two years has seen significant increases since the pandemic and route changes as seen in our ridership reports.

VEHICLE PROJECT REQUESTS

NOTE: This request MUST first be created as a project in BlackCat. Each vehicle must be created as a separate project.

There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in the BlackCat.

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

State Bid Number: 381
 Year: 2024
 Make/Model: New England Wheels Front Runner
 Seating Capacity: 14/3

Lift/Ramp: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Gas/Diesel/Other: Gas
5. What type of vehicle are you requesting?
<input checked="" type="checkbox"/> Replacement Vehicle <input type="checkbox"/> Expansion Vehicle
6. If requesting a replacement, which vehicle in your fleet are you replacing?
a. Vehicle Information Number (VIN): 3C7WRVVG0GE125672
b. Vehicle Year: 2019
c. Make/Model: Dodge Ram Promaster Cutaway
d. Current Mileage: 159378
e. Vehicle In Service Date: 2019
f. Vehicle Condition Rating (Adequate, Excellent, Good, Marginal, Poor): Good
g. Has this vehicle information been updated in BlackCat Inventory? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).
8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. <u>See sample timeline below, add or remove lines as needed.</u>
Procurement Type (State Bid, Request For Proposal (RFP)/Invitation For Bid (IFB), Quotes): State Bid
RFP/IFB/Quotes Issue Date:
Contract Award Date: July 2024
Order Date: August 2024
Initial Vehicle Delivery Date: August 2025
Final Vehicle Deliver Date (if more than one vehicle): August 2025
Contract Completion: September 2025
Final Payment Submitted to DOT: September 2025
9. Amount requested for vehicle (include the base price plus all options with this request):
Total Vehicle Cost (include federal and local amounts): \$147,860
Federal Funds Requested Amount:\$125,681
Local Match Amount: \$22,179
Source(s) of Local Match: Mill Levy
10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into the application documents.
<input checked="" type="checkbox"/> Yes List section and page number(s): <input type="checkbox"/> No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm	Estimated Delivery time (in months)
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15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - \$119,103 - \$133,898	12 – 24
ADA Transit Med or High Roof Vehicle with Rear or Side Lift NDDOT Term Contract No. 301	Base price - \$67,913 - \$102,677	12 – 24
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - \$145,132 - \$146,607	12 – 24
ADA Low Floor Mini Van NDDOT Term Contract No. 382	Base Price - \$69,900	6 – 9
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$137,034 - \$145,304	12 – 24
Hometown View Bus NDDOT Term Contract No. 389	Base Price - \$156,850 - \$210,080	8 - 12
Trolley – Carriage and Villager NDDOT Term Contract No. 386	Base Price - \$125,000 - \$168,000	6 – 12
FTA Useful Life Standards		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

TRANSIT FACILITY PROJECT

NOTE: This request MUST first be created as a project in Black Cat.

REHABILITATION/RENOVATION OF A TRANSIT FACILITY

11. Do you currently have a transit facility?

Yes No

12. If yes, provide information on the current facility.

Federally Funded: Yes No Other

Year Constructed:

Square Footage:

Parking spots:

Has this facility been renovated in the past? Yes No If Yes - Describe

13. Give a detailed description and justification of the proposed project. Include the need for rehabilitation, improvements, or remodeling, necessary repair work, cost estimates, temporary or permanent repair, and other details that you deem relevant to assist NDDOT in making a project determination.

14. Provide an estimated timeline for the project (s). Provide a separate timeline for each project you are applying for. See sample timeline below, add or remove lines as needed.

Request for Proposal (RFP)/Invitation for Bid (IFB) Issue Date:

Contract Award Date:

Project State Date:

Contract Completion Date:

Final Payment Submitted to DOT:

15. Has your Agency completed the FTA Region 8 Categorical Exclusion Worksheet for this project? The worksheet and instructions can be found in BlackCat Global Resources or on NDDOT Transit website under Procurement at <https://www.dot.nd.gov/divisions/localgov/transit-operator-portal.htm>

- Yes (Applicant must complete and attach the worksheet)
 No (Applicant must provide an explanation)

16. Has your agency completed and attached an Equity Analysis for this renovation? NOTE: An Equity Analysis must occur before the preferred site is selected.

- Yes
 No (Applicant must provide an explanation)

17. Your agency will be **required** to interview and hire an architect/consultant to design the plans and specifications and manage the bidding and construction of this building to meet FTA and NDDOT standards and requirements. Provide the dollar amount are you requesting.

Total Cost (include federal and local amounts):
Federal Funds Requested:
Local Match Amount:
Source(s) of Local Match:

18. An Independent Cost Estimate (ICE) is required to show that the price is fair and reasonable. Explain your process for completing the ICE below. Upload your ICE with the application documents.

19. Are you proposing to use the value of land as match, in whole or part, for your project? If yes, please indicate whether this is an appraised value or estimate. Only the portion of land required for the project may be considered in this valuation.

- No
 Yes, Appraised Value:
 Yes, Estimate Value:

20. Does the appraised value or estimate cover your entire match? If not, Identify other sources of local match for this project.

21. Has your agency held public meetings about this project? If yes, when and did the community support this project? Include documentation of all public meetings (agendas, advertisements, meeting minutes, comments, and list of attendees)

- Yes, and documents are attached. Meeting dates:
 No (Applicant must provide an explanation)

22. Does your agency have a written Facility Maintenance Plan? Explain the procedures to ensure facility & equipment is inspected and maintained per manufacturer's warranty instructions on a regular

scheduled basis as described in your Facility Maintenance and TAM Plans.
<input type="checkbox"/> Yes <input type="checkbox"/> No (Applicant must provide an explanation)
23. Are your facility and any maintenance records recorded in your TAM maintenance program as required by NDDOT? If No, please explain.
<input type="checkbox"/> Yes <input type="checkbox"/> No (Applicant must provide an explanation)
24. What is the condition (1(Poor) – 5 (Excellent) rating scale assessment) rating of your current facility?
25. Total project cost?
Total Cost (include federal and local amounts): Federal Funds Requested: Local Match Amount: Source(s) of Local Match:
26. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into the application documents.
<input type="checkbox"/> Yes List section and page number(s): <input type="checkbox"/> No (Applicant must provide an explanation)

PURCHASING A TRANSIT FACILITY
Complete this portion if you are requesting funding to purchase an existing transit facility.
27. If purchasing a facility, what is the asking price?
28. An Independent Cost Estimate (ICE) is required to show that the price is fair and reasonable. Explain your process for completing the ICE below. Upload your ICE with the application documents.
29. Justify why it is more cost effective to purchase this facility versus building a new one.
30. Describe the facility you are considering for purchase in detail. Provide purpose of facility (administration, storage, etc.), specifications, environmental assessments, drawings/plans, etc.
Year Constructed: Square Footage: Parking spots: Purpose of facility:
31. Are there any known environmental issues with the facility you are proposing to purchase? (e.g., underground fuel storage) If yes, please describe.
<input type="checkbox"/> Yes (Applicant must provide an explanation) <input type="checkbox"/> No
32. Will this facility require any renovation for use in your transit program? If yes, please describe

these renovations in detail and specify whether these costs are figured into the above asking price.

- Yes (Applicant must provide an explanation and associated cost)
 No

33. Has your agency held any public meetings about this project? If yes, when and did the community support this project? Include documentation of all public meetings (agendas, advertisements, meeting minutes, comments, and list of attendees)

- Yes, and documents are attached. Meeting dates:
 No (Applicant must provide an explanation)

34. Provide an estimated timeline for the project (s). Provide a separate timeline for each project you are applying for. NOTE: If renovations are needed you will need to add that to the timeline. **See sample timeline below, add or remove lines as needed.**

Request for Proposal (RFP)/Invitation For Bids (IFB) Documents Date:

Purchase Date:

Contract Completion:

Final Payment Submitted to DOT:

35. Total project cost including purchase and renovations.

Total Cost (include federal and local amounts):

Federal Funds Requested:

Local Match Amount:

Source(s) of Local Match:

36. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s). Your current plan must be uploaded into the application documents.

- Yes List section and page number(s):
 No (Applicant must provide an explanation):

BUILDING A TRANSIT FACILITY

Complete this portion if you are requesting funding to build a new transit facility.

37. Describe in detail the need for a facility in your transit program.

38. Describe your proposed project in detail. Include a description of all the amenities you feel the project will need to meet your needs – e.g., purpose of facility, square footage, office space, number of vehicles it will hold, wash bays, etc. Keep in mind, this facility should be designed to meet your current needs with a reasonable projection of your future needs.

39. Has your Agency completed the FTA Region 8 Categorical Exclusion Worksheet for this project? The worksheet and instructions can be found in BlackCat Global Resources or on NDDOT Transit website under Procurement at <https://www.dot.nd.gov/divisions/localgov/transit-operator-portal.htm>

- Yes (Applicant must complete and attach the worksheet)
 No (Applicant must provide an explanation)

40. Has your agency completed and attached an Equity Analysis for this renovation? NOTE: An Equity Analysis must occur before the preferred site is selected.

<input type="checkbox"/> Yes <input type="checkbox"/> No (Applicant must provide an explanation)
41. Do you have preliminary design plans for this project? If you do, please include a copy with this application.
<input type="checkbox"/> Yes <input type="checkbox"/> No
42. Your agency will be required to interview and hire an architect/consultant to design the plans and specifications and manage the bidding and construction of this building to meet FTA and NDDOT standards and requirements. Provide the dollar amount are you requesting.
Total Cost (include federal and local amounts): Federal Funds Requested: Local Match Amount: Source(s) of Local Match:
43. Are you proposing to use the value of land as match, in whole or part, for your project? If yes, please indicate whether this is an appraised value or estimate. Only the portion of land required for the project may be considered in this valuation
<input type="checkbox"/> No <input type="checkbox"/> Yes, Appraised Value: <input type="checkbox"/> Yes, Estimate Value:
44. Does the appraised value or estimate cover your entire match? If not, identify other sources of match for this project.
<input type="checkbox"/> Yes <input type="checkbox"/> No
45. Has your agency held any public meetings about this project? If yes, when and did the community support this project? Include documentation of all public meetings (agendas, advertisements, meeting minutes, comments, and list of attendees).
<input type="checkbox"/> Yes, and documents are attached. Meeting dates: <input type="checkbox"/> No (Applicant must provide an explanation)
46. Have you looked at options to scale the building back in case the construction costs come in over budget?
<input type="checkbox"/> Yes – Provide Explanation: <input type="checkbox"/> No (Applicant must provide an explanation)
47. Provide an estimated timeline for the project (s). Provide a separate timeline for each project you are applying for. <u>See sample timeline below, add or remove lines as needed.</u>
Request For Proposal (RFP) Issue Date:
Contract Award Date:
Project Start Date:
Contract Completion:
Final Payment Submitted to DOT:
48. Total project cost?
Total Cost (include federal and local amounts):

Federal Funds Requested:

Local Match Amount:

Source(s) of Local Match:

49. Explain where in your current 3-5 Year plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into the application documents.

Yes List section and page number(s):

No (Applicant must provide an explanation)

EQUIPMENT & MISCELLANEOUS CAPITAL PROJECTS

Fill in the requested information below regarding your Equipment and Miscellaneous Capital Project(s). These projects must directly relate to your transportation program. Any equipment purchased with these funds must be required for, and used for, public transportation.

NOTE: This request MUST first be created as a project in Black Cat. If applying for more than one project, please attach additional sheets and create a separate project for each individual project.

50. Describe your proposed project(s) in detail.

Description: Video Mirrors

Quantity: 6

Purpose: The purpose of the video mirrors is to help drivers with vehicle blind spots in traffic and pedestrians, especially on the right side. This will also have alerts for the drivers when turning to the right for vehicles, pedestrians, and curbs. This is a safety factor for drivers and pedestrians.

51. How does this project(s) enhance your transportation program?

This will help with safety on the right side of the vehicle and will tie in with the current video camera system.

52. Have you completed an Independent Cost Estimate document to show that the price is fair and reasonable? Review your procurement thresholds to determine if required, describe below, and provide documentation.

X Yes This product was reviewed at APTA conference and is handled by one vendor only at present. This product was just released to the market.

No (Applicant must provide an explanation)

53. Is an ITS Project/Architecture Checklist required for this project? Review (23 CFR 940.13), see SFN 60212 located in BlackCat Global Resources.

Yes

X No (Applicant must provide an explanation) This product is video mirrors and is not open for public review.

54. Has the NDDOT ITS Project/Architecture Checklist been completed and submitted with this application for review?

Yes

X No (Applicant must provide an explanation) See above

55. Provide an estimated timeline for the purchase of this equipment. Provide a separate timeline if you are applying for different types of equipment. **See sample timeline below, add or remove lines as needed.**

Procurement Type (State Bid, Request For Proposal (RFP)/Invitation For Bid (IFB), Quotes): RFP Sole Source as this is only available from one source currently.

RFP/IFB/Quotes Issue Date: July 2024

Contract Award Date: August 2024

Order Date: August 2024

Deliver/Installation/Project Completion Date: October 2024

Final Payment Submitted to DOT: November 2024

56. Total project cost?

Total Cost (include federal and local amounts): \$72,000

Federal Funds Requested Amount:\$57600

Local Match Amount: \$14,400

Source(s) of Local Match: Mill Levy

57. Explain where in your current 3-5 Year plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into the application documents.

Yes List section and page number(s):

X No (Applicant must provide an explanation) This is an upgrade to current vehicles for safety

Local Match & Total Funding Request

In the table below, list requested projects by priority, and specify in detail the sources and dollar amounts of Local Match funding (State Aid, Mill Levy, Other Directly Generated Funds, etc.) that are available to be used towards each vehicle project.

Local match listed here cannot be already targeted as match for a FY2025 5310 or 5311 applications.

Farebox revenue cannot be used as Local Match.

Documentation of sources of Local Match (including State Aid) MUST be attached or it will not be considered. Documentation must include a financial obligation amount. This amount may be an estimation or record of the previous amount provided to the transit agency and requires a signature of the organization providing the local share. Without a financial amount and required signature, such local amounts won't be considered as supporting match. Federal funds will only be awarded if sufficient match is provided.

This project ranking should match your prioritization in BlackCat (add additional lines as needed).

Ranking	Project	Federal Dollars Requested	Local Match Needed	Sources of Local Match
1	New England Wheels Front Runner Cutaway	\$125,681	\$22,179	Mill Levy
2	Video Mirrors	\$57,600	\$14,400	Mill Levy
3	4 - Replacement 35-foot Heavy-Duty buses	2,159,000	\$381,000	Mill Levy
4				
5				

Application Checklist and Signature Page

This checklist is included for your review and completion prior to submittal of your application to ensure your submission includes all required documents.

Section 5339 Applicants must submit the following (check when complete):

X	Completed 5339 Application;
X	Document(s) showing sources and amounts of local match funds – Signed letters from source(s) of local match showing sources and amounts, FY2024 State Aid Contract or award letter, mill levy, city funds, etc.;
X	Update <u>vehicle/facility/equipment</u> information, mileage, condition, etc. in BlackCat Inventory;
	Certify and upload a current Authorizing Resolution form (only complete if there has been a change to your agencies signing authority or board president since the last application);
X	Upload your annual registration from the System for Award Management (SAM.gov) to the application documents;
	Complete and include the FTA Categorical Exclusion Worksheet (if applicable);
X	Update Transit Board Members information in BlackCat;
	Complete and include the NDDOT ITS Architecture Checklist Systems Engineering Compliance (SFN 60212), (if applicable);
	Upload Preliminary Assessment/Application for Capital Assistance forms(s) (if applicable);
	Upload your 3-5 Year Plan in the application documents;
X	The following documents MUST be current and uploaded into BlackCat Resources: Title VI Plan, Drug & Alcohol Plan, Cost Allocation Plan (if applicable), Cognizant Agency Letter (if applicable), Procurement Plan, and TAM Plan.

I hereby certify that as a person authorized to sign for

City of Grand Forks Cities Area Transit

Transit Agency Name

That I have reviewed the application submitted and to the best of my knowledge all statements and representations made are true and correct. I also hereby certify:

1. Adequate funds will be available to provide the required local match and to operate the project; and
2. Sufficient managerial and fiscal resources exist to implement and manage the grant as outlined in this application; and
3. The project items purchased under this grant shall be maintained in accordance with the detailed maintenance schedules as stipulated by the manufacturer; and
4. The transit agency agrees to meet the applicable federal and state requirements.

Dale Bergman

Signature of Authorized Representative

12-5-2023

Date

VEHICLE PROJECT REQUESTS

NOTE: This request MUST first be created as a project in Black Cat. Each vehicle must be created as a separate project.

There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in Black Cat.

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

State Bid Number:

Year: 2025, due to 18 month lead times

Make/Model: New Flyer 35-foot bus or equivalent

Seating Capacity: 29 seated / 25 Standing

Lift/Ramp: X Yes No

Gas/Diesel/Other: Diesel

5. What type of vehicle are you requesting?

X Replacement Vehicle

Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN): 5FYH5KV11AB037677 Bus 103

b. Vehicle Year: 2010

c. Make/Model: New Flyer 35-foot Heavy-Duty Bus

d. Current Mileage: 459204

e. Vehicle In Service Date: 8/19/2010

f. Vehicle Condition Rating (Adequate, Excellent, Good, Marginal, Poor): Marginal

g. Has this vehicle information been updated in BlackCat Inventory? X Yes No

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

Procurement Type (State Bid, Request For Proposal (RFP)/Invitation For Bid (IFB), Quotes): RFP

RFP/IFB/Quotes Issue Date: July 2024

Contract Award/Order Date: September 2024

Order Date: September 2024

Initial Vehicle Deliver Date: August 2026

Final Vehicle Deliver Date (if more than one vehicle): August 2026

Contract Completion: January 2027

Final Payment Submitted to DOT: January 2027

9. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts): \$635,000

Federal Funds Requested Amount: \$539,750

Local Match Amount: \$95,250
Source(s) of Local Match: Mill Levy

10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into the application documents

Yes List section and page number(s):
 No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm		Estimated Delivery time (in months)
15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - \$119,103 - \$133,898	12 – 24
ADA Transit Med or High Roof Vehicle with Rear or Side Lift NDDOT Term Contract No. 301	Base price - \$67,913 – \$102,677	12 – 24
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - \$145,132 - \$146,607	12 – 24
ADA Low Floor Mini Van NDDOT Term Contract No. 382	Base Price - \$69,900	6 – 9
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$137,034 - \$145,304	12 – 24
Hometown View Bus NDDOT Term Contract No. 389	Base Price - \$156,850 - \$210,080	8 - 12
Trolley – Carriage and Villager NDDOT Term Contract No. 386	Base Price - \$125,000 - \$168,000	6 – 12
FTA Useful Life Standards		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

VEHICLE PROJECT REQUESTS

NOTE: This request MUST first be created as a project in Black Cat. Each vehicle must be created as a separate project.

There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in Black Cat.

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

State Bid Number:

Year: 2025, due to 18 month lead times

Make/Model: New Flyer 35-foot bus or equivalent

Seating Capacity: 29 seated / 25 Standing

Lift/Ramp: X Yes No

Gas/Diesel/Other: Diesel

5. What type of vehicle are you requesting?

X Replacement Vehicle

Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN): 5FYH5KV13AB037678 Bus 104

b. Vehicle Year: 2010

c. Make/Model: New Flyer 35-foot Heavy-Duty Bus

d. Current Mileage: 464128

e. Vehicle In Service Date: 8/19/2010

f. Vehicle Condition Rating (Adequate, Excellent, Good, Marginal, Poor): Marginal

g. Has this vehicle information been updated in BlackCat Inventory? X Yes No

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

Procurement Type (State Bid, Request For Proposal (RFP)/Invitation For Bid (IFB), Quotes): RFP

RFP/IFB/Quotes Issue Date: July 2024

Contract Award/Order Date: September 2024

Order Date: September 2024

Initial Vehicle Deliver Date: August 2026

Final Vehicle Deliver Date (if more than one vehicle): August 2026

Contract Completion: January 2027

Final Payment Submitted to DOT: January 2027

9. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts): \$635,000

Federal Funds Requested Amount: \$539,750

Local Match Amount: \$95,250
Source(s) of Local Match: Mill Levy

10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into the application documents

Yes List section and page number(s):
 No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm		Estimated Delivery time (in months)
15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - \$119,103 - \$133,898	12 – 24
ADA Transit Med or High Roof Vehicle with Rear or Side Lift NDDOT Term Contract No. 301	Base price - \$67,913 – \$102,677	12 – 24
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - \$145,132 - \$146,607	12 – 24
ADA Low Floor Mini Van NDDOT Term Contract No. 382	Base Price - \$69,900	6 – 9
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$137,034 - \$145,304	12 – 24
Hometown View Bus NDDOT Term Contract No. 389	Base Price - \$156,850 - \$210,080	8 - 12
Trolley – Carriage and Villager NDDOT Term Contract No. 386	Base Price - \$125,000 - \$168,000	6 – 12
FTA Useful Life Standards		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

VEHICLE PROJECT REQUESTS

NOTE: This request MUST first be created as a project in Black Cat. Each vehicle must be created as a separate project.

There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in Black Cat.

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

State Bid Number:

Year: 2025, due to 18 month lead times

Make/Model: New Flyer 35-foot bus or equivalent

Seating Capacity: 29 seated / 25 Standing

Lift/Ramp: Yes No

Gas/Diesel/Other: Diesel

5. What type of vehicle are you requesting?

Replacement Vehicle

Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN): 5FYD5KV16AB037656 Bus 105

b. Vehicle Year: 2010

c. Make/Model: New Flyer 35-foot Heavy-Duty Bus

d. Current Mileage: 472045

e. Vehicle In Service Date: 8/15/2010

f. Vehicle Condition Rating (Adequate, Excellent, Good, Marginal, Poor): Marginal

g. Has this vehicle information been updated in BlackCat Inventory? Yes No

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

Procurement Type (State Bid, Request For Proposal (RFP)/Invitation For Bid (IFB), Quotes): RFP

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Local Match Amount: \$95,250
Source(s) of Local Match: Mill Levy

10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into the application documents

Yes List section and page number(s):
 No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm		Estimated Delivery time (in months)
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Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
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There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in Black Cat.

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

State Bid Number:

Year: 2025, due to 18 month lead times

Make/Model: New Flyer 35-foot bus or equivalent

Seating Capacity: 29 seated / 25 Standing

Lift/Ramp: X Yes No

Gas/Diesel/Other: Diesel

5. What type of vehicle are you requesting?

X Replacement Vehicle

Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN): 5FYD5KV18AB037657 Bus 106

b. Vehicle Year: 2010

c. Make/Model: New Flyer 35-foot Heavy-Duty Bus

d. Current Mileage: 462542

e. Vehicle In Service Date: 8/15/2010

f. Vehicle Condition Rating (Adequate, Excellent, Good, Marginal, Poor): Marginal

g. Has this vehicle information been updated in BlackCat Inventory? X Yes No

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

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10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into the application documents

Yes List section and page number(s):
 No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm		Estimated Delivery time (in months)
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Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
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Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	



MPO Staff Report
Technical Advisory Committee:
December 13, 2023
MPO Executive Board:
December 20, 2023

RECOMMENDED ACTION: Approval of the Rail Crossings Application with priority order given by the City of Grand Forks.

TAC RECOMMENDED ACTION:

Matter of approval of the Rail Crossings Application with priority order given by the City of Grand Forks.

Background:

NDDOT has annual federal funds available for safety enhancement projects at rail/highway at-grade crossings. These funds are used for the installation of active warning devices (e.g. flashing light signals with gates), crossing signs, and crossing surface improvements. The funding breakdown of a crossing project is 100% Federal funds until the end of the 2026 federal fiscal year.

In October 2023, NDDOT sent out a request to identify locations that could use crossing improvement. The deadline for these locations is December 29th, 2023. To meet this deadline the suggestions needed to be to the MPO by November 29th, 2023.

The City of Grand Forks has submitted a Rail Crossing application for the following project in priority order:

1. **US-2/Gateway Dr between SN Washington St & Mill Rd/N 5th St, Crossing Number 081297E:** Install new concrete crossing plates, new concrete transitions that abut the rails/crossing plates, and miscellaneous safety improvements for the crossing.

Findings and Analysis

- The project is part of the regional Metropolitan Transportations Plan.
- The project meets the requirements of the Rail Crossing Safety program.

Support Materials:

- City of Grand Forks' Rail Crossing project application.

255 N. 4th St.
PO Box 5200
Grand Forks, ND 58206-5200



ENGINEERING DEPARTMENT
(701) 746-2640
Fax#(701) 787-3744

November 21, 2023

Ms. Stephanie Halford
Grand Forks/East Grand Forks MPO
600 DeMers Ave
East Grand Forks, MN 56721

RE: Rail/Highway Crossing Safety Program Application

Dear Ms. Halford:

The City of Grand Forks is requesting a rail/highway safety project to install new concrete crossing plates, new concrete transitions that abut the rails/crossing plates, and other miscellaneous safety improvements for the crossing located at US 2/Gateway Drive and the Mill Spur, Crossing Number 081297E. This location is near the intersection of US 2/Gateway Drive and Mill Road. Enclosed you will find a project location map, an aerial image of the proposed project location, supplemental photos of the requested site, the U.S. DOT Crossing Inventory Form for this crossing, and a copy of the letter from the North Dakota Department of Transportation soliciting projects for this program. Please forward this request to NDDOT. If you have any questions or comments, please contact David Kuharenko at 701-746-2649.

Sincerely,

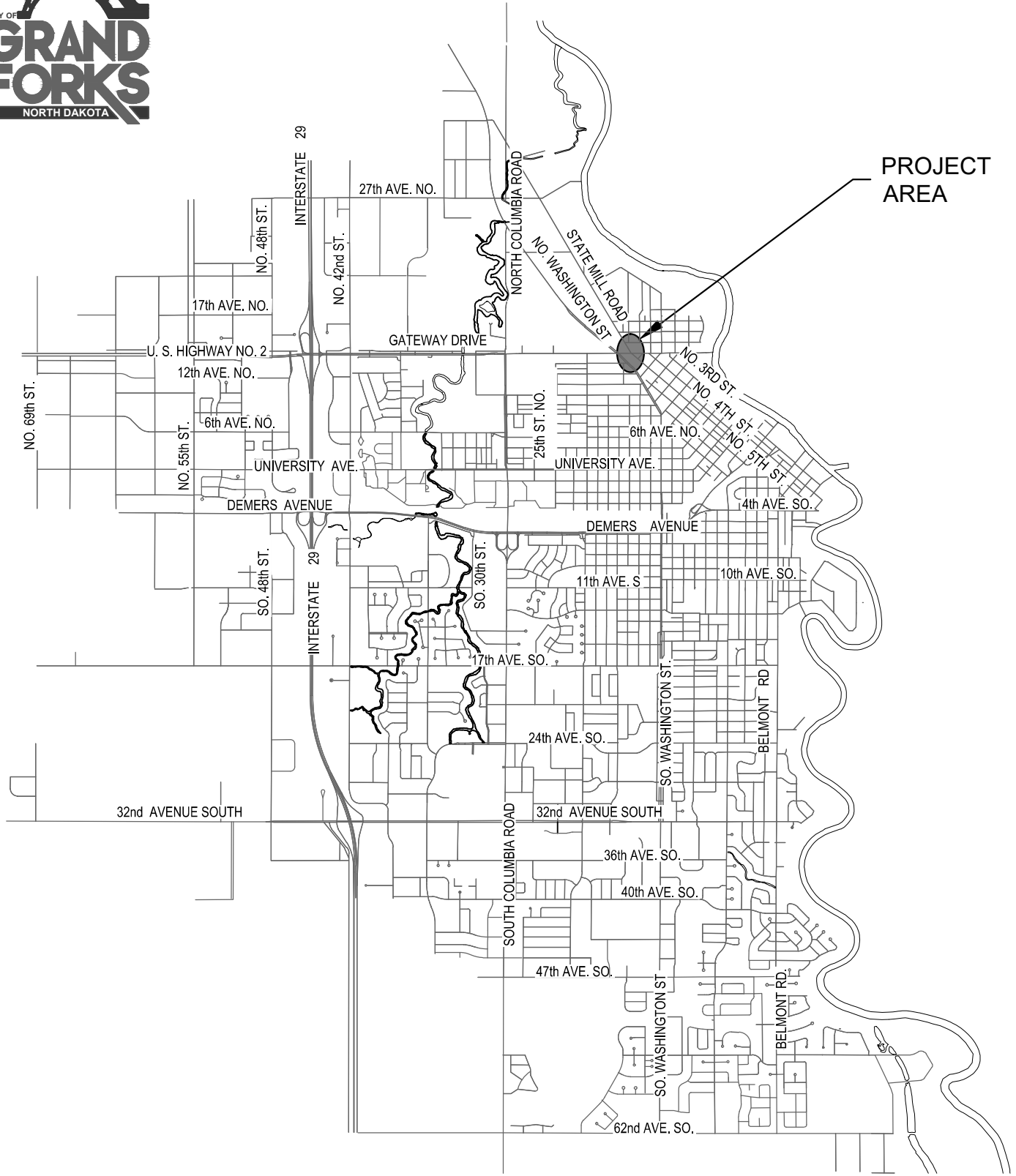
Allen R. Grasser, P.E.
City Engineer

ARG/jvh

Cc: David Kuharenko
Ed Liberman
Christian Danielson

PROJECT LOCATION MAP GRAND FORKS, NORTH DAKOTA

Railroad Crossing US-2/Gateway Dr & Mill Spur
Crossing # 081297E



Project Location - US2/Gateway Drive & Mill Spur Rail Crossing



0.0 0 0.02 0.0 Miles

NAD_1983_StatePlane_North_Dakota_North_FIPS_3301_Feet
City of Grand Forks GIS

All dimensions, descriptions, measurements, boundaries and data contained in this nonstandard document are included for general information only. No warranties or covenants are made or given by the City of Grand Forks. Any user must confirm the accuracy of the same with official records, and/or by survey.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



RAILROAD
CROSSING

DO NOT
STOP
ON TRACKS

G
U
L
F

BOB'S OIL CO.

FULL SERVICE
UNIVERSITY

UNIT SIZES
245 SIZES
1000'S SPECIAL
MANAGER'S SPECIAL
TRUCKER SPECIAL

DQ
HAPPY TASTES
GOOD
Stop in Today!



U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 06 / 27 / 2023	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input checked="" type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 081297E
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Part I: Location and Classification Information

1. Primary Operating Railroad BNSF Railway Company [BNSF]		2. State NORTH DAKOTA		3. County GRAND FORKS	
4. City / Municipality <input checked="" type="checkbox"/> In <input type="checkbox"/> Near GRAND FORKS		5. Street/Road Name & Block Number HWY 2 GATEWAY DR (Street/Road Name) * (Block Number)		6. Highway Type & No. US 2	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
9. Railroad Division or Region <input type="checkbox"/> None TWIN CITIES		10. Railroad Subdivision or District <input type="checkbox"/> None GRAND FORKS		11. Branch or Line Name <input type="checkbox"/> None MILL SPUR	
12. RR Milepost 0106.848 (prefix) (nnnn.nnn) (suffix)		13. Line Segment * 32		14. Nearest RR Timetable Station * GRAND FORKS PA	
15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A BNSF		17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
21. Type of Train <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 47.93314		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -97.04953	
29. Lat/Long Source <input type="checkbox"/> Actual <input checked="" type="checkbox"/> Estimated		30.A. Railroad Use *			
30.B. Railroad Use *		30.C. Railroad Use *			
30.D. Railroad Use *		30.E. Railroad Use *			
31.A. State Use *			31.B. State Use *		
31.C. State Use *			31.D. State Use *		
32.A. Narrative (Railroad Use) * (1.27 1.28 1.29) Value Provided by Railroad, Not Yet			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-832-5452		34. Railroad Contact (Telephone No.) 817-352-1549		35. State Contact (Telephone No.) 701-328-4409	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 4	1.B. Total Night Thru Trains (6 PM to 6 AM) 4	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 20 3.B. Typical Speed Range Over Crossing (mph) From 1 to 20		
4. Type and Count of Tracks Main 0 Siding 0 Yard 1 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 06/27/2023		PAGE 2		D. Crossing Inventory Number (7 char.) 081297E	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 <u>2</u> <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input checked="" type="checkbox"/> No	2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None		2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		
2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No			2.L. LED Enhanced Signs (List types)		
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway <u>0</u> Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane <u>2</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>2</u> <input checked="" type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) <u>2</u> <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 11
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 2
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count <u>1</u> Specify type <u>SIDELT</u>	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input checked="" type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes <u>4</u> <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input checked="" type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) <u>75</u>			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input checked="" type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input checked="" type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
		4. Highway Speed Limit System <u>35</u> MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory		5. Linear Referencing System (LRS Route ID) *	
		6. LRS Milepost *			
7. Annual Average Daily Traffic (AADT) Year <u>2021</u> AADT <u>017590</u>		8. Estimated Percent Trucks <u>06</u> %		9. Regularly Used by School Buses? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day <u>8</u>	
				10. Emergency Services Route <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

October 12, 2023

North Dakota Urban Cities

The North Dakota Department of Transportation (NDDOT) is requesting your assistance to identify locations within your jurisdiction where rail/highway crossing safety could be improved. The information provided should contain the location of the grade crossing by street or road name and the distance and direction to the nearest town(s). Please be specific about your concern or suggestion for improvement.

NDDOT has annual federal funds available for safety enhancement projects at rail/highway at-grade crossings. These funds are used for the installation of active warning devices (e.g. flashing light signals with gates), crossing signs, and crossing surface improvements. The funding breakdown of a crossing project is 100% Federal funds until the end of the 2026 federal fiscal year.

All projects within the jurisdiction of a Metropolitan Planning Organization (MPO) need to be submitted to the MPO by their respective deadline for MPO approval and submittal to the NDDOT.

Please remit your concerns or suggestions before **December 29, 2023**, so they can be included in the annual review process. Be assured past concerns have been incorporated in the statewide pool of prioritized crossings.

Crossing concerns or suggestions can be forwarded via email to: jstyron@nd.gov

Thank you in advance for your cooperation and supporting rail/hwy crossing safety.



JIM STYRON – HWY/RAIL CROSSING SAFETY MANAGER

17/sas



MPO Staff Report
Technical Advisory Committee:
December 13, 2023
MPO Executive Board:
December 20, 2023

RECOMMENDED ACTION: Approval of the Transportation Alternative (TA) Project Application with Priority order for the FY2025-2028 Transportation Improvement Program (TIP).

TAC RECOMMENDED ACTION:

Matter of approval of the TA Project Application with priority order given by the City of Grand Forks.

Background:

The MPO and NDDOT formally solicited for TA projects in September 2023 for federal fiscal year 2026. The deadline for the applications to be submitted to NDDOT is December 29th, 2023. To meet this deadline and be approved for the MPO area applications needed to be to the MPO by November 29th, 2023.

Projects need to be consistent with the Metropolitan Transportation Plan (MTP) and in a priority order for the MPO area. The City of Grand Forks submitted an application for TA funds. The project is a shared use path on the east side of S Washington St from the South End Drainway to 46th Ave S.

Findings and Analysis

- Project is consistent with the MPO MTP.
- Several letters of support are part of the application

Support Materials:

- City of Grand Forks' TA project application.

255 N. 4th St.
PO Box 5200
Grand Forks, ND 58206-5200



ENGINEERING DEPARTMENT
(701) 746-2640
Fax#(701) 787-3744

November 21, 2023

Mrs. Stephanie Halford
Grand Forks/East Grand Forks MPO
600 DeMers Ave
East Grand Forks, MN 56721

RE: TA Application

Dear Mrs. Halford:

Attached please find the City of Grand Forks' TA Project Application. Please forward the application to NDDOT. If you have any questions or comments, please contact David Kuharenko at 701-746-2649.

1. 2026 - Shared Use Path – S Washington St(South End Drainway to 46th Ave S)

Sincerely,

A handwritten signature in black ink, appearing to read "Allen R. Grasser".

Allen R. Grasser, P.E.
City Engineer

ARG/chh

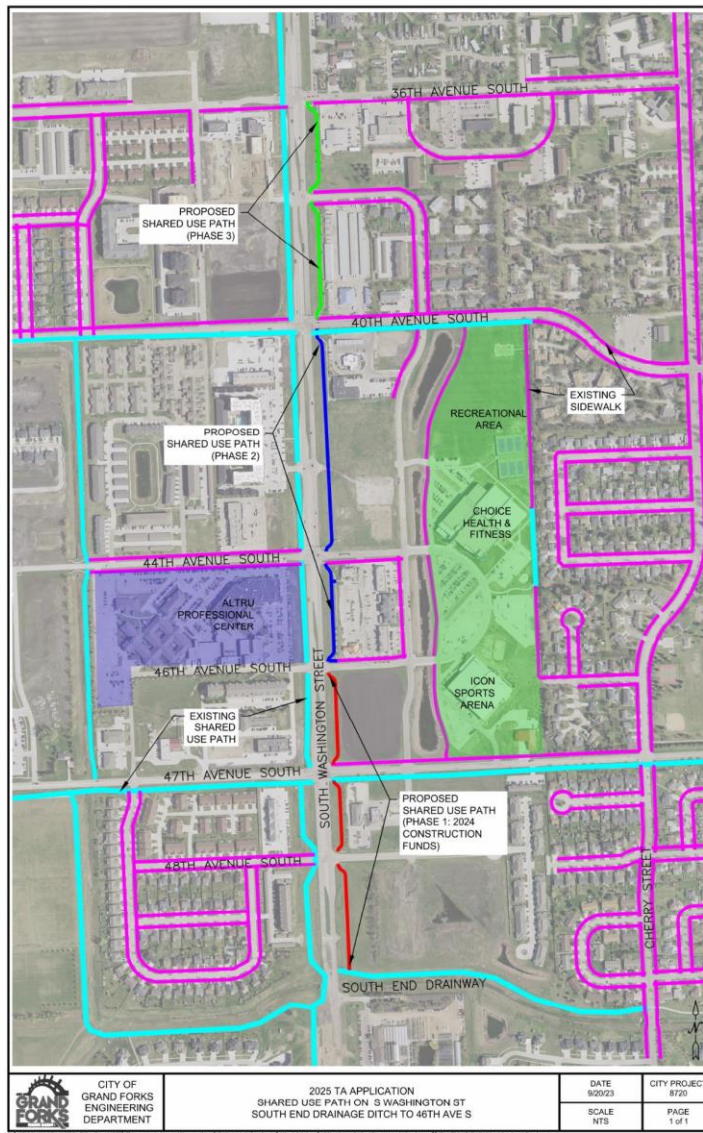
Cc: David Kuharenko
Ed Liberman
Christian Danielson


2023 APPLICATION FOR PROPOSED PROJECT TRANSPORTATION ALTERNATIVES

North Dakota Department of Transportation, Local Government

S WASHINGTON ST SHARED USE PATH (SOUTH END DRAINWAY TO 46TH AVE S)

Figure #1



 CITY OF GRAND FORKS ENGINEERING DEPARTMENT	2025 TA APPLICATION SHARED USE PATH ON S WASHINGTON ST SOUTH END DRAINAGE DITCH TO 46TH AVE S	DATE	CITY PROJECT
		9/20/23	8720
		SCALE	PAGE
		N/A	1 of 1

S:\9720-2023-2028\19-1A-15P\Transportation Alternatives\Potential Projects\Washington(46th Ave S to South End Drainway)\TA DRIBT S Washington St.dwg

1. PROJECT NAME

S Washington St Shared Use Path (South End Drainway to 46th Ave S)

2. PROJECT LOCATION

Grand Forks, ND {T151N R50W Sec. 22 & 27}; Beginning at the South End Drainway to 46th Ave S

3. REQUESTED BY

The City of Grand Forks

4. CONTACT PERSON

Allen Grasser, PE

255 N. 4th St., P.O. Box 5200
Grand Forks, ND 58206
(701)746-2640
agrasser@grandforksgov.com

5. PROJECT SPONSOR

The City of Grand Forks
Urban – 50,000 to 200,000 population

6. SPONSORING OFFICIAL

Mayor Brandon Bochenski
255 N. 4th St., Box 5200
Grand Forks, ND 58206
(701)746-2607

7. PROJECT DESCRIPTION

The proposed project would be installing concrete shared-use paths along east side of S Washington St. It is anticipated that a total of 3 phases would be used to extend the shared-use path from the South End Drainway to 36th Ave S. The first phase will begin with the section from the South End Drainway and extend of the intersection of S Washington St and 46th Ave S on the eastside. The next likely future section of shared-use path will begin at the intersection of 46th Ave S and S Washington St on the east side and extend to the intersection of S 40th Ave S and S Washington St. The likely final section of shared-use path will begin at 40th Ave S and S Washington St intersection on the east side and extend to the intersection of S 36th Ave S and S Washington St. The path will likely be located on the east side of S Washington St within the existing right-of -way.

S Washington St is classified as a NDDOT principle arterial street and has a posted speed limit of 40 mph. Based on 2021 traffic counts, S Washington St sees approximately 9,905 vehicles a day. The Metropolitan Planning Organization's 2045 Long Range Transportation Plan indicates that this segment of S Washington St will likely see between 17,001 to 22,000 vehicles per day in 2045.

There is no current sidewalk located on the east side of S Washington St and the proposed shared use path would connect the Choice Health & Fitness and Icon Sports arena to much of the south residential areas of Grand Forks including the shared use path that follows the South End Drainway. This project will provide a safe corridor for bicyclists and pedestrians to access to these recreational facilities and areas along S Washington St.

As development continues with businesses and neighborhoods along S Washington St, bicyclists and pedestrians will prefer a more direct route to reach their destinations. Currently, there is one bus route with two bus stops at Choice Health & Fitness and Altru Professional Center. This project would provide ease of access for residents using the bus system to access the commercial area along S Washington St.

Figure #1 gives an aerial look at the surrounding bicycle/pedestrian accommodations, the recreational area, and specific nearby businesses. The proposed path would:

- a. Provide bicycle and pedestrian accommodations where none currently exist.
- b. Provide a paved trail facility to directly connect the residential areas to healthcare, recreational and fitness facilities.
- c. Provide an additional improved segment to the overall bike path network for the city.

Improvements included in this path would be the following:

- a. 5-inch thick, 10-foot-wide concrete path (will accommodate periodic maintenance vehicles)
- b. Centerline reinforcing on 5-foot spacing (to inhibit longitudinal joint deflection)
- c. Sawed joints (as requested by local ADA advocacy groups for other projects, to provide a smoother ride for wheelchairs and in-line skaters)

8. PROJECT COST

Total Estimate	= \$690,000
Ineligible costs (Engineering, Testing, etc.)	= \$140,000
Total-Project Federal-Aid Eligible Estimate (see attached detailed estimate)	= \$550,000

9. WHAT TA CATEGORY BEST FITS THIS PROJECT?

A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

C: Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

10. SUPPORTING DATA

1. Is this project part of an identified recreation or transportation plan, if so explain?

This location is identified in the Grand Forks – East Grand Forks MPO Existing and Planned Bikeway Network as a sidewalk that could be upgraded to a concrete Shared-Use Path.

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

No.

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

This shared use path remains consistent with other paths that have been installed in the community. The path continues the effort of installing shared-use paths to commercial areas to serve them with alternate methods of transportation.

4. Provide documentation of support, if any, from the general public, other groups, and organizations. *Attach documentation from all those affirming this support.*

The Bicycle, Pedestrian and Greenway User Advisory Group, Grand Forks Park District, Blue Zones Project Grand Forks, Altru Health System, City of Grand Forks City Council, and GF/EGF MPO

11. PUBLIC ACCESSIBILITY

City of Grand Forks

12. MATCHING FUNDS PROVIDED BY

City of Grand Forks

13. WILL RIGHT OF WAY FOR THIS PROJECT BE NEEDED?


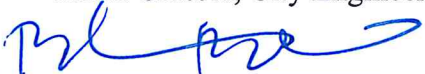
No additional Right-of-way is anticipated for this project. Right of Way will be provided by the City of Grand Forks

14. MAINTENANCE OF THIS PROJECT WILL BE PROVIDED BY
City of Grand Forks

15. ENVIRONMENTAL IMPACTS

- a. Land Use – The proposed path is located adjacent to S Washington St in the existing City right of way. It will provide access from residential areas to the existing healthcare, recreational and fitness facilities in the city. There will likely be no negative impact. The construction of this project is expected to have an overall positive impact on the environmental and local economic setting.
- b. Farmland – No farmland will be taken because of this project.
- c. Social – This path will likely have a positive impact on the community by providing residents with a path that encourages bicycling and walking to work, as well as the facilities of Choice Health & Fitness, Icon Sports arena, and Altru Hospital South Campus.
- d. Section 4(f) & 6(f) – With the addition of a shared-use path, no impact to 4(f) or 6(f) properties are anticipated.
- e. Economic – This path would provide a paved direct connection from existing bike/ped infrastructure to the adjacent employment and business centers, creating easier access for anyone commuting into this area.
- f. Relocation – No relocations are anticipated currently.
- g. Wetlands –No fill material is anticipated to be placed in wetlands at this time.
- h. Flood Plain – No.
- i. Threatened or endangered species – The proposed project is installing a new paved shared-use path. This area is regularly mowed and is not anticipated to provide a habitat for any threatened or endangered species.
- j. Cultural Resources – No.
- k. Hazardous Waste – Currently, we are unaware of any hazardous wastes in the area.

16. SIGNATURES

	11/16/23
Allen Grasser, City Engineer	DATE
	
Mayor Brandon Bochenski	DATE
MPO OFFICIAL	DATE

2023 TA Application (Fiscal Year 2025-2026)
S Washington St (South End Drainway to 46th Ave S) - Estimate
10' Wide Shared Use Path
11/13/2023

S Washington St (South End Drainway to 46th Ave S) - Estimate

SPEC NO.	CODE NO.	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
103	100	CONTRACT BOND	1	LSUM	\$ 3,000.00	\$ 3,000.00
202	130	REMOVAL OF CURB & GUTTER	115	LF	\$ 40.00	\$ 4,600.00
203	113	COMMON EXCAVATION WASTE	650	CY	\$ 50.00	\$ 32,500.00
251	300	SEEDING CLASS III	0.7	ACRE	\$ 4,300.00	\$ 3,010.00
253	201	HYDRAULIC MULCH	0.7	ACRE	\$ 8,500.00	\$ 5,950.00
302	121	AGGREGATE BASE COURSE CL 5	325	CY	\$ 55.00	\$ 17,875.00
702	100	MOBILIZATION	1	LSUM	\$ 120,000.00	\$ 120,000.00
704	1100	TRAFFIC CONTROL	1	LSUM	\$ 12,000.00	\$ 12,000.00
748	140	CURB & GUTTER-TYPE 1	115	LF	\$ 100.00	\$ 11,500.00
750	125	SIDEWALK CONCRETE 5IN	1920	SY	\$ 95.00	\$ 182,400.00
750	2115	DETECTABLE WARNING PANELS	100	SF	\$ 66.00	\$ 6,600.00
-	-	EROSION CONTROL	1	LSUM	\$ 8,000.00	\$ 8,000.00

Construction Total	\$ 407,435.00
Inflation (2026)	\$ 458,308.96
Contingencies (20%)	\$ 91,691.04
Construction Subtotal	\$ 550,000.00

Federal (80%)	\$ 445,115.00
Local (20%)	\$ 104,885.00
Consulting	\$ 120,000.00
Testing	\$ 20,000.00
Total Local	\$ 244,885.00

Project Total \$ 690,000.00



BLUE ZONES PROJECT by sharecare

October 12, 2023

To Whom it Concerns,

I am writing you today in support of the city of Grand Forks receiving funding for the 2026 Transportation Alternatives proposed project. As the Blue Zones Project Grand Forks Manager, a community lead well-being initiative, we are working to make the healthy choice the easy choice for everyone in Grand Forks. A vital component to making the healthy choice the easy choice is our ability to provide opportunities for multi-modal transportation. The city of Grand Forks has a track record of successfully implementing projects that provide opportunities for the entire community to make healthy choices easier for everyone through safe transportation alternatives through shared use paths. This funding would extend the shared use path through an area where there currently are no sidewalks and allow for a safe connection for community members to two of our community's main sports and recreational facilities.

As the community manager of Blue Zones Project Grand Forks, I believe this funding would allow for better access and opportunities to make the healthy choice easier and more accessible for everyone in the community of Grand Forks.

Thank you,

Nicole Benson
Blue Zones Project Grand Forks
Community Manager and Policy Lead

724 North 47th Street
PO Box 5200
Grand Forks, ND 58206-5200



PUBLIC WORKS DEPARTMENT
GREENWAY
(701) 738-8746

October 13, 2023

Carter Hunter
Engineering Department
City of Grand Forks
PO Box 5200
Grand Forks, ND 58206-5200

Re: Proposed shared-use path at South Washington Street from the South End Drainage Ditch to 46th Ave S

Dear Carter,

The Bicycle, Pedestrian & Greenway Advisory Group would like to support installing a shared-use path along South Washington Street from the South End Drainage Ditch to 46th Avenue South.

This project is an opportunity to provide a protected, non-motorized connection along a central transportation corridor. This path would connect several growing neighborhoods to nearby schools, retail outlets, health facilities, and parks.

The Bicycle, Pedestrian & Greenway Advisory Group is an open forum for local citizens who share an interest in the development and use of the Greenway and bikeway system in Greater Grand Forks. The committee supports a commitment to a robust and well-planned bikeway system.

Thank you for considering this recommendation.

Sincerely,

A handwritten signature in blue ink that reads "Kim Greendahl".

Kim Greendahl
Greenway Specialist



October 18, 2023

North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, North Dakota 58505-0700

To whom it may concern,

It is my pleasure to write a letter of support for the proposed Transportation Alternatives project by the City of Grand Forks, North Dakota submitted to the North Dakota Department of Transportation.

The proposed project of a concrete shared use path would be a great addition to Grand Forks and provide a convenient connection to Grand Forks Park District facilities and other amenities within the community. Improvements to infrastructure benefit all members of our community when the goal is to facilitate connection and ensure access to all, which this project aims to do. Our organization is grateful that efforts are being made to continue a healthy expansion of our city.

In conclusion, the Grand Forks Park District fully supports the efforts by the City of Grand Forks to provide transportation alternatives that will benefit our community. Please feel free to reach out if you have any questions about how this will positively enhance the mission of the Grand Forks Park District.

Kind Regards,

A handwritten signature in blue ink that reads 'George Hellyer'.

George Hellyer
Executive Director
Grand Forks Park District



November 2, 2023

To Whom It May Concern:

I am writing on behalf of Altru Health System to express our support for the South Washington Shared-Use Path project. We are excited about the positive impact this initiative will have on our community.

As a principal arterial street, South Washington requires appropriate infrastructure to meet the needs of both motorists and non-motorized commuters. This project will not only bridge the current gap in sidewalk infrastructure on the east side of South Washington, but also facilitate a more direct route for bicyclists and pedestrians to reach their destinations, making it a critical addition to our city's transportation network. Furthermore, this path will ease the access for residents using the bus system to reach the commercial area along South Washington, promoting the use of public transportation.

In addition to the evident benefits, the proposed path will offer several key advantages:

- a. It will provide bicycle and pedestrian accommodations that are crucial for promoting a healthy and active lifestyle.
- b. It will create a paved trail facility connecting residential areas to the developing region of Grand Forks, fostering community engagement.
- c. It will enhance the city's overall bike path network, making it more accessible for residents and visitors.

At Altru Health System, we recognize the importance of promoting healthy lifestyles and providing access to recreational facilities, and this project perfectly embodies these values. We believe that this shared-use path will improve the quality of life in our community by providing safer and more convenient transportation options.

We are happy to endorse this project and hope that it receives the necessary resources to become a reality. Please do not hesitate to contact me if you require any further information regarding our support for this initiative.

Sincerely,

A handwritten signature in black ink that reads "Kristi Hall-Jiran".

Kristi Hall-Jiran
Chief Philanthropy & Partnership Officer
Altru Health System



MPO Staff Report
Technical Advisory Committee:
December 13, 2023
MPO Executive Board:
December 20, 2023

RECOMMENDED ACTION: Approval of the Highway Safety Improvement Program (HSIP) Project Applications with priority order given by the City of Grand Forks.

TAC RECOMMENDED ACTION:

Matter of approval of the HSIP Project Applications with priority order given by the City of Grand Forks.

Background:

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all roads, including non-state-owned roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. Additional information on the HSIP can be found on the HSIP Fact Sheet at <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/hsip.cfm>.

In October, NDDOT sent out an invitation to apply for available HSIP funds. The deadline to get the applications to NDDOT is December 31st, 2023. To meet the deadline the MPO needed the applications by November 29th, 2023.

The City of Grand Forks is submitting HSIP applications for the following projects in priority order:

1. **US-2/Gateway Dr & N 43rd St:** Intersection Improvements
2. **S Columbia Rd & 24th Ave S:** Left turn lane realignments.
3. **S Columbia Rd & 28th Ave S:** Left turn lane realignments.

Findings and Analysis

- All projects are part of the regional Metropolitan Transportation Plan.
- All projects meet the requirements of the HSIP program.

Support Materials:

- City of Grand Forks' HSIP project applications.

255 N. 4th St.
PO Box 5200
Grand Forks, ND 58206-5200



ENGINEERING DEPARTMENT
(701) 746-2640
Fax#(701) 787-3744

November 21, 2023

Ms. Stephanie Halford
Grand Forks/East Grand Forks MPO
255 N 4th St
Grand Forks, ND 58203

RE: HSIP Application

Dear Mrs. Halford:

Attached please find the City of Grand Forks' Highway Safety Improvement Program (HSIP) project applications. Please forward the application to NDDOT. If you have any questions or comments, please contact David Kuharenko at 701-746-2649.

1. US 2/Gateway Dr & N 43rd St – Intersection Improvements
2. S Columbia Rd and 24th Ave S – Left Turn Lane Realignment
3. S Columbia Rd and 28th Ave S – Left Turn Lane Realignment

Sincerely,

A handwritten signature in black ink, appearing to read 'Allen R. Grasser'.

Allen R. Grasser, P.E.
City Engineer

ARG/jvh

Cc: David Kuharenko
Ed Liberman
Christian Danielson

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

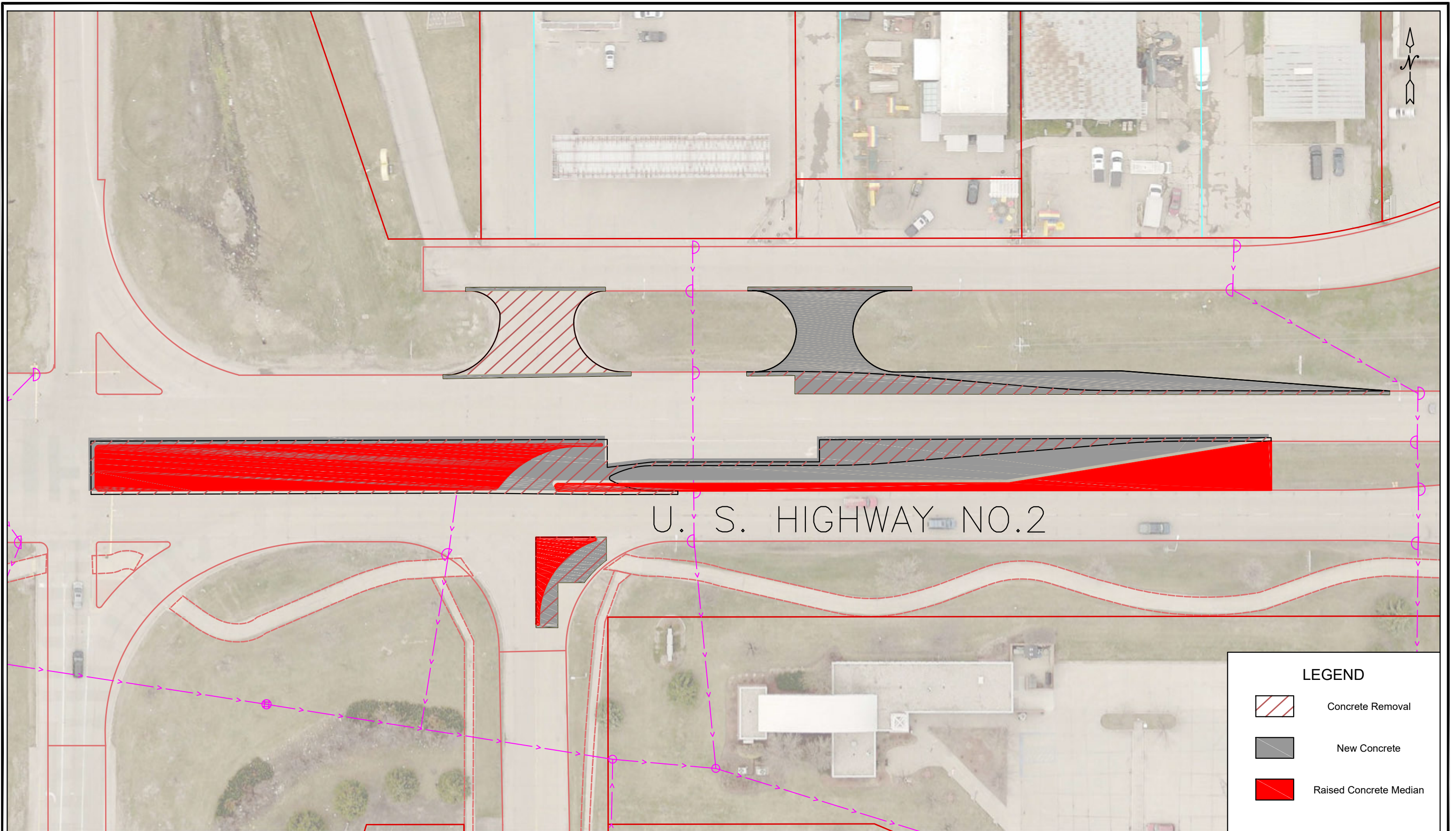
**23 USC § 407 Documents
NDDOT Reserves All Objections**




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

Agency Name City of Grand Forks		NDDOT District District 6 - Grand Forks	
Contact Name David Kuharenko		Current Date 10/25/23	
Email Address dkuharenko@grandforksgov.com		Telephone Number 701-746-2649	Project Cost Estimate (attach detailed copy) 1,213,000.00
Location Description Intersection of US2/Gateway Drive & N 43rd St (approx 550' East of center of Interstate 29)	Roadway Ownership <input checked="" type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> City <input type="checkbox"/> Tribe	Vision Zero Emphasis Area (check all that apply) <input type="checkbox"/> Younger Drivers <input type="checkbox"/> Speeding or Aggressive Drivers <input type="checkbox"/> Alcohol-Related <input type="checkbox"/> Unbelted Vehicle Occupants <input type="checkbox"/> Lane Departure <input checked="" type="checkbox"/> Intersections	Functional Class <input type="checkbox"/> Local Road or Street <input type="checkbox"/> Minor Collector <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Principal Arterial
Improvement Category (check all that apply)			
<input checked="" type="checkbox"/> Access Management	<input checked="" type="checkbox"/> Intersection Geometry	<input type="checkbox"/> Parking	<input type="checkbox"/> Roadway Delineation
<input type="checkbox"/> Advanced Technology & ITS	<input checked="" type="checkbox"/> Intersection Traffic Control	<input type="checkbox"/> Pedestrians & Bicyclists	<input type="checkbox"/> Roadway Signs & Traffic Control
<input type="checkbox"/> Alignment	<input type="checkbox"/> Lighting	<input type="checkbox"/> Railroad Grade Crossings	<input type="checkbox"/> Shoulder Treatments
<input type="checkbox"/> Animal Related	<input type="checkbox"/> Miscellaneous	<input type="checkbox"/> Roadside	<input type="checkbox"/> Speed Management
<input checked="" type="checkbox"/> Interchange Design	<input type="checkbox"/> Non-infrastructure	<input checked="" type="checkbox"/> Roadway	<input type="checkbox"/> Work Zone
Describe Current Safety Issues			
<p>The intersection of US 2 and N 43rd St was identified in the Grand Forks/East Grand Forks MPO 2015 US 2 Access study as part of a larger improvement for the I-29/US 2 interchange. Within the study it was identified that "Queing from this intersection onto the interstate is common under existing conditions and unavoidable by 2040.". This study included recommendations of a near cloverleaf offramp in the north east quadrant of the interchange for US 2 westbound traffic, the conversion of the current northbound offramp for only US 2 eastbound traffic, and intersection and access control changes at the intersection of US 2 and N 43rd St. According to the 2023 NDDOT intersection crash report, from 1/1/2020 to 12/31/2022 this intersection under its current condition saw a total number of 10 crashes, with the majority (70%) being angled collisions. The result of many of these collisions were due to drivers failing to yield.</p>			
Describe Proposed Safety Improvements			
<p>The proposed project would relocate access to frontage road on the North side of the current intersection from its current location and shift the approach East approximately 160'. With this proposed shift, the right turn lane taper will also need to be extended from its current point of intersection. Modifications of the existing center medians will also need to be made to restrict access by only allowing WB-SB left turn lanes through the median, and reduce the number of conflict points at this intersection. As part of these modifications the median on the west side of intersection will be widened and constructed to only allow left turns. A median will also need to be constructed on N 43rd St to only allow right turn movements. New striping layouts will also be added to accommodate the intersection improvements. The improvements constructed on this intersection will fall in line with the larger proposed I-29 access improvements at the adjacent interstate interchange, including the installation of retaining walls, modification of loop ramps, and the addition of right turn lanes to existing interstate ramps etc. More details can be found in the attached exhibit from the 2015 US 2 Access Study. This project is requested in 2027 to coincide with the US 2/Gateway Dr CPR project and the US 2/N Columbia Rd Intersection Safety projects.</p>			

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

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



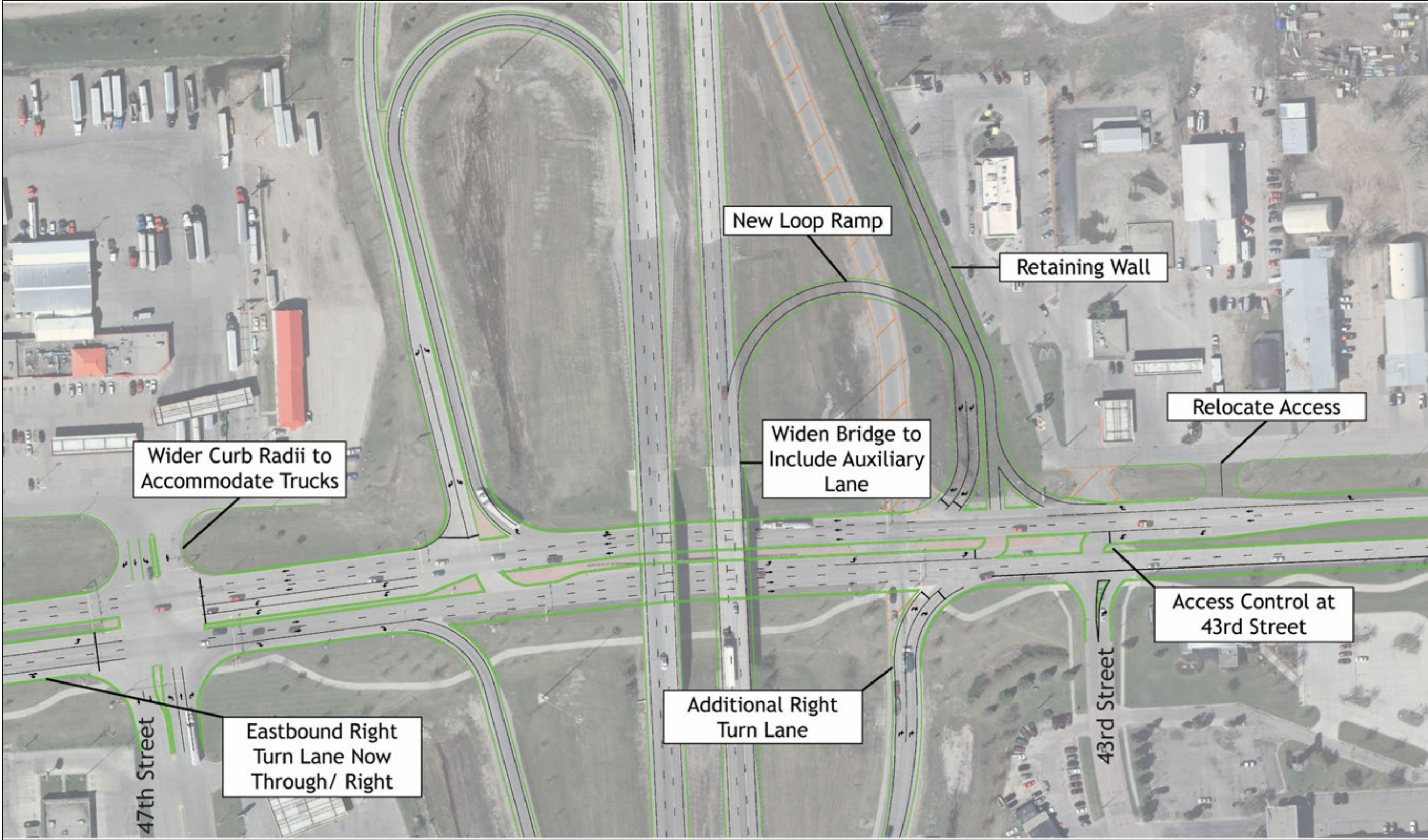
LEGEND	
	Concrete Removal
	New Concrete
	Raised Concrete Median

Preliminary Engineer's Estimate
US 2/Gateway Dr and N 43rd Street Intersection Improvements
Construction 2027
Updated: 11/3/2023
8" Concrete on 12" Salvage Base with Geogrid

SPEC	CODE	ITEM	UNIT	UNIT PRICE	QUANTITIY	ITEM COST
103	100	CONTRACT BOND	L SUM	\$ 5,400.00	1	\$ 5,400.00
702	100	MOBILIZATION	L SUM	\$ 54,000.00	1	\$ 54,000.00
704		TRAFFIC CONTOL	LSUM	\$ 27,000.00	1	\$ 27,000.00
		EROSION CONTROL	LSUM	\$ 11,000.00	1	\$ 11,000.00
202	114	REMOVAL OF CONCRETE PAVEMENT	SY	\$ 30.00	1,489	\$ 44,670.00
202	130	REMOVAL OF CURB & GUTTER	LF	\$ 11.00	1,435	\$ 15,785.00
202	174	REMOVAL OF PIPES ALL TYPES AND SIZES	LF	\$ 25.00	25	\$ 625.00
202	235	REMOVAL OF CATCH BASIN	EA	\$ 1,100.00	1	\$ 1,100.00
203	109	TOPSOIL	CY	\$ 12.00	175	\$ 2,100.00
203	101	COMMON EXCAVATION-TYPE A	CY	\$ 25.00	554	\$ 13,850.00
251	300	SEEDING CLASS III	ACRE	\$ 9,000.00	0.2	\$ 1,800.00
253	200	HYDRAULIC MULCH	ACRE	\$ 9,000.00	0.2	\$ 1,800.00
302	101	SALVAGE BASE COURSE	CY	\$ 55.00	790	\$ 43,450.00
550	300	8IN NON-REINF CONCRETE PVMT CL AE-DOWELED	SY	\$ 115.00	1,101	\$ 126,580.50
550		8IN REINF CONCRETE PAVEMENT CL AE	SY	\$ 125.00	122	\$ 15,287.50
709	100	GEOSYNTHETIC MATERIAL TYPE G	SY	\$ 9.00	1,350	\$ 12,150.00
714	110	PIPE CONC REINF 12IN CL III	LF	\$ 111.00	8	\$ 888.00
714	9720	UNDERDRAIN PIPE PVC PERFORATED 4IN	LF	\$ 54.00	40	\$ 2,160.00
722	315	MANHOLE CASTING	EA	\$ 1,000.00	1	\$ 1,000.00
722	3500	INLET TYPE 1	EA	\$ 6,000.00	2	\$ 12,000.00
722	6140	ADJUST GATE VALVE BOX	EA	\$ 400.00	5	\$ 2,000.00
722	6200	ADJUST MANHOLE	EA	\$ 850.00	1	\$ 850.00
748	190	CURB & GUTTER TYPE I 30IN	LF	\$ 45.00	682	\$ 30,690.00
750	105	SIDEWALK CONCRETE BIKEWAY	SY	\$ 130.00	115	\$ 14,950.00
750	210	CONCRETE MEDIAN NOSE PAVING	SY	\$ 250.00	50	\$ 12,500.00
750	20	PIGMENTED CONCRETE	SY	\$ 255.00	651	\$ 166,005.00
750	2115	DETECTABLE WARNING PANELS	SF	\$ 60.00	32	\$ 1,920.00
754	9095	SIGNING	LSUM	\$ 1,000.00	1	\$ 1,000.00
762	118	STRIPING	LSUM	\$ 5,000.00	1	\$ 5,000.00

	2023 Subtotal	\$ 627,561.00
2027	Inflated at 4%	\$ 763,523.91
	20% Contingency	\$ 153,476.09
	Estimated Construction Costs	\$ 917,000.00
	15% Preliminary Engineering	\$ 138,000.00
	15% Construction Engineering	\$ 138,000.00
	Testing	\$ 20,000.00
2027	Estimated Project Costs	\$ 1,213,000.00
	Federal Share	
	90% Construction Costs	\$ 825,300.00
	90% Preliminary Engineering	\$ 124,200.00
	90% Construction Engineering	\$ 124,200.00
	90% Testing	\$ 18,000.00
		\$ 1,091,700.00
	City Share	
	10% Construction Costs	\$ 91,700.00
	10% Preliminary Engineering	\$ 13,800.00
	10% Construction Engineering	\$ 13,800.00
	10% Testing	\$ 2,000.00
		\$ 121,300.00

Figure 38: Northeast Loop Design



Intersection and/or Urban Crash Summary Sheets



Total Crashes: 10 (Sorted by Date)
 City: Grand Forks
 Location: Gateway Dr & 43r St S
 Start - End Date: 1/1/2020 - 12/31/2022 (3 Years)

23 USC § 407 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved

2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	Shortened Narrative	Diagram
1 1092354	PDO 02/28/20 Friday Dry Clear Dark(L) 10:30 PM	Left Turn	① 35M GRAND FORKS ND Pickup - Van - Utility EB Going Straight (Signal)	② 15M THOMPSON ND Pickup - Van - Utility WB Turning Left (Signal)		→←←
2 1092623	PDO 03/06/20 Friday Wet Clear Daylight 6:28 PM	Single Veh. (Other Object (Not Fixed))	① 16M GRAND FORKS ND Pickup - Van - Utility EB Going Straight Other Object (Not Fixed)			→X
3 1096079	▷ Possible Injury 07/05/20 Sunday Dry Clear Daylight 5:30 PM	Angle	① 30M REYNOLDS ND Pickup - Van - Utility EB Going Straight (Stop)	② 20M WEST FARGO ND Pickup - Van - Utility SB Going Straight (Stop) Failed to Yield		↓ →
4 1099233	PDO 09/30/20 Wednesday Dry Clear Daylight 1:32 PM	Angle	① 66M GRAND FORKS ND Pickup - Van - Utility EB Turning Left	② 29F GRAND FORKS ND Pickup - Van - Utility NB Turning Left (Stop) Failed to Yield		→ ↑
5 1099673	▶ Non-incapacitating injury 10/12/20 Monday Dry Clear Daylight 3:52 PM	Angle	① 45M GRAND FORKS ND Pickup - Van - Utility EB Going Straight	② 23F GRAND FORKS ND Pickup - Van - Utility NB Turning Right (Stop) Failed to Yield		→ ↑
6 1103262	▶ Non-incapacitating injury 01/08/21 Friday Dry Clear Daylight 4:26 PM	Angle	① 30F GRAND FORKS AFB ND Pickup - Van - Utility EB Going Straight	② 20F GRAND FORKS ND Pickup - Van - Utility SB Going Straight (Stop)		↓ →
7 1111717	PDO 08/29/21 Sunday Dry Clear Daylight 9:51 AM	Sideswipe (Same Dir.)	① 28M GRAND FORKS ND Passenger Car EB Going Straight	② 86M GRAND FORKS ND Pickup - Van - Utility EB Turning Left Improper Turn		→ →
8 1112804	PDO 09/26/21 Sunday Dry Clear Daylight 6:50 PM	Angle	① 23M GRAND FORKS ND Pickup - Van - Utility SB Going Straight (Stop) Failed to Yield	② 21M GRAND FORKS AFB ND Pickup - Van - Utility EB Going Straight		↓ →
9 1113462	▷ Possible Injury 10/13/21 Wednesday Wet Rain Daylight 8:50 AM	Angle	① 20F GRAND FORKS ND Passenger Car WB Going Straight Weather	② 22F LAKEVILLE MN Passenger Car SB Turning Left (Stop) Failed to Yield		↓ ←
10 1131423	▷ Possible Injury 12/12/22 Monday Wet Cloudy Dark(L) 7:00 PM	Angle	① 24F GRAND FORKS ND Pickup - Van - Utility NB Going Straight (Stop) Failed to Yield	② 28F GRAND FORKS ND Pickup - Van - Utility WB Going Straight		← ↑

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

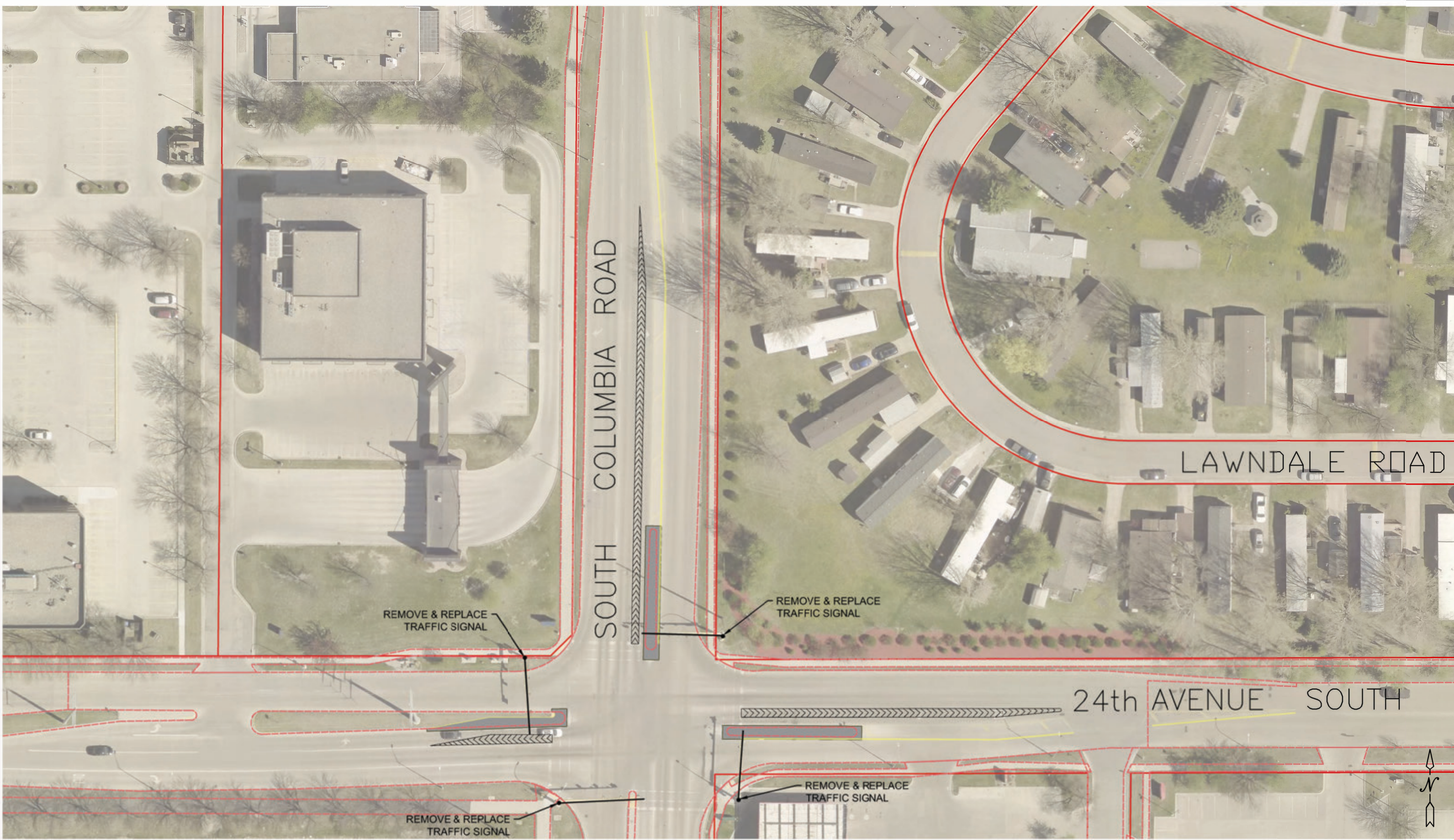
**23 USC § 407 Documents
NDDOT Reserves All Objections**

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

Agency Name City of Grand Forks		NDDOT District District 6 - Grand Forks	
Contact Name David Kuharenko		Current Date 10/26/23	
Email Address dkuharenko@grandforksgov.com	Telephone Number 701-746-2649	Project Cost Estimate (attach detailed copy) 1,384,000.00	
Location Description S Columbia Road and 24th Ave S	Roadway Ownership <input type="checkbox"/> State <input type="checkbox"/> County <input checked="" type="checkbox"/> City <input type="checkbox"/> Tribe	Vision Zero Emphasis Area (check all that apply) <input type="checkbox"/> Younger Drivers <input type="checkbox"/> Speeding or Aggressive Drivers <input type="checkbox"/> Alcohol-Related <input type="checkbox"/> Unbelted Vehicle Occupants <input type="checkbox"/> Lane Departure <input checked="" type="checkbox"/> Intersections	Functional Class <input type="checkbox"/> Local Road or Street <input type="checkbox"/> Minor Collector <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Principal Arterial
Improvement Category (check all that apply)			
<input type="checkbox"/> Access Management	<input checked="" type="checkbox"/> Intersection Geometry	<input type="checkbox"/> Parking	<input type="checkbox"/> Roadway Delineation
<input type="checkbox"/> Advanced Technology & ITS	<input type="checkbox"/> Intersection Traffic Control	<input type="checkbox"/> Pedestrians & Bicyclists	<input type="checkbox"/> Roadway Signs & Traffic Control
<input type="checkbox"/> Alignment	<input type="checkbox"/> Lighting	<input type="checkbox"/> Railroad Grade Crossings	<input type="checkbox"/> Shoulder Treatments
<input type="checkbox"/> Animal Related	<input type="checkbox"/> Miscellaneous	<input type="checkbox"/> Roadside	<input type="checkbox"/> Speed Management
<input type="checkbox"/> Interchange Design	<input type="checkbox"/> Non-infrastructure	<input type="checkbox"/> Roadway	<input type="checkbox"/> Work Zone
Describe Current Safety Issues A fatal left-turn crash occurred at this intersection in 2023, and therefore will likely appear on the 2024 Urban High Crash Intersection Report Ranking. According to the 2023 NDDOT intersection crash report, from 1/1/2020 to 12/31/2022 this intersection saw 25 total crashes. This intersection was also previously identified in the Metropolitan Planning Office (MPO) 2045 Street and Highway element as having a higher crash rate that was greater than expected. This intersection currently has negative offset left-turn lanes, creating unsafe sight restrictions when a vehicle is in the opposing left-turn lane. Left-turn crashes are a large safety concern, with oncoming traffic that may be traveling at approximately 40 MPH compounded with blocked line of sight by the opposing left-turn lane.			
Describe Proposed Safety Improvements The proposed project would involve realigning the left-turn lanes from a negative offset to a zero offset. This would include the removal and/or modification of existing center medians to accommodate the shift of the left-turn lanes, as well as allowing proper lengths of storage and deceleration tapers. The existing traffic signals are currently lacking mast arm length to accommodate the the realignment, therefore the traffic signal poles would need to be removed and replaced with new. New striping layouts would also be required to accommodate the left turn realignments.			

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

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



SOUTH COLUMBIA ROAD

LAWNDALE ROAD

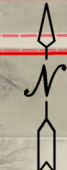
24th AVENUE SOUTH

REMOVE & REPLACE TRAFFIC SIGNAL

REMOVE & REPLACE TRAFFIC SIGNAL

REMOVE & REPLACE TRAFFIC SIGNAL

REMOVE & REPLACE TRAFFIC SIGNAL



Preliminary Engineer's Estimate
S Columbia Rd and 24th Ave S Intersection Improvements
Construction 2028
Updated: 11/3/2023
8" Concrete on 12" Salvage Base with Geogrid

SPEC	CODE	ITEM	UNIT	UNIT PRICE	QUANTITY	ITEM COST
103	100	CONTRACT BOND	L SUM	\$ 6,000.00	1	\$ 6,000.00
702	100	MOBILIZATION	L SUM	\$ 60,000.00	1	\$ 60,000.00
704		TRAFFIC CONTROL	LSUM	\$ 30,000.00	1	\$ 30,000.00
		EROSION CONTROL	LSUM	\$ 12,000.00	1	\$ 12,000.00
202	114	REMOVAL OF CONCRETE PAVEMENT	SY	\$ 30.00	125	\$ 3,750.00
202	130	REMOVAL OF CURB & GUTTER	LF	\$ 11.00	473	\$ 5,203.00
203	101	COMMON EXCAVATION-TYPE A	CY	\$ 25.00	100	\$ 2,500.00
251	300	SEEDING CLASS III	ACRE	\$ 9,000.00	0.1	\$ 900.00
253	200	HYDRAULIC MULCH	ACRE	\$ 9,000.00	0.1	\$ 900.00
302	101	SALVAGE BASE COURSE	CY	\$ 55.00	92	\$ 5,060.00
550	300	8IN NON-REINF CONCRETE PVMT CL AE-DOWELED	SY	\$ 115.00	231	\$ 26,599.50
550		8IN REINF CONCRETE PAVEMENT CL AE	SY	\$ 125.00	26	\$ 3,212.50
709	100	GEOSYNTHETIC MATERIAL TYPE G	SY	\$ 9.00	290	\$ 2,610.00
722	315	MANHOLE CASTING	EA	\$ 1,000.00	1	\$ 1,000.00
722	6200	ADJUST MANHOLE	EA	\$ 850.00	1	\$ 850.00
748	190	CURB & GUTTER TYPE I 30IN	LF	\$ 45.00	94	\$ 4,230.00
750	210	CONCRETE MEDIAN NOSE PAVING	SY	\$ 250.00	1	\$ 250.00
750	20	PIGMENTED CONCRETE MEDIAN PAVING	SY	\$ 255.00	21	\$ 5,355.00
754	9095	SIGNING	LSUM	\$ 1,000.00	1	\$ 1,000.00
762	118	STRIPING	LSUM	\$ 5,000.00	1	\$ 5,000.00
772	9811	TRAFFIC SIGNAL SYSTEM - SITE 1	EA	\$ 525,000.00	1	\$ 525,000.00
2022 Subtotal						\$ 701,420.00
2028 Inflated at 4%						\$ 887,520.07
20% Contingency						\$ 178,479.93
Estimated Construction Costs						\$ 1,066,000.00
15% Preliminary Engineering						\$ 160,000.00
15% Construction Engineering						\$ 160,000.00
Testing						\$ 10,000.00
2028 Estimated Project Costs						\$ 1,396,000.00
Federal Share						
90% Construction Costs						\$ 959,400.00
90% Construction Engineering						\$ 144,000.00
						\$ 1,103,400.00
City Share						
10% Construction Costs						\$ 106,600.00
100% Preliminary Engineering						\$ 160,000.00
10% Construction Engineering						\$ 16,000.00
100% Testing						\$ 10,000.00
						\$ 292,600.00

Intersection and/or Urban Crash Summary Sheets



Total Crashes: 25 (Sorted by Date)
 City: Grand Forks
 Location: Columbia Rd & 24th Ave S
 Start - End Date: 1/1/2020 - 12/31/2022 (3 Years)

23 USC § 407 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved

2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	Shortened Narrative	Diagram
1 1090169	PDO 01/14/20 Tuesday Snow Cloudy Dawn 7:00 AM	❄ Other	① 28F GRAND FORKS ND Passenger Car NB Other Action on Roadway Other	② 34F THOMPSON ND Pickup - Van - Utility NB Going Straight	V1 was NB behind a vehicle when when it braked hard and D1 swerved to avoid a collision. D1 lost control and spun into the other lane and was struck by V2.	No Diagram
2 1090069	PDO 01/15/20 Wednesday Snow Clear Daylight 3:20 PM	❄ Angle	① 17M GRAND FORKS ND Pickup - Van - Utility SB Going Straight (Signal) Fail Keep in Proper Lane	② 22F LAKOTA ND Passenger Car EB Turning Left (Signal)		↓ →
3 1090653	PDO 01/23/20 Thursday Slush Clear Dark(L) 6:41 PM	❄ Rear End	① 16M ARHYLE MN Pickup - Van - Utility NB Going Straight To Fast for Conditions	② 28M GRAND FORKS ND Pickup - Van - Utility NB Going Straight		↑ ↑
4 1091104	▶ Non-incapacitating injury 01/30/20 Thursday Snow Cloudy Dark(L) 8:23 PM	❄ Angle	① 20M GRAND FORKS ND Passenger Car NB Going Straight (Signal) Ran Red Light	② 76F GRAND FORKS ND Passenger Car WB Going Straight (Signal)		← ↑
5 1094866	PDO 05/31/20 Sunday Dry Clear Daylight 8:39 PM	Angle	① 18M GRAND FORKS ND Passenger Car SB Going Straight (Signal) Ran Red Light	② 43F GRAND FORKS ND Pickup - Van - Utility EB Going Straight (Signal)		↓ →
6 1096268	PDO 07/11/20 Saturday Dry Clear Daylight 5:42 PM	Sideswipe (Same Dir.)	① 80F GRAND FORKS ND Pickup - Van - Utility WB Turning Right (Signal) Failed to Yield	② 20M GRAND FORKS AFB ND Passenger Car WB Going Straight (Signal)		← ←
7 1096866	PDO 07/28/20 Tuesday Dry Clear Daylight 12:24 PM	Rear End	① 22F GRAND FORKS ND Pickup - Van - Utility NB Going Straight (Signal) Following too Close	② 21F GRAND FORKS ND Passenger Car NB Stopped (Signal)		↑ ↑
8 1098739	PDO 09/16/20 Wednesday Dry Clear Daylight 5:58 PM	Left Turn	① 15M GRAND FORKS ND Pickup - Van - Utility WB Turning Left (Signal) Failed to Yield	② 29F GRAND FORKS ND Passenger Car EB Going Straight (Signal)		→←
9 1103203	▷ Possible Injury 12/27/20 Sunday Snow Clear Dark(L) 6:08 PM	❄ Rear End	① 19F HATTON ND Passenger Car SB Slowing/Stopping (Signal) To Fast for Conditions	② 18F EAST GRAND FORKS MN Pickup - Van - Utility SB Stopped (Signal)		↓ ↓
10 1103861	▷ Possible Injury 01/28/21 Thursday Dry Cloudy Daylight 3:25 PM	Rear End	① 50M INKSTER ND Passenger Car EB Slowing/Stopping (Signal) Following too Close	② 74F GRAND FORKS ND Pickup - Van - Utility EB Turning Left (Signal)		→→

Intersection and/or Urban Crash Summary Sheets



Total Crashes: 25 (Sorted by Date)
 City: Grand Forks
 Location: Columbia Rd & 24th Ave S
 Start - End Date: 1/1/2020 - 12/31/2022 (3 Years)

23 USC § 407 Documents
 NDDOT Reserves All Objections

LEGEND
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	③	Shortened Narrative	Diagram
11	1104942 ▶ Non-incapacitating injury 02/26/21 Friday Dry Clear Daylight 4:35 PM	Angle	① 59F GRAND FORKS ND Passenger Car SB Turning Left (Signal) Careless/Reckless Driving	② 53F GRAND FORKS ND Pickup - Van - Utility WB Going Straight (Signal)	③ 28F GRAND FORKS ND Passenger Car SB Turning Left (Signal) Following too Close		↓ ←
12	1105089 PDO 02/27/21 Saturday Ice / Snow Clear Dusk 7:00 PM ❄	Left Turn	① 17F GRENNBUSH MN Passenger Car NB Turning Left (Signal) Improper Turn	② 43M GRAND FORK ND Pickup - Van - Utility SB Going Straight (Signal) Weather			↓ ↑
13	1105875 ▶ Non-incapacitating injury 03/27/21 Saturday Dry Clear Dark(L) 4:40 AM	Single Veh. (Overturn / Rollover)	① 34M GRAND FORKS ND Pickup - Van - Utility EB Turning Left (Signal) Careless/Reckless Driving* Overturn / Rollover				→X
14	1109556 PDO 06/27/21 Sunday Dry Clear Daylight 9:15 PM	Single Veh. (Post)	① 21M GRAND FORKS ND Pickup - Van - Utility NB Other Action on Roadway Speed Post				X ↑
15	1110962 PDO 08/10/21 Tuesday Dry Clear Daylight 11:22 AM	Sideswipe (Same Dir.)	① 45M GRAND FORKS ND Passenger Car EB Changing Lanes Careless/Reckless Driving	② 20F GRAND FORKS ND Passenger Car EB Going Straight			→ →
16	1111478 PDO 08/24/21 Tuesday Dry Clear Daylight 9:40 AM	Single Veh. (Other Non-Collision)	① 58F GRAND FORKS ND Passenger Car SB Turning Right (Signal) Other Non-Collision				↓ X
17	1114485 PDO 11/09/21 Tuesday Dry Clear Daylight 11:27 AM	Angle	① 71M GILBY ND Pickup - Van - Utility SB Going Straight (Signal) Failed to Yield	② 33M WEST FARGO ND Pickup - Van - Utility EB Going Straight (Signal)			↓ →
18	1116554 PDO 12/21/21 Tuesday Snow Clear Daylight 2:40 PM ❄	Sideswipe (Same Dir.)	① 26F GRAND FORKS ND Passenger Car NB Changing Lanes Fail Keep in Proper Lane	② 69M REYNOLDS ND Pickup - Van - Utility NB Going Straight			↑↑
19	1123556 PDO 05/26/22 Thursday Dry Clear Daylight 5:57 PM	Left Turn	① 54F GRAND FORKS ND Passenger Car WB Going Straight (Signal)	② 19F GRAND FORKS ND Pickup - Van - Utility EB Turning Left (Signal) Failed to Yield			→←
20	1125890 PDO 08/03/22 Wednesday Dry Clear Daylight 2:10 PM	Left Turn	① 67F GOLD CANYON AZ Pickup - Van - Utility NB Going Straight (Beacon)	② 20M GRAND FORKS ND Pickup - Van - Utility SB Turning Left (Beacon) Failed to Yield			↓ ↑

Intersection and/or Urban Crash Summary Sheets



Total Crashes: 25 (Sorted by Date)
 City: Grand Forks
 Location: Columbia Rd & 24th Ave S
 Start - End Date: 1/1/2020 - 12/31/2022 (3 Years)

23 USC § 407 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved

2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	③	Shortened Narrative	Diagram
21 1127908	PDO 09/26/22 Monday Dry Clear Daylight 1:35 PM	Rear End	① 20F PRIOR LAKE MN Passenger Car NB Going Straight (Signal) Following too Close	② 52F GRAND FORKS ND Pickup - Van - Utility NB Going Straight (Signal)			↑ ↑
22 1128554	PDO 10/12/22 Wednesday Dry Cloudy Daylight 7:29 AM	Rear End	① 15M GRAND FORKS ND Passenger Car NB Going Straight Following too Close	② 16M GRAND FORKS ND Passenger Car NB Going Straight	③ 36M GRAND FORKS ND Pickup - Van - Utility NB Going Straight		↑ ↑
23 1132641	▶ Non-incapacitating injury 12/27/22 Tuesday Ice / Snow Clear Daylight 1:44 PM	❄ Left Turn	① 82M GRAND FORKS ND Passenger Car WB Turning Left (Signal) Failed to Yield	② 36M GRAND FORKS ND Pickup - Van - Utility EB Other Action on Roadway (Signal)			→←←
24 1132773	PDO 12/29/22 Thursday Ice / Snow Cloudy Daylight 10:53 AM	❄ Left Turn	① 65M GRAND FORKS ND Pickup - Van - Utility EB Turning Left (Signal) Failed to Yield	② 59F GRAND FORKS ND Passenger Car WB Going Straight (Signal)			→←←
25 1132835	PDO 12/30/22 Friday Slush Cloudy Daylight 1:15 PM	❄ Left Turn	① 15M GRAND FORKS ND Pickup - Van - Utility NB Going Straight (Signal)	② 54F GRAND FORKS ND Pickup - Van - Utility SB Turning Left (Signal)	③ 44M WALHALLA ND Pickup - Van - Utility WB Turning Left (Signal)		↓ ↑
26							
27							
28							
29							
30							



Table 3-14: 2012-2015 Crash Types at Key Intersections (above expected crash rate)

Intersection	Angle/ Turn	Head On	Rear End	Side Swipe	Other
S. 31 st Street & 32 nd Avenue S.	45	0	6	0	1
N. Columbia Road & 10 th Avenue N.	16	0	3	0	0
S. Columbia Road & 32 nd Avenue S.	11	0	21	9	1
S. 17 th Street & 17 th Avenue S.	13	0	3	0	0
S. 20 th Street & 17 th Avenue S.	9	1	2	0	0
S. Washington Street & 17 th Avenue S.	17	1	16	2	4
S. Columbia Road & 17 th Avenue S.	12	3	10	4	3
S. 17 th Street & 24 th Avenue S.	8	0	4	0	1
S. 20 th Street & 32 nd Avenue S.	38	0	4	0	2
S. Columbia Road & 27 th Avenue S.	14	1	5	1	3
I-29 & Gateway Drive	7	0	8	1	0
I-29 & 32 nd Avenue S.	11	0	2	2	0
N. 42 nd Street & DeMers Avenue	33	1	17	3	6
S. Columbia Road & DeMers Avenue	6	0	20	0	0
Mill Road & Gateway Drive	12	0	10	1	3
N. Columbia Road & Gateway Drive	18	0	15	2	4
S. 34 th Street & 30 th Avenue S.	10	0	1	1	1
S. Washington Street & 32 nd Avenue S.	9	1	31	1	4
S. 34 th Street & 32 nd Avenue S.	38	1	19	4	2
S. 38 th Street S. & 32 nd Avenue S.	23	1	9	1	1
N. 42 nd Street & University Avenue	7	1	6	1	2
Belmont Road & 4 th Avenue S.	9	0	3	0	0
N. Columbia Road & 6 th Avenue N.	3	0	6	3	0
N. Washington Street & University Avenue	19	2	9	0	1
Gateway Drive & Central Avenue NW	11	2	18	4	1

Source: NDDOT and MnDOT



Table 3-15: 2012-2015 Crash Rates and Number of Crashes at Key Intersections (above expected crash rate)

Intersection	Actual Crash Rate	Expected Crash Rate	Total Crashes	Fatal Crashes	Injury Crashes
S. 31st Street & 32nd Avenue S.	1.54	0.71	52	0	22
N. Columbia Road & 10th Avenue N.	1.24	0.52	19	0	8
S. Columbia Road & 32nd Avenue S.	0.88	0.71	42	0	16
S. 17th Street & 17th Avenue S.	0.97	0.52	16	0	7
S. 20th Street & 17th Avenue S.	0.69	0.52	12	0	2
S. Washington Street & 17th Avenue S.	0.88	0.71	40	0	16
S. Columbia Road & 17th Avenue S.	0.76	0.71	32	0	10
S. 17th Street & 24th Avenue S.	0.88	0.52	13	0	4
S. 20th Street & 32nd Avenue S.	1.17	0.71	44	0	22
S. Columbia Road & 27th Avenue S.	0.76	0.71	24	0	8
I-29 & Gateway Drive	0.82	0.52	16	0	4
I-29 & 32nd Avenue S.	0.91	0.52	15	0	2
N. 42nd Street & DeMers Avenue	1.48	0.71	60	0	16
S. Columbia Road & DeMers Avenue	0.97	0.71	26	0	11
Mill Road & Gateway Drive	0.77	0.71	26	0	7
N. Columbia Road & Gateway Drive	0.98	0.71	39	0	12
S. 34th Street & 30th Avenue S.	0.92	0.52	13	0	3
S. Washington Street & 32nd Avenue S.	1.38	0.71	46	0	8
S. 34th Street & 32nd Avenue S.	1.37	0.71	64	0	24
S. 38th Street S. & 32nd Avenue S.	1.02	0.71	35	0	11
N. 42nd Street & University Avenue	0.75	0.71	17	0	4
Belmont Road & 4th Avenue S.	1.00	0.52	12	0	5
N. Columbia Road & 6th Avenue N.	0.84	0.52	12	0	0
N. Washington Street & University Avenue	0.87	0.71	31	0	9
Gateway Drive & Central Avenue NW	1.14	0.71	36	0	9

Source: NDDOT and MnDOT

System-Wide Crash Analysis

An additional safety analysis was performed as the MPO developed its targets for the safety performance measures as the region works toward no fatalities by 2045. The analysis identified findings and trends for number of traffic fatalities, fatality rate, number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries throughout the system.

Number of Traffic Fatalities

The annual number of fatalities ranged from 0 to 4 between 2007 and 2015. Over this time period, the region experienced a declining trend in the number of fatalities. The five-year rolling average ranged from 1.8 to 2.6 with a declining trend of 0.04 per year. For 2018, the region established a target of 3 or fewer traffic fatalities with no change in the declining trend, as described in Chapter 2.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

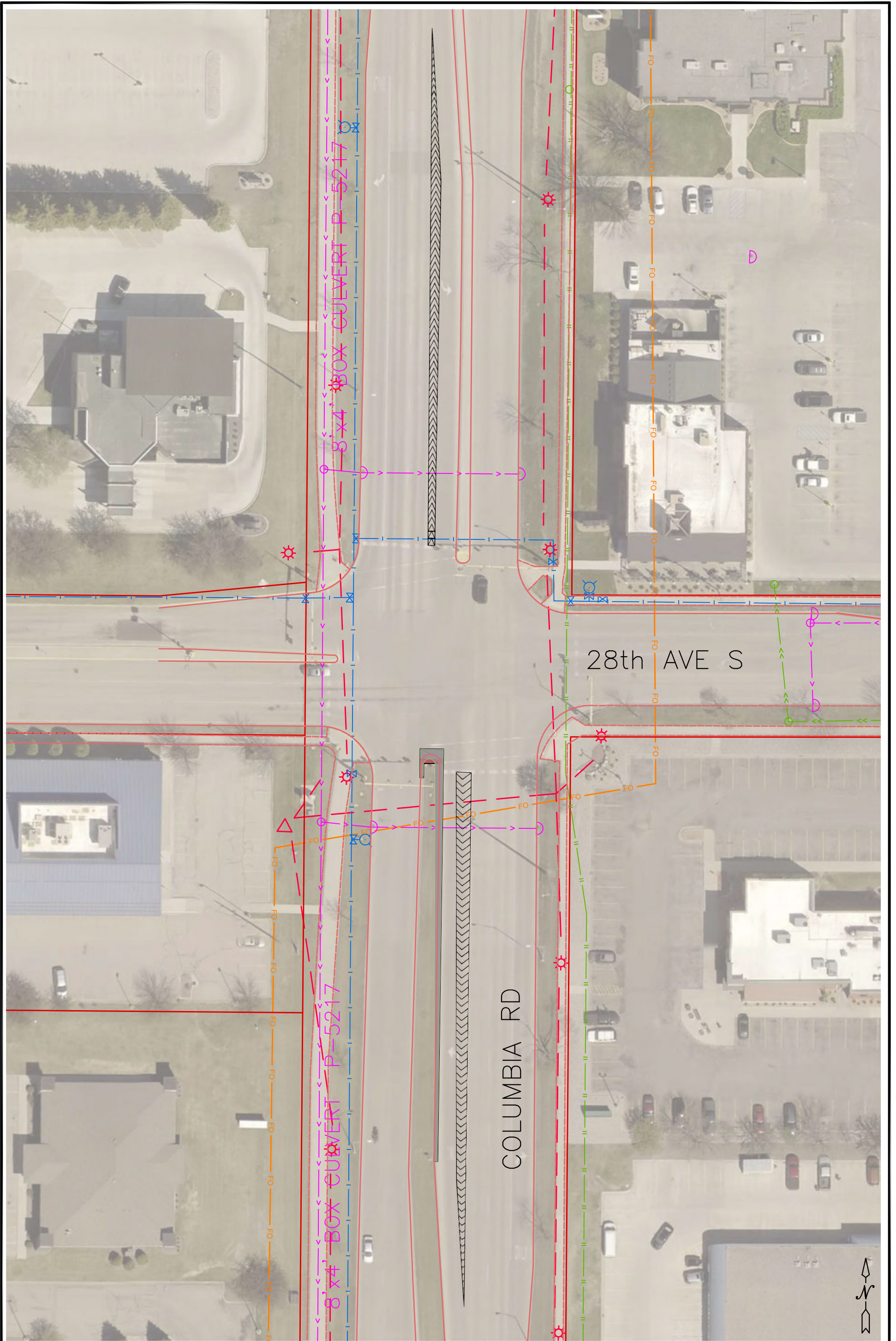
**23 USC § 407 Documents
NDDOT Reserves All Objections**

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

Agency Name City of Grand Forks		NDDOT District District 6 - Grand Forks	
Contact Name David Kuharenko		Current Date 10/26/23	
Email Address dkuharenko@grandforksgov.com		Telephone Number 701-746-2649	Project Cost Estimate (attach detailed copy) 1,368,000
Location Description S Columbia Road and 28th Ave S	Roadway Ownership <input type="checkbox"/> State <input type="checkbox"/> County <input checked="" type="checkbox"/> City <input type="checkbox"/> Tribe	Vision Zero Emphasis Area (check all that apply) <input type="checkbox"/> Younger Drivers <input type="checkbox"/> Speeding or Aggressive Drivers <input type="checkbox"/> Alcohol-Related <input type="checkbox"/> Unbelted Vehicle Occupants <input type="checkbox"/> Lane Departure <input checked="" type="checkbox"/> Intersections	Functional Class <input type="checkbox"/> Local Road or Street <input type="checkbox"/> Minor Collector <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Principal Arterial
Improvement Category (check all that apply)			
<input type="checkbox"/> Access Management	<input checked="" type="checkbox"/> Intersection Geometry	<input type="checkbox"/> Parking	<input type="checkbox"/> Roadway Delineation
<input type="checkbox"/> Advanced Technology & ITS	<input type="checkbox"/> Intersection Traffic Control	<input type="checkbox"/> Pedestrians & Bicyclists	<input type="checkbox"/> Roadway Signs & Traffic Control
<input type="checkbox"/> Alignment	<input type="checkbox"/> Lighting	<input type="checkbox"/> Railroad Grade Crossings	<input type="checkbox"/> Shoulder Treatments
<input type="checkbox"/> Animal Related	<input type="checkbox"/> Miscellaneous	<input type="checkbox"/> Roadside	<input type="checkbox"/> Speed Management
<input type="checkbox"/> Interchange Design	<input type="checkbox"/> Non-infrastructure	<input type="checkbox"/> Roadway	<input type="checkbox"/> Work Zone
Describe Current Safety Issues			
<p>According to the 2023 NDDOT intersection crash report, from 1/1/2020 to 12/31/2022 this intersection saw 18 total crashes. This intersection was also previously identified in the Metropolitan Planning Office (MPO) 2045 Street and Highway element as having a higher crash rate that was greater than expected. This intersection currently has negative offset left-turn lanes, creating unsafe sight restrictions when a vehicle is in the opposing left-turn lane. Left-turn crashes are a large safety concern, with oncoming traffic that may be traveling at approximately 40 MPH compounded with blocked line of sight by the opposing left-turn lane.</p>			
Describe Proposed Safety Improvements			
<p>The proposed project would involve realigning the southbound to eastbound and northbound to westbound left-turn lanes from a negative offset to a zero offset. This would include the modification of existing center medians to accommodate the shift of the left-turn lanes, as well as allowing proper lengths of storage and deceleration tapers. The existing traffic signals are currently lacking mast arm length to accommodate the realignments, therefore the traffic signal poles would need to be removed and replaced with new traffic signal poles. New striping layouts would also be required to accommodate the left-turn lane realignments. This project is being requested in 2029 due to budgetary constraints.</p>			

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

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



Preliminary Engineer's Estimate
 S Columbia Rd and 28th Ave S Intersection Improvements
 Construction 2029
 Updated: 10/16/2023
 8" Concrete on 12" Salvage Base with Geogrid

SPEC	CODE	ITEM	UNIT	UNIT PRICE	QUANTITIY	ITEM COST
103	100	CONTRACT BOND	L SUM	\$ 5,600.00	1	\$ 5,600.00
702	100	MOBILIZATION	L SUM	\$ 56,000.00	1	\$ 56,000.00
704		TRAFFIC CONTOL	LSUM	\$ 28,000.00	1	\$ 28,000.00
		EROSION CONTROL	LSUM	\$ 12,000.00	1	\$ 12,000.00
202	114	REMOVAL OF CONCRETE PAVEMENT	SY	\$ 50.00	10	\$ 500.00
202	130	REMOVAL OF CURB & GUTTER	LF	\$ 11.00	247	\$ 2,717.00
203	101	COMMON EXCAVATION-TYPE A	CY	\$ 50.00	50	\$ 2,500.00
251	300	SEEDING CLASS III	ACRE	\$ 9,000.00	0.1	\$ 900.00
253	200	HYDRAULIC MULCH	ACRE	\$ 9,000.00	0.1	\$ 900.00
302	101	SALVAGE BASE COURSE	CY	\$ 65.00	40	\$ 2,600.00
550	300	8IN NON-REINF CONCRETE PVMT CL AE-DOWELED	SY	\$ 125.00	49	\$ 6,075.00
550		8IN REINF CONCRETE PAVEMENT CL AE	SY	\$ 135.00	5	\$ 729.00
709	100	GEOSYNTHETIC MATERIAL TYPE G	SY	\$ 9.00	60	\$ 540.00
748	190	CURB & GUTTER TYPE I 30IN	LF	\$ 45.00	240	\$ 10,800.00
750	210	CONCRETE MEDIAN NOSE PAVING	SY	\$ 250.00	1	\$ 250.00
754	9095	SIGNING	LSUM	\$ 1,000.00	1	\$ 1,000.00
762	118	STRIPING	LSUM	\$ 5,000.00	1	\$ 5,000.00
772	9811	TRAFFIC SIGNAL SYSTEM - SITE 1	EA	\$ 525,000.00	1	\$ 525,000.00

1 = Length of Utility
 ##### = Cost per foot

	2023 Subtotal	\$ 661,111.00
2029	Inflated at 4%	\$ 869,976.97
	20% Contingency	\$ 174,023.03
	Estimated Construction Costs	\$ 1,044,000.00
	15% Preliminary Engineering	\$ 157,000.00
	15% Construction Engineering	\$ 157,000.00
	Testing	\$ 10,000.00
2029	Estimated Project Costs	\$ 1,368,000.00
	Federal Share	
	90% Construction Costs	\$ 939,600.00
	90% Construction Engineering	\$ 141,300.00
		\$ 1,080,900.00
	City Share	
	10% Construction Costs	\$ 104,400.00
	100% Preliminary Engineering	\$ 157,000.00
	10% Construction Engineering	\$ 15,700.00
	100% Testing	\$ 10,000.00
		\$ 287,100.00

Intersection and/or Urban Crash Summary Sheets



Total Crashes: 18 (Sorted by Date)
 City: Grand Forks
 Location: Columbia Rd & 28th Ave S
 Start - End Date: 1/1/2020 - 12/31/2022 (3 Years)

23 USC § 407 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

- 1. Contributing Factor**
 * = alcohol or drugs involved
2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	②	③	Shortened Narrative	Diagram
1	1089958 01/15/20 Wednesday Snow Clear Daylight 1:35 PM	◆ Angle	① 61M EMERADO ND Passenger Car SB Going Straight (Signal) To Fast for Conditions	② 34M GRAND FORKS ND Passenger Car EB Turning Left (Signal) No Insurance			↓ →
2	1098536 09/11/20 Friday Dry Clear Daylight 2:53 PM	Angle	① 20F GRAND FORKS ND Pickup - Van - Utility SB Going Straight (Signal) Ran Red Light	② 60M GRAFTON ND Pickup - Van - Utility EB Going Straight (Signal)			↓ →
3	1098913 ▶ Non-incapacitating injury 09/21/20 Monday Dry Clear Daylight 3:00 PM	Angle	① 20M BELCOURT ND Pickup - Van - Utility NB Going Straight (Signal) Ran Red Light	② 85F GRAND FORKS ND Passenger Car EB Going Straight (Signal) Ran Red Light			→ ↑
4	1105349 ▷ Possible Injury 03/10/21 Wednesday Dry Clear Dark(L) 11:20 PM	Other	① U Hit and Run WB Turning Right (Signal)	② 27M GRAND FORKS ND Motorcycle EB Turning Left (Signal)		V1 was WB turning right as V2 was EB turning left. D1 failed to stay in the proper lane and struck V2.	→←←
5	1109743 07/09/21 Friday Dry Clear Daylight 3:02 PM	▲ Rear End	① 16M GRAND FORKS ND Pickup - Van - Utility SB Going Straight To Fast for Conditions	② 28M GRAND FORKS ND Passenger Car SB Going Straight	③ 21M GRAND FORKS ND Pickup - Van - Utility SB Slowing/Stopping		↓ ↓
6	1110220 07/21/21 Wednesday Dry Cloudy Daylight 5:40 PM	Left Turn	① 27F STEPHEN MN Passenger Car SB Going Straight (Signal) Ran Red Light	② 44M GRAND FORKS ND Pickup - Van - Utility NB Turning Left (Signal)			↓ ↑
7	1110280 ▶ Non-incapacitating injury 07/23/21 Friday Dry Clear Daylight 3:20 PM	▲ Rear End	① 23F THOMPSON ND Passenger Car SB Going Straight (Signal) Following too Close	② 18M GRAND FORKS ND Pickup - Van - Utility SB Stopped (Signal)			↓ ↓
8	1111070 ▷ Possible Injury 08/14/21 Saturday Dry Clear Daylight 4:50 PM	Rear End	① U Hit and Run NB Going Straight (Signal)	② 58M GRAND FORKS ND Pickup - Van - Utility NB Going Straight (Signal)	③ 42M GRAND FORKS ND Pickup - Van - Utility NB Going Straight (Signal)		↑ ↑
9	1111135 08/16/21 Monday Dry Clear Daylight 2:37 PM	Angle	① 75F GRAND FORKS ND Pickup - Van - Utility SB Turning Right (Signal) Careless/Reckless Driving	② 64M GRAND FORKS ND Pickup - Van - Utility WB Going Straight (Signal)			↓ ←
10	1114951 11/17/21 Wednesday Dry Clear Daylight 11:11 AM	Left Turn	① 43F GRAND FORKS ND Pickup - Van - Utility SB Going Straight (Signal)	② 43F GRAND FORKS ND Passenger Car NB Turning Left (Signal) Failed to Yield			↓ ↑

Intersection and/or Urban Crash Summary Sheets



Total Crashes: 18 (Sorted by Date)
 City: Grand Forks
 Location: Columbia Rd & 28th Ave S
 Start - End Date: 1/1/2020 - 12/31/2022 (3 Years)

23 USC § 407 Documents
 NDDOT Reserves All Objections

- LEGEND**
 ▶ Fatal
 ▶ Incapacitating Injury
 ▶ Non-Incapacitating Injury
 ▷ Possible Injury
 ◆ Wet surface
 ❄ Snow, Ice, Slush, Frost
 ▲ Crash related to work zone
 ① Unit number

1. Contributing Factor
 * = alcohol or drugs involved

2. Most Harmful Event
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor ¹ Most Harmful Event ²	Shortened Narrative	Diagram
11 1119852	PDO 02/14/22 Monday Snow Cloudy Daylight 3:20 PM	❄ Rear End	① 20F INTERNATIONAL FALLS MN Passenger Car EB Going Straight ② 36F GRAND FORKS ND Pickup - Van - Utility EB Slowing/Stopping		→→→
12 1120297	PDO 02/24/22 Thursday Ice / Snow Clear Daylight 12:59 PM	❄ Rear End	① 41M GRAND FORKS ND Pickup - Van - Utility WB Turning Left (Signal) ② 35F EAST GRAND FORKS MN Pickup - Van - Utility WB Turning Left (Signal)		←←←
13 1120459	▶ Non-incapacitating injury 02/28/22 Monday Wet Clear Daylight 1:39 PM	◆ Left Turn	① 71F GRANDIN ND Pickup - Van - Utility NB Turning Left (Signal) Failed to Yield ② 34F GRAND FORKS ND Pickup - Van - Utility SB Going Straight (Signal)		↓ ↑
14 1121218	PDO 03/21/22 Monday Dry Clear Daylight 5:15 PM	Left Turn	① 52F GRAND FORKS ND Pickup - Van - Utility NB Turning Left (Beacon) Failed to Yield ② 22M GRAND FORKS ND Passenger Car SB Going Straight (Beacon)		↓ ↑
15 1123102	▷ Possible Injury 05/13/22 Friday Dry Clear Daylight 3:55 PM	Rear End	① 26F GRAND FORKS ND Pickup - Van - Utility NB Going Straight (Signal) Following too Close ② 17F GRAND FORKS ND Pickup - Van - Utility NB Going Straight (Signal)		↑ ↑
16 1125322	▷ Possible Injury 07/18/22 Monday Dry Clear Daylight 3:50 PM	Rear End	① 18M ARVILLA ND Pickup - Van - Utility EB Going Straight (Signal) Following too Close ② 31M GRAND FORKS ND Pickup - Van - Utility EB Going Straight (Signal)		→→→
17 1131542	PDO 12/14/22 Wednesday Slush Clear Dark(L) 6:18 PM	❄ Sideswipe (Same Dir.)	① 27M EAST GRAND FORKS MN Pickup - Van - Utility SB Going Straight Weather ② 20F BISMARCK ND Pickup - Van - Utility SB Going Straight To Fast for Conditions ③ 40F GRAND FORKS ND Passenger Car SB Going Straight To Fast for Conditions		↓↓
18 1131738	PDO 12/16/22 Friday Snow Snow Daylight 4:25 PM	❄ Rear End	① 31M GROOKSTON MN Pickup - Van - Utility SB Going Straight Following too Close ② 70M GRAND FORKS ND Pickup - Van - Utility SB Going Straight Weather		↓ ↓
19					
20					



Table 3-14: 2012-2015 Crash Types at Key Intersections (above expected crash rate)

Intersection	Angle/ Turn	Head On	Rear End	Side Swipe	Other
S. 31 st Street & 32 nd Avenue S.	45	0	6	0	1
S. Columbia Road & 24 th Avenue S.	28	0	7	3	0
N. Columbia Road & 10 th Avenue N.	16	0	3	0	0
S. Columbia Road & 32 nd Avenue S.	11	0	21	9	1
S. 17 th Street & 17 th Avenue S.	13	0	3	0	0
S. 20 th Street & 17 th Avenue S.	9	1	2	0	0
S. Washington Street & 17 th Avenue S.	17	1	16	2	4
S. Columbia Road & 17 th Avenue S.	12	3	10	4	3
S. 17 th Street & 24 th Avenue S.	8	0	4	0	1
S. 20 th Street & 32 nd Avenue S.	38	0	4	0	2
I-29 & Gateway Drive	7	0	8	1	0
I-29 & 32 nd Avenue S.	11	0	2	2	0
N. 42 nd Street & DeMers Avenue	33	1	17	3	6
S. Columbia Road & DeMers Avenue	6	0	20	0	0
Mill Road & Gateway Drive	12	0	10	1	3
N. Columbia Road & Gateway Drive	18	0	15	2	4
S. 34 th Street & 30 th Avenue S.	10	0	1	1	1
S. Washington Street & 32 nd Avenue S.	9	1	31	1	4
S. 34 th Street & 32 nd Avenue S.	38	1	19	4	2
S. 38 th Street S. & 32 nd Avenue S.	23	1	9	1	1
N. 42 nd Street & University Avenue	7	1	6	1	2
Belmont Road & 4 th Avenue S.	9	0	3	0	0
N. Columbia Road & 6 th Avenue N.	3	0	6	3	0
N. Washington Street & University Avenue	19	2	9	0	1
Gateway Drive & Central Avenue NW	11	2	18	4	1

Source: NDDOT and MnDOT



Table 3-15: 2012-2015 Crash Rates and Number of Crashes at Key Intersections (above expected crash rate)

Intersection	Actual Crash Rate	Expected Crash Rate	Total Crashes	Fatal Crashes	Injury Crashes
S. 31 st Street & 32 nd Avenue S.	1.54	0.71	52	0	22
S. Columbia Road & 24 th Avenue S.	0.97	0.71	38	0	8
N. Columbia Road & 10 th Avenue N.	1.24	0.52	19	0	8
S. Columbia Road & 32 nd Avenue S.	0.88	0.71	42	0	16
S. 17 th Street & 17 th Avenue S.	0.97	0.52	16	0	7
S. 20 th Street & 17 th Avenue S.	0.69	0.52	12	0	2
S. Washington Street & 17 th Avenue S.	0.88	0.71	40	0	16
S. Columbia Road & 17 th Avenue S.	0.76	0.71	32	0	10
S. 17 th Street & 24 th Avenue S.	0.88	0.52	13	0	4
S. 20 th Street & 32 nd Avenue S.	1.17	0.71	44	0	22
I-29 & Gateway Drive	0.82	0.52	16	0	4
I-29 & 32 nd Avenue S.	0.91	0.52	15	0	2
N. 42 nd Street & DeMers Avenue	1.48	0.71	60	0	16
S. Columbia Road & DeMers Avenue	0.97	0.71	26	0	11
Mill Road & Gateway Drive	0.77	0.71	26	0	7
N. Columbia Road & Gateway Drive	0.98	0.71	39	0	12
S. 34 th Street & 30 th Avenue S.	0.92	0.52	13	0	3
S. Washington Street & 32 nd Avenue S.	1.38	0.71	46	0	8
S. 34 th Street & 32 nd Avenue S.	1.37	0.71	64	0	24
S. 38 th Street S. & 32 nd Avenue S.	1.02	0.71	35	0	11
N. 42 nd Street & University Avenue	0.75	0.71	17	0	4
Belmont Road & 4 th Avenue S.	1.00	0.52	12	0	5
N. Columbia Road & 6 th Avenue N.	0.84	0.52	12	0	0
N. Washington Street & University Avenue	0.87	0.71	31	0	9
Gateway Drive & Central Avenue NW	1.14	0.71	36	0	9

Source: NDDOT and MnDOT

System-Wide Crash Analysis

An additional safety analysis was performed as the MPO developed its targets for the safety performance measures as the region works toward no fatalities by 2045. The analysis identified findings and trends for number of traffic fatalities, fatality rate, number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries throughout the system.

Number of Traffic Fatalities

The annual number of fatalities ranged from 0 to 4 between 2007 and 2015. Over this time period, the region experienced a declining trend in the number of fatalities. The five-year rolling average ranged from 1.8 to 2.6 with a declining trend of 0.04 per year. For 2018, the region established a target of 3 or fewer traffic fatalities with no change in the declining trend, as described in Chapter 2.



MPO Staff Report
Technical Advisory Committee:
December 13, 2023
MPO Executive Board:
December 20, 2023

RECOMMENDED ACTION: Approval of the Urban Grant Program Application with Priority order for the FY2025-2028 Transportation Improvement Program (TIP).

TAC RECOMMENDED ACTION:

Matter of approval of the Urban Grant Program Application with priority.

Background:

The MPO and NDDOT formally solicited for Urban Grant Program projects in late October 2023 for federal fiscal year 2027. The deadline for the applications to be submitted to NDDOT is December 29th, 2023. To meet this deadline and be approved for the MPO area applications needed to be to the MPO by November 29th, 2023.

Projects need to be consistent with the Metropolitan Transportation Plan (MTP) and in a priority order for the MPO area. The intent of the program is to provide a funding mechanism focused on reinvesting and fortifying a community's existing transportation assets which maximizes the public return on investment. The program focuses on transportation investments inward toward the established community rather than outward expansion.

The City of Grand Forks submitted an application for Urban Grant Program funds. The project is a reconstruction of N 4th St from 2nd Ave N to University Ave.

Findings and Analysis

- The MPO staff believe the city has met the program requirements and think their project includes several elements which align with the Urban Grant Program.
- Project is consistent with the MPO MTP.

Support Materials:

- City of Grand Forks' Urban Grand Program application.

255 N. 4th St.
PO Box 5200
Grand Forks, ND 58206-5200



ENGINEERING DEPARTMENT
(701) 746-2640
Fax#(701) 787-3744

November 21, 2023

Mrs. Stephanie Halford
Grand Forks/East Grand Forks MPO
600 DeMers Ave
East Grand Forks, MN 56721

RE: Urban Grant Program Application

Dear Mrs. Halford:

Attached please find the City of Grand Forks' Urban Grant Program project application. Please forward this application to NDDOT. If you have any questions or comments, please contact David Kuharenko at 701-746-2649.

1. 2027 – N 4th St Reconstruction (2nd Ave N to University Ave)

Sincerely,

A handwritten signature in black ink, appearing to read "Allen R. Grasser". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Allen R. Grasser, P.E.
City Engineer

ARG/chh

Cc: David Kuharenko
Ed Liberman
Christian Danielson

Urban Grant Program Application FY 2025-2026

Coversheet

LPA

City of Grand Forks

Contact Person (Name and Title)

Allen Grasser – City Engineer

Address

255 North 4th Street, Grand Forks, ND 58203

Telephone

701-746-2640

Email

agrasser@grandforksgov.com

Project Name

N 4th St. Reconstruction (2nd Ave N to University Ave)

LPA Applicant Signature (Highest Elected Official)



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

Date Submitted

12/29/2023

Required Attachments:

- Relevant excerpts from adopted plans Project location map Cross Section of Roadway/facility
 Map of underground utilities (water, sanitary sewer)

Optional Attachments:

- Other Attachments (describe) Relevant supporting data, pictures, graphics, and/or visual aids
Letter of Support from Downtown Development Association

For NDDOT use only:

Date Received _____

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

Yes

No

General Project Information

Project Description (include location and scope of work)

Project Location: North 4th Street (2nd Avenue North to University Avenue)

Project Scope: Reconstruct North 4th Street to incorporate curb bulb-outs, paver sidewalks, ornamental streetlights, and decorative street scaping elements that achieve the goals described in the Mayor's Downtown Vibrancy Report and the Grand Forks Downtown Action Plan and matches previous downtown reconstruction projects. See Exhibit A for a map of the proposed project location.

Total Project Cost

\$3,315,000

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

\$2,652,000

Competitive Criteria

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

North 4th Street from 2nd Avenue North to University Avenue extends through the core of Downtown Grand Forks, Franklin on Fourth, and by city hall. The continued development, vibrancy, and future growth is a primary goal of the community. These goals are displayed through the Mayor's Vibrancy Initiative, created in early 2015. As part of this initiative, a Downtown Vibrancy Group was assembled with the goal of forging a clear path for the future of Downtown Grand Forks. In 2016, the group released a Downtown Vibrancy Report which outlined key factors in promoting growth downtown. The proposed reconstruction of North 4th Street aligns with the general goals of the report while also allowing for the implementation of other features mentioned in the report such as curb bump-outs and focused streetscape improvements to accelerate street life downtown. This project would include 100% locally funded decorative light pillars to match the rest of downtown.

In 2019, the City of Grand Forks hired RDG to complete a Downtown Action Plan for Grand Forks. The proposed project is intended to be an extension of the action plan as well as a strategic opportunity to bolster the community's core downtown. The action plan also identifies using streetscaping elements that promote interaction. Some of the proposed streetscaping elements can be found in Exhibit F. The implementation of these elements on the proposed project will be based on the action plan and selected to match similar elements already installed on Demers Avenue and North 3rd Street.

Demers Avenue, North 3rd Street, and a portion of North 4th Street have recently been reconstructed with the intent to be geared toward vibrancy and the continued growth in the downtown core. North 4th Street from Demers Avenue to 1st Avenue North was reconstructed in 2022 and matched the design approach used on Demers Avenue and North 3rd Street. The continuation of North 4th Street from 1st Avenue North to 2nd Avenue North is scheduled to be constructed in 2025. This project of North 4th Street from 2nd Ave N to University Avenue presents a unique opportunity to promote growth and investment in Downtown Grand Forks and finish N 4th Street while supporting a current redevelopment project on this block of Franklin on Fourth, a residential and commercial building being constructed currently.

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

a) Preserve existing transportation assets

The proposed project will reconstruct a deteriorating roadway, minimizing the cost of maintenance activities required on the downtown corridor and strengthening the current multi-modal network so that it may continue to serve the community for many years to come. Along with the roadway, the project will also strengthen the walkability of the corridor and promote pedestrian safety by incorporating new decorative sidewalks and curb bump-outs.

b) Ensure safety of all users of the transportation system

The proposed project will improve the safety of the system for all users. Curb bump-outs will be incorporated to discourage high speeds through intersections for vehicular traffic. The reduction of vehicular speeds through the corridor benefits both pedestrians and vehicles. Additionally, pedestrians will see increased safety benefits due through shorter crossing distances and street crossing times. New street lighting is also planned for the project to provide additional visibility for both vehicular and pedestrian traffic.

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

The proposed project is intended to maintain and strengthen the existing sidewalk network while improving pedestrian safety. All sidewalks within the project will be updated to meet current ADA requirements and curb bump-outs will be installed to promote safer street crossings. The proximity of city hall to the proposed project creates pedestrian and bicycle traffic. There is a bus stop for Cities Area transit (CAT) serving Routes 2, 7 and 8. The proposed project would provide this traffic with enhanced safety and walkability along the entire block. Additional streetscaping amenities to match the Demers Avenue, North 3rd Street Projects and North 4th Street Projects such as benches and bike racks would be installed to strengthen the walkability of the corridor.

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

As stated in the Downtown Vibrancy Report “The downtown experience reflects our personality and vitality for residents, visitors, and business. This makes downtown a key part of any community’s economic future and talent development equation.” The proposed investment in downtown Grand Forks through this project would provide longevity for existing transportation assets and support future revitalization and development of the area. The proposed project is also within the Grand Forks Renaissance Zone, in the Heart of Downtown as shown in the attached map (Exhibit G). The goals of the statewide Renaissance Zone Program focus on renewal, investment, and redevelopment. The proposed project would provide transportation assets to support those goals.

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

The proposed project will provide an increased walkability and vibrancy on North 4th Street and will encourage individuals to walk, bike, and visit not just North 4th Street, but the entire downtown core. This directly follows the goals laid out in the Downtown Vibrancy Report regarding the downtown’s future. The investment and updated infrastructure provided by this project will encourage additional redevelopment and revitalization of downtown properties.

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

The Fourth Street corridor was identified in the Downtown Vibrancy Report as “the best first opportunity to activate street life using focused streetscape improvement.” This proposed project will strive to achieve this goal by implementing streetscape amenities as shown in the Downtown Action Plan, and by matching streetscape elements installed with the Demers Avenue and North 3rd Street reconstruction. Additionally, reconstruction of North 4th Street was identified in the Grand Forks-East Grand Forks MPO 2045 Street/Highway Plan as a potential “Main Street” program investment. See attached excerpts from the Downtown Vibrancy Report (Exhibit B) and 2045 Street/Highway Plan (Exhibit C).

4. **Project Support of Urban Core/Central Business District:** Projects which directly support the urban core/central business district (CBD) will be given preferential consideration. Identify the project location and how it will support the urban core/CBD. (Attach 8.5” x 11” or 11” x 17” color map depicting project location in relation to urban core/CBD)

This proposed project is within the urban core and program focus area as identified on the attached Urban Roads System map for Grand Forks (Exhibit D).

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

The increased walkability and pedestrian improvements included in this project are anticipated to positively impact businesses adjacent to North 4th Street. Reconstruction of the roadway is anticipated to encourage visiting and shopping downtown. Further, the updated pedestrian facilities and streetscape amenities from previous Urban Grant Program projects and this one are expected to encourage redevelopment of properties adjacent to the project, strengthening the core of Grand Fork’s downtown.

Existing Conditions

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

Functional Classification of Roadway

Minor Arterial

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

51' Roadway (See Exhibit E)

Pavement rating or condition

PCI 44, IRI 210, 2021 ICON Pavement Management Data

Year of Last Federal Investment at this Location

1999 Project SER-6-986(050)053 Mill and Overlay

When was the current section built?

Original Construction – 1938

Asphalt Mill and Overlay – 1978

Asphalt Mill and Overlay - 1999

Year last surfaced or received maintenance?

Asphalt Mill and Overlay - 1999

Lighting

Yes, 100W LED Ornamental Street Lighting

Signals

No

Crash Rate or Number of Crashes?

There have been 0 crashes in the previous 5 years

Other Known Safety Concerns?

Grand Forks Central High School is directly adjacent to North 4th Street and near the proposed project. There is also a city service parking lot located to the Northeast of the project that is available for public parking in the evenings and on weekends. These locations generate large amounts of pedestrian and vehicular traffic at different times throughout the day. The combination of heavy pedestrian and vehicular traffic at overlapping times presents the need for a safe corridor for all users.

Is parking allowed and what type?

Yes, diagonal parking is allowed on the east side of the street and parallel parking is allowed on the west side of the street.

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

No

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

The storm sewer was installed in 1979 and should be further evaluated for removal and replacement. The storm sewer leads will likely need to be replaced due to the sidewalk bump outs. The storm sewer is only located near the N 4th St. and 2nd Ave. N intersection on the project.

The 12" VCP sanitary sewer was installed in the mid 1900's and should be inspected for any repairs or replacements necessary.

The 20" PVC watermain running under N 4th St was constructed in 1998 and the 16" PVC

watermain running under 2nd Ave. N was constructed in 2000.

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

The northwest corner of University Ave and N 4th St driveway will need to be replaced.

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

There are sidewalks on both sides of the street and marked crosswalks at the intersection of N 4th St and University Ave. The previous project addressed crosswalks and bump outs at the intersections of N 4th St and 2nd Ave N.

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

There is a school bus stop one block south in front of Central High School and a bus stop for Cities Area Transit (CAT) located in front of Central High School which serves Routes 2, 7 and 8

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

No

Proposed Improvements

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

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

Reconstruct North 4th Street from 2nd Ave N to University Ave to improve pedestrian safety, corridor aesthetics, and animate street life downtown. The improvements proposed include modifying curbs to create bump-outs, installing decorative concrete sidewalk, replacing existing streetlights to improve walkability downtown, installing streetscapes amenities to match the Downtown Action Plan recommendations, and replace storm sewer.

Proposed Length

400'

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

51' Urban Roadway with bump-outs planned to narrow the roadway to 35'

Proposed Surfacing Type

Concrete pavement roadway, with paver sidewalks to match Demers Ave, N 3rd St, and N 4th St.

Proposed Lighting, if applicable

New ornamental streetlights to match those installed in Demers Ave., N 3rd St., and N 4th St. reconstruction project and Downtown Action Plan streetscape concept, see preliminary streetscape concept for potential streetlights (Exhibit F).

Proposed Traffic Signals or Pedestrian Beacons

None

Proposed Safety Improvements

Pedestrian bump outs provide greater safety for non-motorized traffic by reducing crossing distances and encouraging utilization of the crosswalk. Additionally bump outs provide a visual delineation allowing vehicles on the roadway to better determine where non-motorized traffic will likely be crossing the road and are anticipated to discourage motorized traffic from exceeding statutory speed limits. Crosswalks are anticipated to be replaced with a pigmented imprinted concrete or stripped for high visibility to provide additional indication to drivers of the potential presence of pedestrians. The presence of city hall adjacent to these improvements will provide city employees and residents with a higher degree of visibility when crossing the N 4th St.

Proposed Intersection Improvements

Pedestrian bump outs provide greater safety for non-motorized traffic by reducing crossing distances and encouraging utilization of the crosswalk. Additionally bump outs provide a visual delineation allowing vehicles on the roadway to better determine where non-motorized traffic will likely be crossing the road and are anticipated to discourage motorized traffic from exceeding statutory speed limits. Crosswalks are anticipated to be replaced with pigmented concrete or stripped for high visibility to provide additional indication to drivers of the potential presence of pedestrians.

Proposed Traffic Calming Measures

Encourage reduced speeds and pedestrian safety by reducing crossings distances using bump outs. See attachment for potential intersections layouts at cross walks (Exhibit A).

Will parking be allowed and type?

Yes, On the east side of N 4th St. the existing diagonal parking will remain, consideration will be made to potentially convert the existing diagonal parking to parallel parking to match the planned parking layout for N 4th St. from Demers to 2nd Ave. and will provide better visibility to pedestrian traffic. On the west side, it is anticipated that the parking on the west side will remain as parallel parking.

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

No

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

An inspection of sewer lines and structures should be completed as part of the design process. In the previous section of N 4th St brick manhole structures were replaced with precast concrete structures. Private utilities have not been coordinated with.

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

No

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

Yes, the existing sidewalk will be replaced to meet ADA requirements, improve aesthetics, and match sidewalk installed in Demers Ave. and N 3rd St. reconstruction projects and Downtown Action Plan streetscape.

Proposed ADA improvements

Curb ramps at intersections will be reconstructed to fully comply with ADA requirements. There is currently a handicap parking space on the west side of N 4th St. It is proposed to retain this parking space.

Proposed transit improvements

Transit stops are proposed to be maintained as part of the project

Proposed Railroad Crossing Work

No

Proposed Aesthetic Improvements

Ornamental street lighting, brick pavers, benches, planters, trash cans, bike parking and other streetscape amenities

Environmental/Cultural Issues on the proposed Projects

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

Agricultural, Archeological sites, and/or Historical sites

Yes, the project is located in the Downtown Historic District.

The project is also adjacent to the following historic properties:

402 2nd Ave N – Grand Forks City Hall – SITS# 32GF00430

No permanent impacts are assumed for this historical site. Temporary construction easements may be required for sidewalk construction.

Lakes, waterways, floodplains, wetlands

None

Stormwater management

Unknown

Hazardous materials

Unknown

Endangered/threatened/migratory species

No

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

No

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

No

Through/adjacent to tribal land

No

Additional comments on Environmental/Cultural Issues section

No

Miscellaneous Issues of Proposed Improvements

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

No

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

Temporary Construction Easements may be required for sidewalk construction

Proposed Traffic Control during Construction

Road closure

Ineligible Project Items

Light Pillars will be purchased and installed after the project completion under a separate project.

Additional comments on Miscellaneous Issues section

None

Cost Estimate

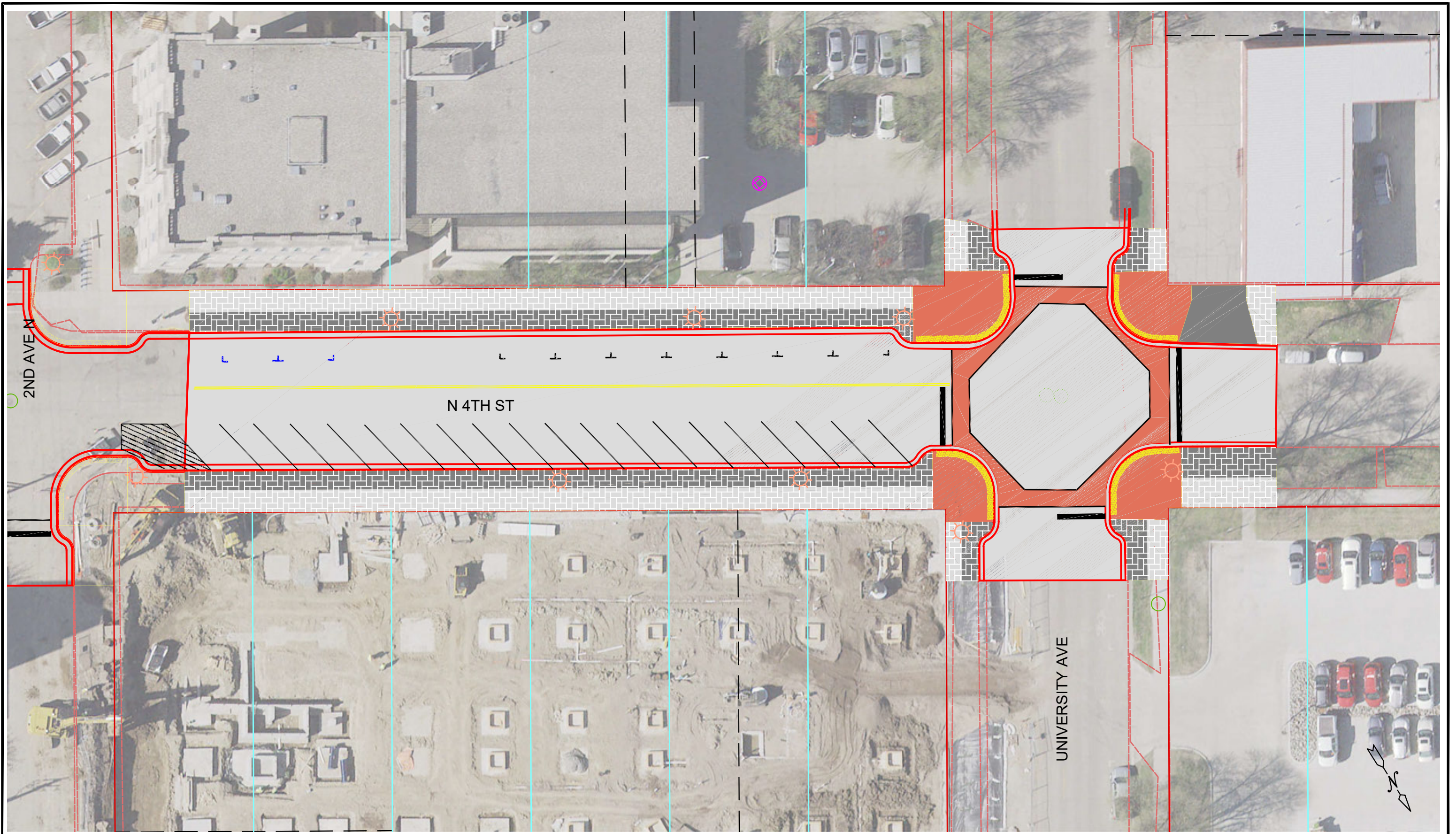
Itemized Project Cost Estimate (For roadway projects this might include things like preliminary engineering, right-of-way, utilities, construction, construction engineering, bridges, and miscellaneous. For other types of projects include relevant items. Rows can be added as to the following table as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

Items	Total	Federal	State	Local
Contract Bond	\$ 14,000.00	\$ 11,200.00		\$ 2,800.00
Removals and Utility Coordination	\$ 151,370.00	\$ 121,096.00		\$ 30,274.00
Storm Sewer	\$ 84,550.00	\$ 67,640.00		\$ 16,910.00
Mobilization	\$ 200,000.00	\$ 160,000.00		\$ 40,000.00
Traffic Control	\$ 75,000.00	\$ 60,000.00		\$ 15,000.00
Paving and Misc	\$ 833,615.00	\$ 666,892.00		\$ 166,723.00
Striping	\$ 20,000.00	\$ 16,000.00		\$ 4,000.00
Electrical	\$ 224,000.00	\$ 179,200.00		\$ 44,800.00
Amenities and Trees	\$ 104,100.00	\$ 83,280.00		\$ 20,820.00
20% Contingencies	\$ 341,365.00	\$ 273,092.00		\$ 68,273.00
2023 Subtotal	\$ 2,129,920.00	\$ 1,703,936.00		\$ 425,984.00
Subtotal Inflated to 2027 (4% Int)	\$ 2,492,000.00	\$ 1,993,600.00		\$ 498,400.00
18% Design Engineering	\$ 449,000.00	\$ 359,200.00		\$ 89,800.00
15% Construction Engineering	\$ 374,000.00	\$ 299,200.00		\$ 74,800.00
Totals	\$ 3,315,000.00	\$ 2,652,000.00		\$ 663,000.00

***See Exhibit H for the Detailed Cost Estimate**

What is the source of the local funds?

Fund 4815 Street/Infrastructure Fund



2ND AVE N

N 4TH ST

UNIVERSITY AVE



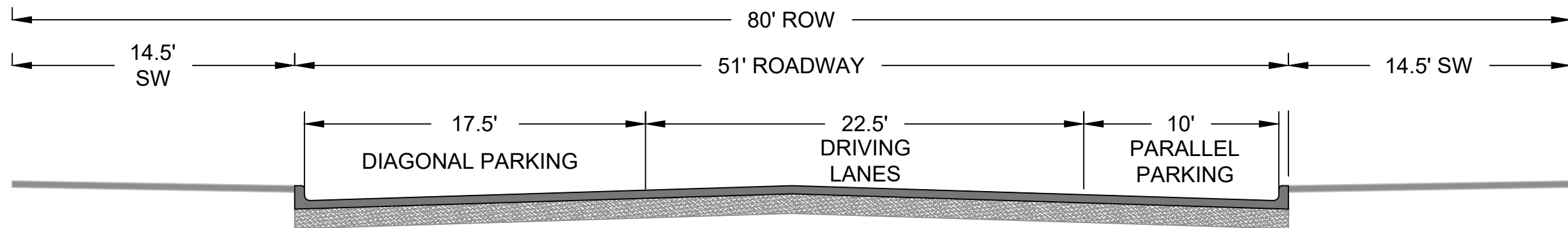
CITY OF
GRAND FORKS
ENGINEERING
DEPARTMENT

N 4TH ST RECONSTRUCTION
2ND AVE N TO UNIVERSITY AVE

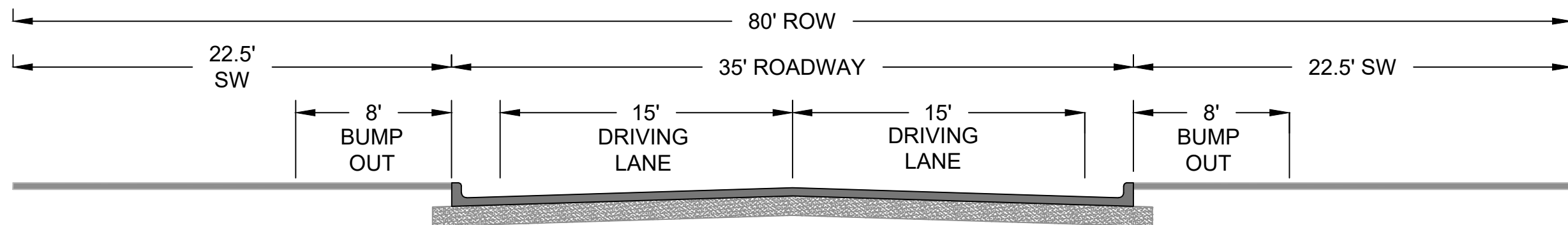
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EXISTING AND PROPOSED NORTH 4TH STREET
(2ND AVE N TO UNIVERSITY AVE)



PROPOSED NORTH 4TH STREET
BUMP OUT LOCATIONS
(2ND AVE N)

2023 Urban Grant Program

Exhibit H

Updated 08/30/2023

N 4th St Reconstruction (2nd Ave to University Ave)

7" Concrete on 12" Salvage Base Course with Fabric & Geogrid

Spec No.	Description	UNIT	UNIT PRICE	TOTAL QUANTITY	TOTAL
103	CONTRACT BOND	L SUM	\$ 14,000.00	1	\$ 14,000.00
105	POTHOLE UTILITY	EA	\$ 1,200.00	5	\$ 6,000.00
105	UTILITY RESOLUTION	EA	\$ 1,000.00	5	\$ 5,000.00
201	REMOVAL OF TREES 18IN	EA	\$ 1,500.00	4	\$ 6,000.00
202	REMOVAL OF PAVEMENT	SY	\$ 30.00	3734	\$ 112,020.00
202	REMOVAL OF PIPE ALL TYPES AND SIZES	LF	\$ 30.00	275	\$ 8,250.00
202	REMOVAL OF MANHOLES	EA	\$ 2,500.00	3	\$ 7,500.00
202	REMOVAL OF INLETS	EA	\$ 1,100.00	6	\$ 6,600.00
203	TOPSOIL	CY	\$ 100.00	10	\$ 1,000.00
203	COMMON-EXCAVATION-WASTE	CY	\$ 15.00	865	\$ 12,975.00
216	WATER	M GAL	\$ 40.00	305	\$ 12,200.00
252	SOD	SY	\$ 30.00	30	\$ 900.00
302	SALVAGED BASE COURSE	TON	\$ 32.00	1622	\$ 51,900.00
550	7IN NON-REINF CONCRETE PAVEMENT CL AE	SY	\$ 110.00	2325	\$ 255,750.00
550	NON REINF CONCRETE PVMT CL AE - COLORED	SY	\$ 145.00	165	\$ 23,925.00
702	MOBILIZATION	L SUM	\$ 200,000.00	1	\$ 200,000.00
704	TRAFFIC CONTROL	L SUM	\$ 75,000.00	1	\$ 75,000.00
708	INLET PROTECTION SPECIAL	EA	\$ 190.00	20	\$ 3,800.00
708	REMOVE INLET PROTECTION SPECIAL	EA	\$ 55.00	20	\$ 1,100.00
709	GEOTEXTILE FABRIC-TYPE G	SY	\$ 10.00	2585	\$ 25,850.00
709	GEOTEXTILE MATERIAL TYPE R1	SY	\$ 5.00	2685	\$ 13,425.00
714	PIPE CONDUIT 12IN - STORM DRAIN	LF	\$ 70.00	275	\$ 19,250.00
714	UNDERDRAIN PIPE PVC PERFERORATED 4IN	LF	\$ 35.00	160	\$ 5,600.00
722	MANHOLE 48IN	EA	\$ 6,500.00	3	\$ 19,500.00
722	INLET	EA	\$ 6,700.00	6	\$ 40,200.00
722	ADJUST GATE VALVE BOX	EA	\$ 400.00	5	\$ 2,000.00
722	ADJUST MANHOLE SPECIAL	EA	\$ 7,000.00	3	\$ 21,000.00
724	HYDRANT-INSTALL 6IN	EA	\$ 11,000.00	1	\$ 11,000.00
724	REMOVE HYDRANT	EA	\$ 2,700.00	1	\$ 2,700.00
750	SIDEWALK-DECORATIVE	SY	\$ 275.00	1105	\$ 303,875.00
750	CONCRETE PAVING COLORED	SY	\$ 175.00	270	\$ 47,250.00
750	DRIVEWAY CONCRETE	SY	\$ 135.00	55	\$ 7,425.00
750	DETECTABLE WARNING PANELS	SF	\$ 55.00	328	\$ 18,040.00
752	TEMPORARY SAFETY FENCE	LF	\$ 20.00	500	\$ 10,000.00
754	SIGNING	L SUM	\$ 7,500.00	1	\$ 7,500.00
762	STRIPING	L SUM	\$ 20,000.00	1	\$ 20,000.00
770	TEMP LIGHTING SYSTEM	L SUM	\$ 12,000.00	1	\$ 12,000.00
770	REMOVE LIGHTING SYSTEM	L SUM	\$ 12,000.00	1	\$ 12,000.00
770	LIGHTING SYSTEM A	L SUM	\$ 200,000.00	1	\$ 200,000.00
970	DECORATIVE CONCRETE PLANTER	EA	\$ 9,000.00	3	\$ 27,000.00
970	DECORATIVE PLANTER	EA	\$ 2,500.00	4	\$ 10,000.00
970	BENCH	EA	\$ 4,000.00	3	\$ 12,000.00
970	TRASH RECEPTACLE	EA	\$ 2,500.00	4	\$ 10,000.00
970	BIKE RACKS	EA	\$ 1,000.00	8	\$ 8,000.00
970	LANDSCAPE PLANTINGS	LSUM	\$ 3,000.00	1	\$ 3,000.00
970	CONCRETE TREE RING	EA	\$ 2,200.00	11	\$ 24,200.00
970	TREES	EA	\$ 900.00	11	\$ 9,900.00

Subtotal \$ 1,706,635.00

~20% contingencies \$ 341,365.00

Rounded 2022 Construction Subtotal \$ 2,048,000.00

Rounded Subtotal inflated to 2027 (4% Interest) \$ 2,492,000.00

18% Design Engineering \$ 449,000.00

15% Construction Engineering \$ 374,000.00

Project Total \$ 3,315,000.00

Federal Share (80%) \$ 2,652,000.00

City Share (20%) \$ 663,000.00

DOWNTOWN'S FUTURE

Here are several guidelines to shape future development in downtown Grand Forks (outlined further on pg 13):

- *Continue to place a high priority on places to live downtown.* Residential development is the foundation of development downtown because more residents will mean more businesses and amenities downtown.
- *New developments should be mixed use buildings with "retail ready" commercial space on the first floor.*
- *Support existing and create new community open streets events downtown.*
- *Protect the architectural history of existing buildings but allow for style evolution in new structures.*
- *Consider surface parking lots and other open spaces to be transitional land uses.*
- *Embrace winter with new community events and implementing winter design and planning practices.*

It's time to take the next step. There are several concrete actions we can take to help us make downtown Grand Forks the best it can be. A great downtown makes for a great Grand Forks. Here are **five big ideas** to form the foundation of the future of downtown Grand Forks.

Create bold public spaces.

Public gathering space and art is critical to downtown. Town Square should be improved to become a hub for events, daily civic life, and public art downtown. Town Square could become a highly-trafficked public sculpture garden, a daily hang out space, and a place for major community events all with a better integration with the Greenway. The area of town surrounding the Sorlie Bridge over the Red River offers perhaps the best opportunity to be a hub of local public life in Grand Forks. This unique confluence of assets should be the starting point for a future long-term technical plan for open space downtown.



Animate street life downtown.

Design matters. Downtown is unique in that it offers many different activities and amenities for all ages at different times of day. This makes it our manifestation of the "18-hour city," an active neighborhood for 18 hours each day. Because of its momentum, the Third Street corridor offers the best opportunity to activate street life using streetscape improvement efforts. Grand Forks should begin by making small aesthetic and streetscape investments and moving forward with a technical streetscape improvement plan.



Improve access to and around downtown.

Every form of transportation in Grand Forks has a role downtown. Downtown can be reached by car from nearly everywhere in the city in less than ten minutes. It is perhaps the most walkable area of town, it offers bike infrastructure, and it is home to the city's transit hub. Downtown could benefit from a bike share and rapid transit partnership with UND, improved transit, and streetscape improvements for walkers. There are 4,000 parking spaces downtown. In the final analysis, parking is a solvable issue in downtown Grand Forks improved by creating awareness and partnerships.

Spur development in key emerging areas downtown.

The former water treatment plant site could provide an anchor site with river views and a connection to Minnesota in future years. Several city-owned and private lots in the core area surrounding Demers on 3rd and 4th Streets present key opportunities for infill development while preserving displaced art. The Demers Avenue corridor from 5th Street towards the warehouse area near the overpass could present the next key corridor. Redevelopment at the corner of North 5th and University Avenue could provide the anchor for a resurgence along University Avenue in both directions.



Mobilize the right community policies, partners & resources to improve downtown.

We should forge the partnerships needed to invest existing economic development funds in space and infrastructure downtown to create a new type of industrial park catering to the knowledge-based companies we need. Downtown development is economic development; it supports the entire community. These multi-agency, multi-stakeholder partnerships will create the capacity we need to sustain the future of Grand Forks.

PARKING AND DRIVING

Grand Forks is an extremely drivable city. Virtually any part of the city can be reached by car in a short drive, including downtown. The entire city – save the farthest southern developments south of 47th Avenue – can be reached from the corner of 5th St. and Demers Ave. in less than 10 minutes. The 10 minute drive time is an aggressive standard, considering that the average commute time in the two-county metropolitan area is roughly 12 minutes. This is the shortest commute time of all the nation's 381 metropolitan areas. This easy accessibility by car makes downtown a prime location for specialty retail, homes, restaurants, arts organizations, and other amenities.

There are 4,000 parking spaces downtown. Downtown is home to three large parking structures in addition to its many surface lots.

These parking ramps are centrally located, providing access on either side of Demers Avenue. The parking ramp for the county office building provides excess capacity for community events in Town Square or on the Greenway.

Like many communities, complaints about the lack of parking are common in downtown Grand Forks; however recent parking studies have found there are enough physical spaces to fill the demand for parking at various points in a day. City staff and downtown stakeholders should continue to work together to best utilize the parking spaces already present downtown. For instance, there are businesses and institutions whose most intense parking needs occur at different times of the day, allowing these organizations to share parking spaces.

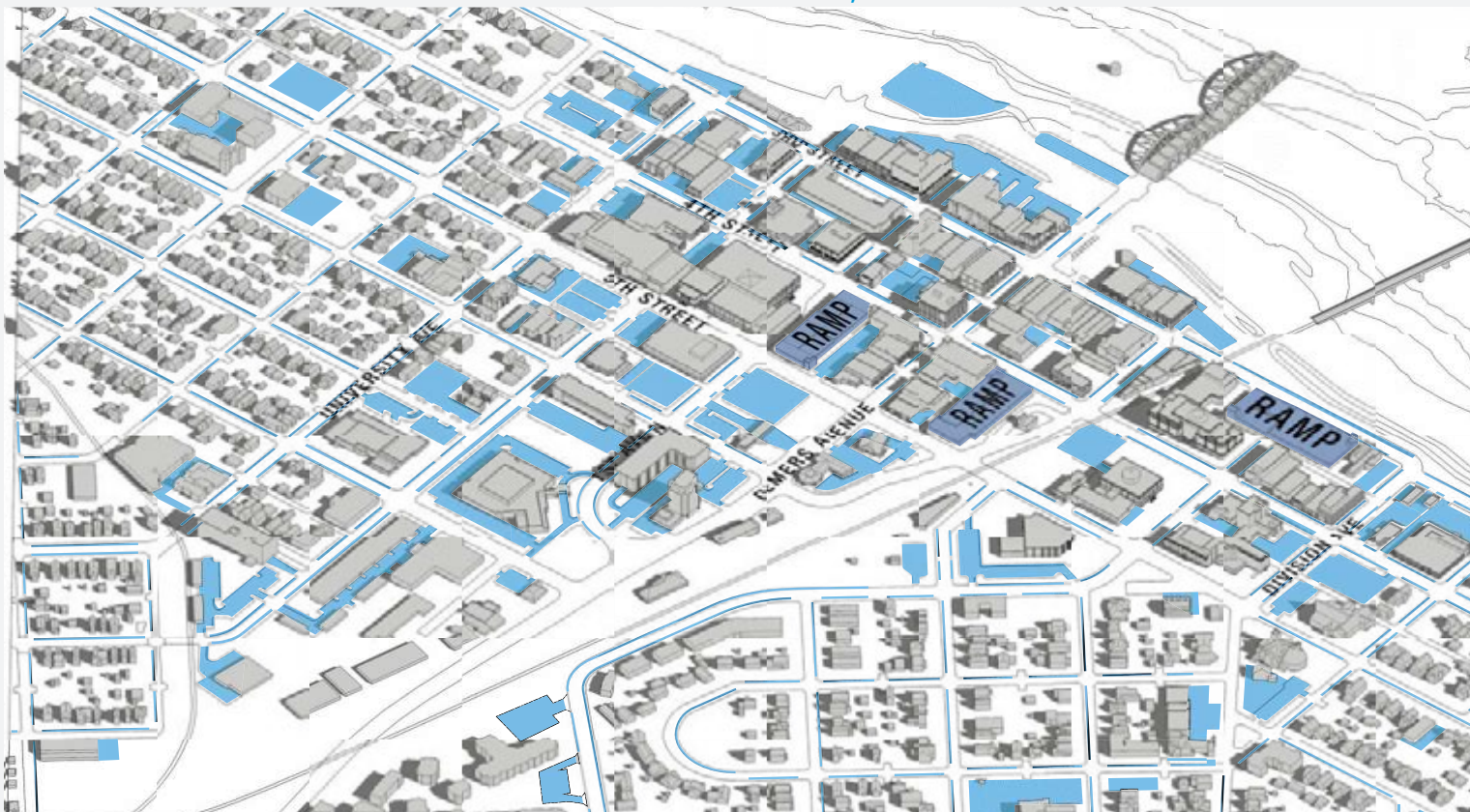
In the final analysis, parking is a

solvable issue in downtown Grand Forks. The biggest parking problem is a misperception of a shortage. Significant local businesses are successful downtown without designated parking. Parking lots should be viewed as a temporary transitional land use with the idea that any could be developed in the future with the right opportunity.

Driving and Parking Recommendations

1. *Continue strengthening institutional partnerships to share parking spaces at various times in the day.* Parking requirements vary among downtown stakeholders according to the time of day. Many who need parking during daytime hours do not require it in the evenings or weekends and vice versa, making sharing possible.

DOWNTOWN PARKING DEPICTED IN BLUE. THERE ARE MORE THAN 4,000 PARKING SPACES DOWNTOWN.



2. **Consider returning N 3rd St and N 4th St to two-way streets.** This would improve traffic safety, pedestrian safety, bicycle access, and promote development of the area north of University Avenue. The high speeds and high traffic throughput offered by these one way pair streets are unnecessary.
3. **Install a roundabout at 5th and Belmont intersection.** This intersection is a critical gateway from south Grand Forks into downtown but the intersection is awkward and confusing for motorists. A roundabout at this location would improve safety and traffic flow.
4. **Consider a reverse angle parking pilot project.** Reverse angle parking is curbside parking where drivers back into the parking space instead of pull forward into a space. This improves safety

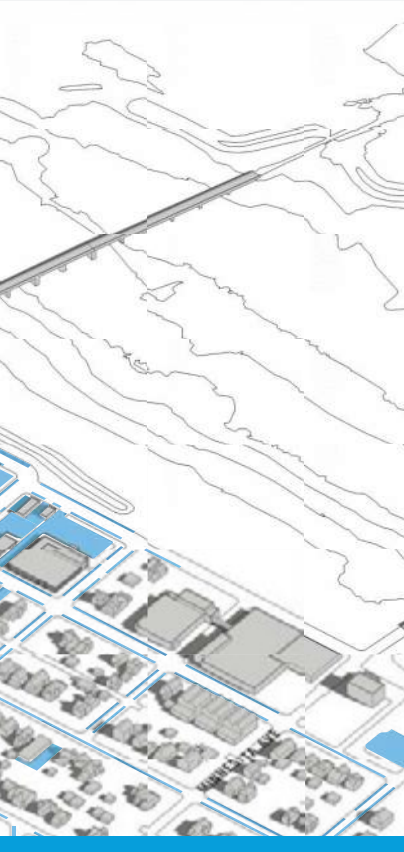
because it eliminates the situation where drivers are backing up blind into the oncoming traffic when exiting the parking space. Instead drivers pull forward and back into the space with full visibility and exit of the space driving forward in the direction of traffic flow with a clear view of approaching cars. Children exit the vehicle and run toward the sidewalk instead of toward the street. Reverse angle parking

should not be used in situations where vehicle exhaust impacts sidewalk activity.

5. **Modify curbs at key corners to create bump-outs.** These improvements can increase visibility at intersections, improve pedestrian safety, create safe havens for handicap parking, and create more usable sidewalk space for planters or other amenities.

THE BIGGEST PARKING PROBLEM IN DOWNTOWN IS A MISPERCEPTION OF A SHORTAGE.

A roundabout could improve the Belmont Road and 5th Street intersection. Entrance gateways to downtown are prime spots for public art.



WALKING AND BIKING

Downtown Grand Forks developed as a walkable, human-scale environment. This is perhaps its most significant difference compared to newer areas of town, making it unique. The slower, more limited traffic on adjacent streets to downtown offers good access for cyclists. The city center is also connected to the city's burgeoning trail system via access to the west near the Demers overpass and to the north and south via the riverfront Greenway trails.

Two key factors influence walkability and bike-ability in a neighborhood: there must be a place to walk to and neighborhoods must be pedestrian friendly and safe. High levels of walkability have been shown to correlate with positive public health, higher home and commercial property values, and good economic perfor-

mance .

One method of measuring this is the Walk Score, a numerical indicator of neighborhood walking routes to destinations such as grocery stores, schools, parks, restaurants, and retail . The Walk Score for downtown Grand Forks is 83 (at 500 Demers Ave.). This is the highest Walk Score value in town and places downtown in the "very walkable" category. The overall walk score for the entire city of Grand Forks is 40, placing it in the "car dependent" category.

Bike friendly infrastructure is important, but perhaps the most important method of increasing bicycle use is to improve access to bikes themselves. Many smaller communities are now operating bike share programs. Bike share programs offer

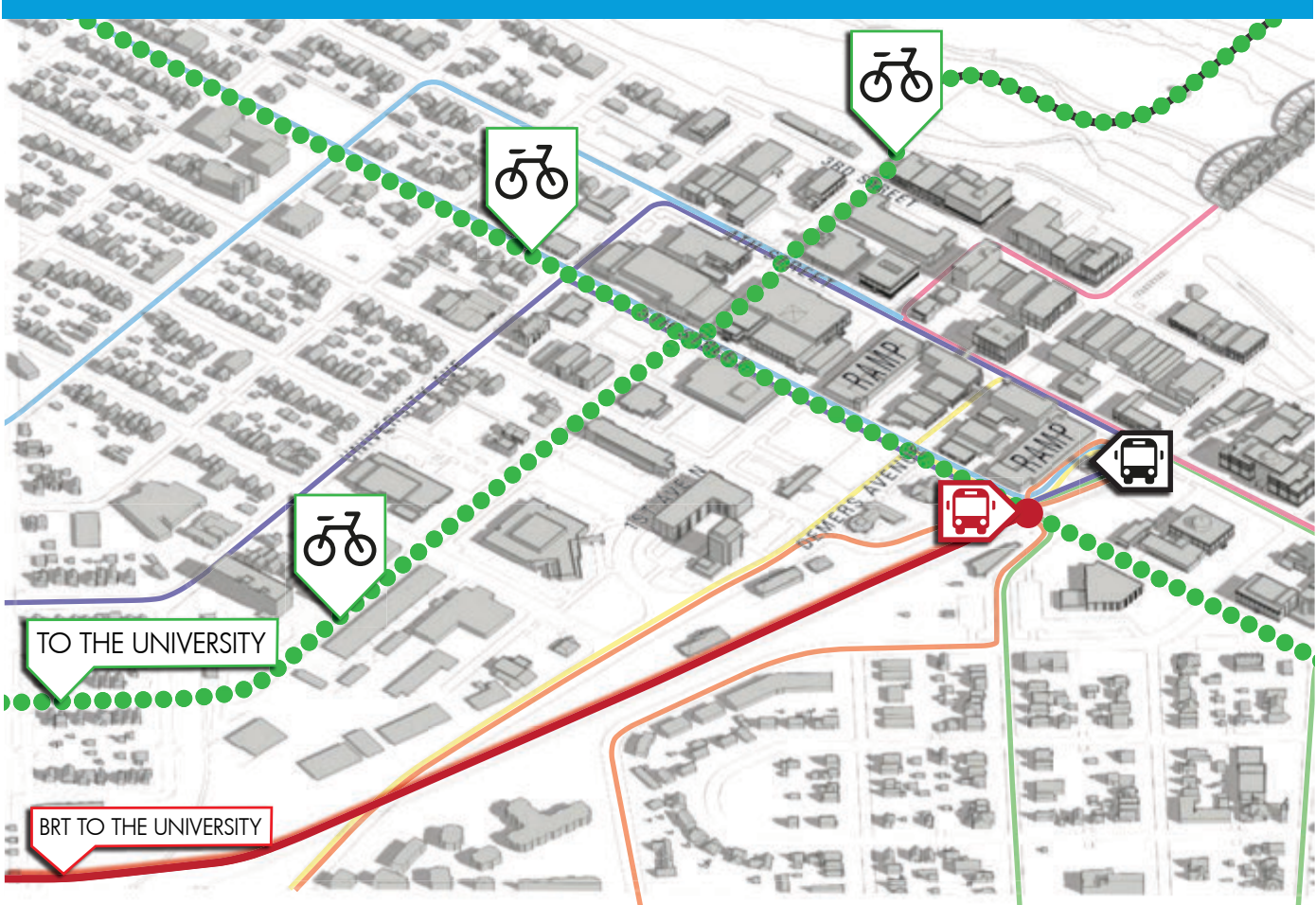
bicycle rental check-out and return stations at key points in the community. This allows residents to use a bike for a small fee when they need it, and return it to any station in the system. Bike share programs also typically offer membership programs for unlimited bike use.

One of the most successful small bike share programs in a small winter city is already operating in Fargo. A bike share program in Grand Forks could provide easy bike access in downtown, the UND campus, and points in between. Downtown stations could provide easy bike rental for residents and travelers to access the greenway.

Walking and Biking Recommendations

1. *Initiate a Grand Forks bike share, starting with stations in downtown and at UND.* Connect with

2ND AVE & 5TH ST BIKEWAY CONCEPT CONNECTING UND, CENTRAL HIGH, TRANSIT HUB, AND DOWNTOWN DESITNATIONS



bike share proprietors in Fargo to share their experience. Assemble a group of organizations or citizens to drive the process. Reach out to East Grand Forks to partner.

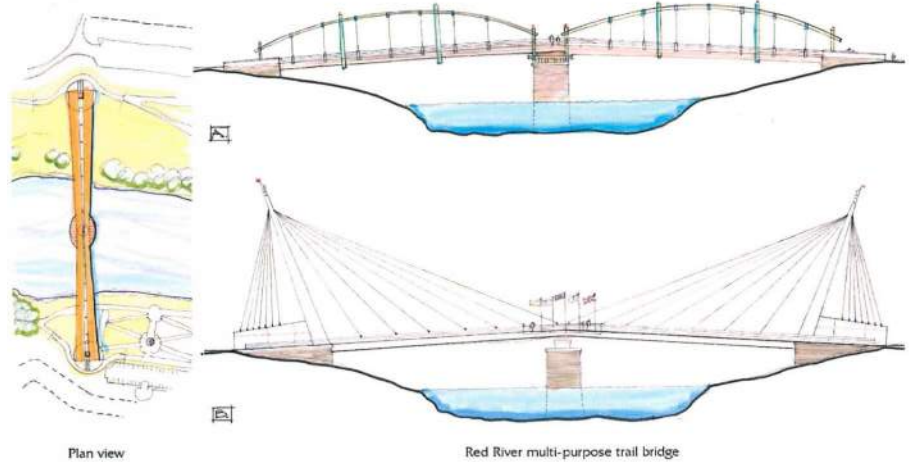
2. Improve bicycle access to and within downtown

- Prioritize downtown in existing Grand Forks Bikeway Plan
- Install dedicated lanes where appropriate with a focus on a 2nd Ave. North bikeway connection to the UND campus
- Install bike share stations
- Improve bike access into west downtown surrounding Demers overpass and trails and Cherry Street region

3. Improve walkability within downtown

- Improve aesthetics in alley areas
- Add benches in strategic locations
- Assess the efficiency and

BELOW: Pedestrian river crossing concepts using the existing historic railroad bridge pier, developed for the 2009 River Forks plan.



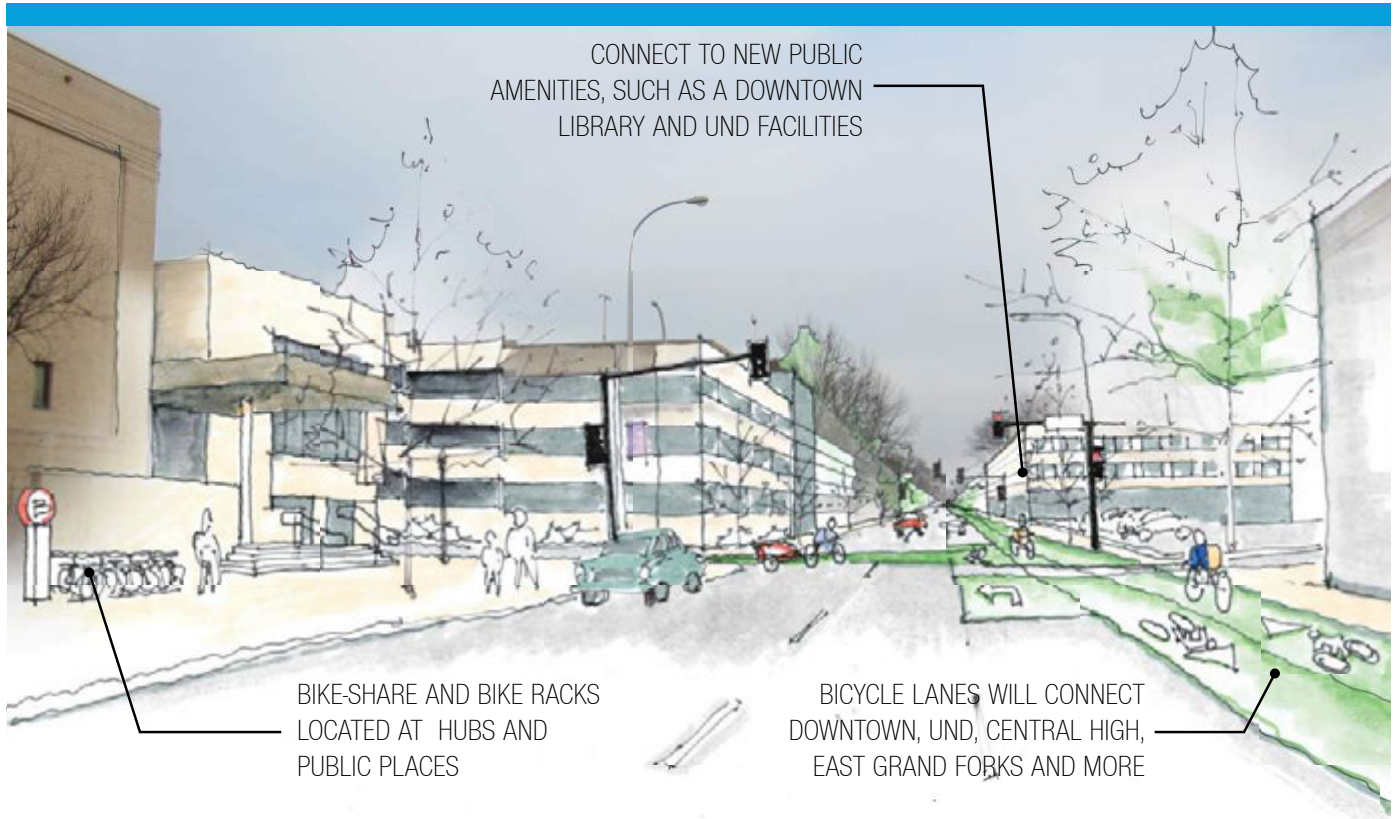
pedestrian impact of signal crossings

- Improve lighting downtown, particularly the area beneath the Central High School skyway. Install downward-facing streetlights to light the sidewalk and street areas more directly.

- Assess lighting in alleys. Assess pedestrian access to emerging areas such as the new University Flats Development

4. Connect to East Grand Forks with a pedestrian and bike crossing in downtown area, developed in partnership with East Grand Forks.

Central High School could become a connecting point for new bike infrastructure on 2nd Avenue N. This new bicycle corridor would support a UND-Downtown bike share pilot project, provide a connection to the river, and improve access to downtown in all directions.



ANIMATE STREET LIFE

Design matters. Downtown is unique in that it offers many different activities and amenities for all ages at different times of day, making it our manifestation of the “18-hour city.” Downtown is our community’s living room. Thinking about how we would design a living room in our own home. There are several guidelines we can use as we design our public spaces downtown:

1. **Comfort:** Can it provide warmth when it’s cold outside, and can it provide coolness when it’s hot outside? Can I let the sun in when I want to and have an area to block the sun when I want to?
2. **Multiplicity:** Are multiple activities available? In our living room, we can watch television, read a book, take a nap, or play with our kids. Single-use spaces are rarely used. Downtown should feature things to do for people of all ages and abilities at all parts of the day.
3. **Aesthetics:** Is it aesthetically pleasing so that people want to stay? We don’t spend much time in a living room painted with ugly colors. Do the space and art make me feel comfortable? Does the art have meaning and reflect our identity? Does the space tell a story about our community? These stories lead to connection and relationships in our community.
4. **Flexibility:** Is it flexible? No one sets up their living room and keeps it that way for twenty years. It should be easy and inexpensive to change the layout, the art and colors, and the general setup to adapt as our needs change.
5. **Synergy:** Are there amenities nearby? A living room located too far from the kitchen may include a small refrigerator. Is there a restroom close by? We want people to enjoy the space, and if they need something that the space does not provide, it should be available nearby.
6. **Capacity:** Is the space comfortable for a lot of people? A living room is a space to host a group, while an office is designed primarily for solitary work, so spaces for groups and individuals are designed differently. Our public spaces should be designed to host large groups of community members.

Several anchors have emerged downtown. The south-east quadrant is a hub of social services; major residential redevelopment has occurred in the northwest. Third Street from Second Ave North to Kittson Ave is quickly becoming the most vital anchor of downtown. The Third Street area is home to several destination retail and eating establishments. “Alley Alive” events have occurred in the alleys between Third and Fourth Streets. Many citizens gather at events in Town Square and a redeveloped Town Square could increase daily activity and

provide a gateway to the greenway, a new play space or an amphitheater.

Because of its momentum, the Third Street corridor offers the best first opportunity to activate street life using focused streetscape improvement. The seeds of activity have already been planted. Grand Forks should double down on Third’s “Destination Street” status by creating a concrete vision and and by making small aesthetic and streetscape investments and then moving forward with a technical streetscape plan.

Small design improvements can also improve street and business activity downtown. These could include store owners cooperating to keep store fronts lit until a certain time at night, wayfinding signage, continuing use of taller trees instead of low-branched ornamental varieties, and minimizing dark tint in storefront windows. More residents downtown also create more active streets. Is the downtown coffee shop open and active on the weekend? If not, downtown needs more residents.

"YOU GUYS HAVE A BEAUTIFUL MAIN STREET— IT'S VERY CLEAR, IT RUNS PARALLEL TO THE RIVER," HE SAID, REFERRING TO NORTH THIRD STREET. "I LIKE THE RELATIONSHIP OF IT. I PARTICULARLY DON'T READ GRAND FORKS AS A CITY— IT'S MORE OF A TOWN, AND IT HAS A MAIN STREET."

Walter Hood, renowned landscape architect, University of California, Berkeley. Grand Forks Herald, April 1, 2016.



Conceptual examples of streetscape improvements on North 3rd Street looking towards Demers Ave.

First Ave N near N 3rd St offers an opportunity for a new greenway entry, pedestrian bridge, and connection to a UND-to-down-town bikeway.



CONCLUSION AND NEXT STEPS

Nearly 20 years ago, Grand Forks leaders made the conscious – and unpopular among some – decision to reinvest in downtown after the flood and fire disasters. That investment has paid off. Many businesses returned, it is now a hub of nightlife, cultural, and community events. It is a key connection point to our other major physical asset: the Greenway. Downtown is the most important connection to our neighbor and partner: East Grand Forks, MN. Community members are stepping forward to engage and support downtown. New private investments and developments are emerging.

It is time to expand our economic development investments to target industries that export professional services. These new locally-grown knowledge-based services companies often fit best downtown where the action is and where their employees live. A new co-working space downtown will be a place where these individual professional services entrepreneurs can collaborate. Focusing more economic development efforts downtown could create a 21st century version of the industrial park that caters to the new primary sector: knowledge-based companies that export their services all over the world.

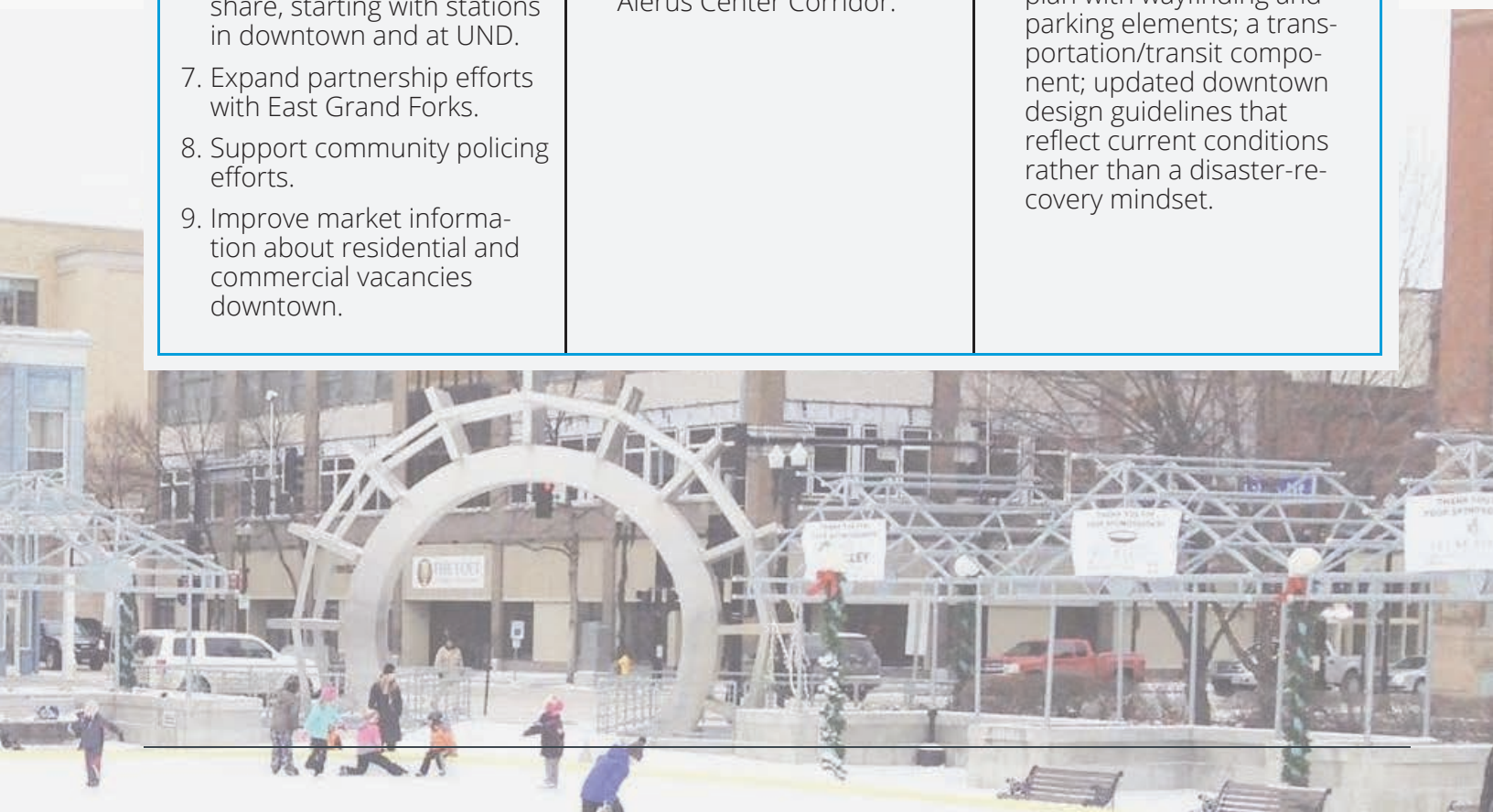
This progress is real. A neighborhood for all ages, downtown Grand Forks is uniquely ours. It is a cornerstone of life in Grand Forks, and it is a critical part of recruiting new talent to our community. The following page lists the recommendations in this report, outlined as an action plan. Implementing our incremental improvements and our big ideas downtown should use authentic citizen engagement to move things forward, “for people, by people.”



DOWNTOWN GRAND FORKS

Action Plan

Immediate Improvements <small>Continue Work Already Underway</small>	Catalytic Physical Projects <small>Begin Planning Discussions</small>	Plans and Big Investments <small>Assess Demand and Feasibility</small>
<ol style="list-style-type: none"> 1. Invest economic development funds downtown. 2. Support existing and create new community open streets events downtown. 3. Seek opportunities to redevelop downtown properties while planning for permanent public art and open spaces. 4. Implement incremental improvements to transit connections between UND and Downtown 5. Continue strengthening institutional partnerships to share parking spaces at various times in the day. 6. Initiate a Grand Forks bike share, starting with stations in downtown and at UND. 7. Expand partnership efforts with East Grand Forks. 8. Support community policing efforts. 9. Improve market information about residential and commercial vacancies downtown. 	<ol style="list-style-type: none"> 1. Invest accumulated City Beautification funds in a Town Square facelift. 2. Implement small streetscape improvements. 3. Improve lighting, aesthetics, and benches for walkability within downtown. 4. Modify curbs at key corners to create bump-outs. 5. Return N 3rd St and N 4th St to two-way streets. 6. Improve bicycle access to and within downtown. 7. Consider a reverse angle parking pilot project. 8. Improve transit connections between downtown and the Alerus Center Corridor. 	<ol style="list-style-type: none"> 1. Create a dedicated, frequent transit connection between UND and downtown. 2. Continue discussions about UND's presence downtown. 3. Install a roundabout at 5th and Belmont intersection. 4. Connect to East Grand Forks with a pedestrian and bike crossing downtown. 5. Commit to a comprehensive downtown planning process, including a plan for downtown public art and open space that connects to the Greenway on both sides of the river; a pedestrian-friendly streetscape plan with wayfinding and parking elements; a transportation/transit component; updated downtown design guidelines that reflect current conditions rather than a disaster-recovery mindset.









(CPR), rehabilitation, reconstruction as well as traffic signal or roundabout improvements. Table 7-5 provides a summary of the City of Grand Forks federally funded State of Good Repair projects by time period.

Table 7-5: City of Grand Forks State of Good Repair Planned Investments (Federally Funded)

Time Period	Federal/City Match	Additional City Funds	YOE Total
Short-Range	\$18,568,000	\$4,744,000	\$23,312,000
Mid-Range	\$42,138,000	\$13,906,000	\$56,044,000
Long-Range	\$40,117,000	\$13,238,000	\$53,355,000
Total	\$100,823,000	\$31,888,000	\$132,711,000

Source: GF/EGF MPO, 2018

The City of Grand Forks identified additional locally funded projects to bring segments of the federal aid system into state of good repair. A prioritized list of illustrative projects by agency, identifying relative importance to one another, is available in Appendix G.

City of Grand Forks Planned Main Street

The City of Grand Forks has identified a series of streetscape, bicycle/pedestrian, transit and downtown revitalization projects as potential “Main Street” program investments to compete for this recently established federal set-a-side available through NDDOT. The focus of these projects is to improve multimodal transportation options in the urban core of Grand Forks while also investing in decorative streetlighting, benches, planters, street signs and other streetscape amenities. Revitalization projects have been identified for east, west, north and south quadrants of the downtown, as well as reconstruction along North and South sections of 3rd Street and 4th Street. Table 7-6 provides a summary of City of Grand Forks Main Street projects by time period.

Table 7-6: City of Grand Forks Main Street Planned Investments

Time Period	YOE Total Federal/City Match
Short-Range	\$6,330,000*
Mid-Range	\$8,293,000
Long-Range	\$24,488,000
Total	\$39,111,000

*One or more of the short-range Main Street projects may be completed in 2021-2022.

Source: GF/EGF MPO, 2018

Grand Forks County Planned State of Good Repair

Grand Forks County has identified State of Good Repair mill and overlay projects along their federal-aid eligible roadway network in the MPO planning area along County Road 6, CR 5, CR 17 and 32nd Avenue west of Interstate 29. The County has also identified various chip seal projects throughout the County roadway network. Table 7-7 summarizes these projects by time period.

Table 7-7: Grand Forks County State of Good Repair Planned Investments

Time Period	Federal/County Match	County Only Funds	YOE Total
Short-Range	\$1,316,000	\$618,000	\$1,934,000
Mid-Range	\$2,702,000	\$1,162,000	\$3,864,000
Long-Range	\$3,845,000	\$1,459,000	\$5,304,000
Total	\$7,863,000	\$3,239,000	\$11,102,000

Source: GF/EGF MPO, 2018

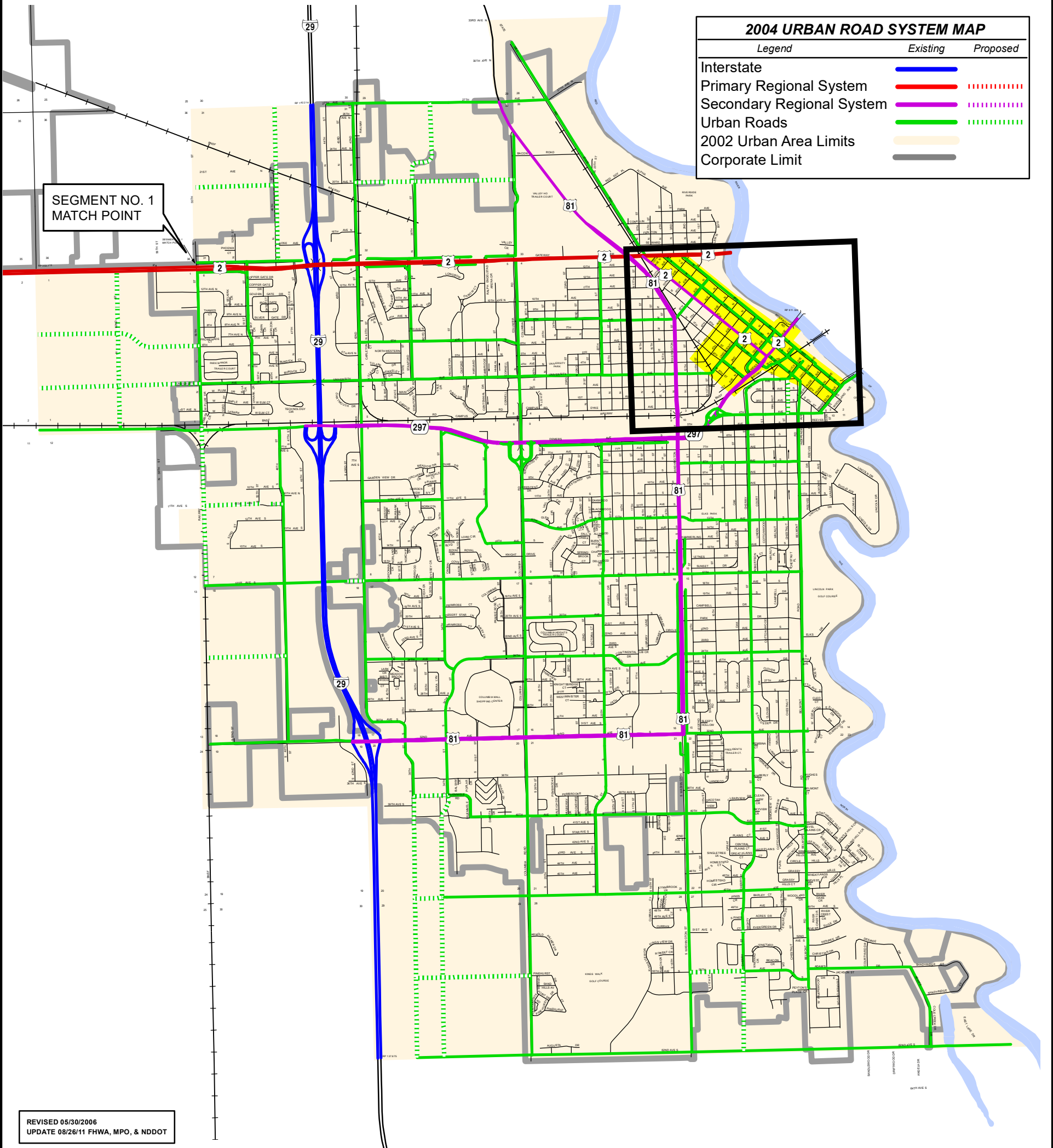
City of Grand Forks Main Street Financially Constrained (2023-2045)

Ref#	Roadway	Termini	Project Type	Agency	Time Frame	YOE Total Federal/City Match
MUL-006	Eastern Downtown Area	Eastern Downtown Area	Revitalization	City of Grand Forks	Short-Range	\$1,000,000
MUL-018	N 3rd Street	DeMers Avenue to 1st Avenue North	Reconstruct	City of Grand Forks	Short-Range	\$1,776,385
MUL-019	N 3rd Street	1st Avenue North to 2nd Avenue North	Reconstruct	City of Grand Forks	Short-Range	\$1,776,385
MUL-020	N 3rd Street	2nd Avenue North to University Avenue	Reconstruct	City of Grand Forks	Short-Range	\$1,776,385
MUL-005	Northern Downtown Area	Northern Downtown Area	Revitalization	City of Grand Forks	Mid-Range	\$1,000,000
MUL-023	N 4th Street	DeMers Avenue to 1st Avenue North	Reconstruct	City of Grand Forks	Mid-Range	\$2,431,056
MUL-024	N 4th Street	1st Avenue North to 2nd Avenue North	Reconstruct	City of Grand Forks	Mid-Range	\$2,431,056
MUL-007	Southern Downtown Area	Southern Downtown Area	Revitalization	City of Grand Forks	Long-Range	\$1,000,000
MUL-004	Western Downtown Area	Western Downtown Area	Revitalization	City of Grand Forks	Long-Range	\$1,000,000
MUL-021	S 3rd Street	DeMers Avenue to Kittson Avenue	Reconstruct	City of Grand Forks	Long-Range	\$4,324,540
MUL-022	S 3rd Street	Kittson Avenue to Division Avenue	Reconstruct	City of Grand Forks	Long-Range	\$6,919,263
MUL-026	S 4th Street	DeMers Avenue to Kittson Avenue	Reconstruct	City of Grand Forks	Long-Range	\$4,324,539
MUL-027	S 4th Street	Kittson Avenue to Division Avenue	Reconstruct	City of Grand Forks	Long-Range	\$6,919,263
Total						\$39,109,928

2004 URBAN ROAD SYSTEM MAP

Legend	Existing	Proposed
Interstate		
Primary Regional System		
Secondary Regional System		
Urban Roads		
2002 Urban Area Limits		
Corporate Limit		

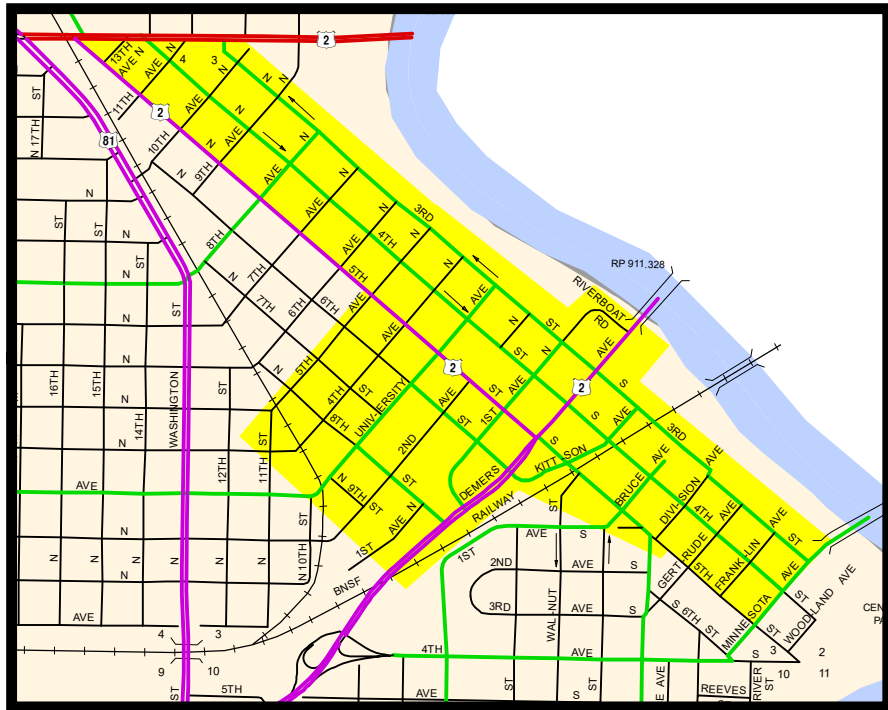
SEGMENT NO. 1
MATCH POINT



REVISED 05/30/2006
UPDATE 08/26/11 FHWA, MPO, & NDDOT

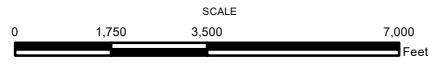
Notice of Disclaimer
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MAP SALES, ND DEPARTMENT OF TRANSPORTATION, 608 E. BLVD. AVE., BISMARCK, N.D. 58505-0700

PROGRAM FOCUS AREA



2004
URBAN ROADS SYSTEM
2010 POPULATION 52,838
GRAND FORKS
GRAND FORKS COUNTY
NORTH DAKOTA

PREPARED BY
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
PLANNING AND PROGRAMMING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



UNIFYING STREETScape ELEMENTS

Themes

The concept for the streetscape celebrates the city's historical connection with the Red River, iconic Paddle Wheel sculpture, relationship with University of North Dakota (UND) and North Dakota's clay and pottery.

All of these themes are blended and celebrated with light, giving the district distinct experiences during both day and night.

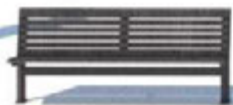
Elements

Design elements should be made of attractive and durable materials and include benches, planters, bicycle racks, trash receptacles, art pedestals, and lighting. These should be used where required by function and program, but overuse of street furnishings should be avoided. The features along the street should unify the district and tease people to interact with elements.

Landscaping from property to property should include a rhythm of furnishings, surface materials, lighting, and plantings (trees, shrubs, flowers, grasses). Intersections should receive special attention, preserving visibility while improving their appearance with bump-outs.



Art pedestal on
stone bench



Bench



Trash/Recycle
Receptacle



Planter Seat Wall

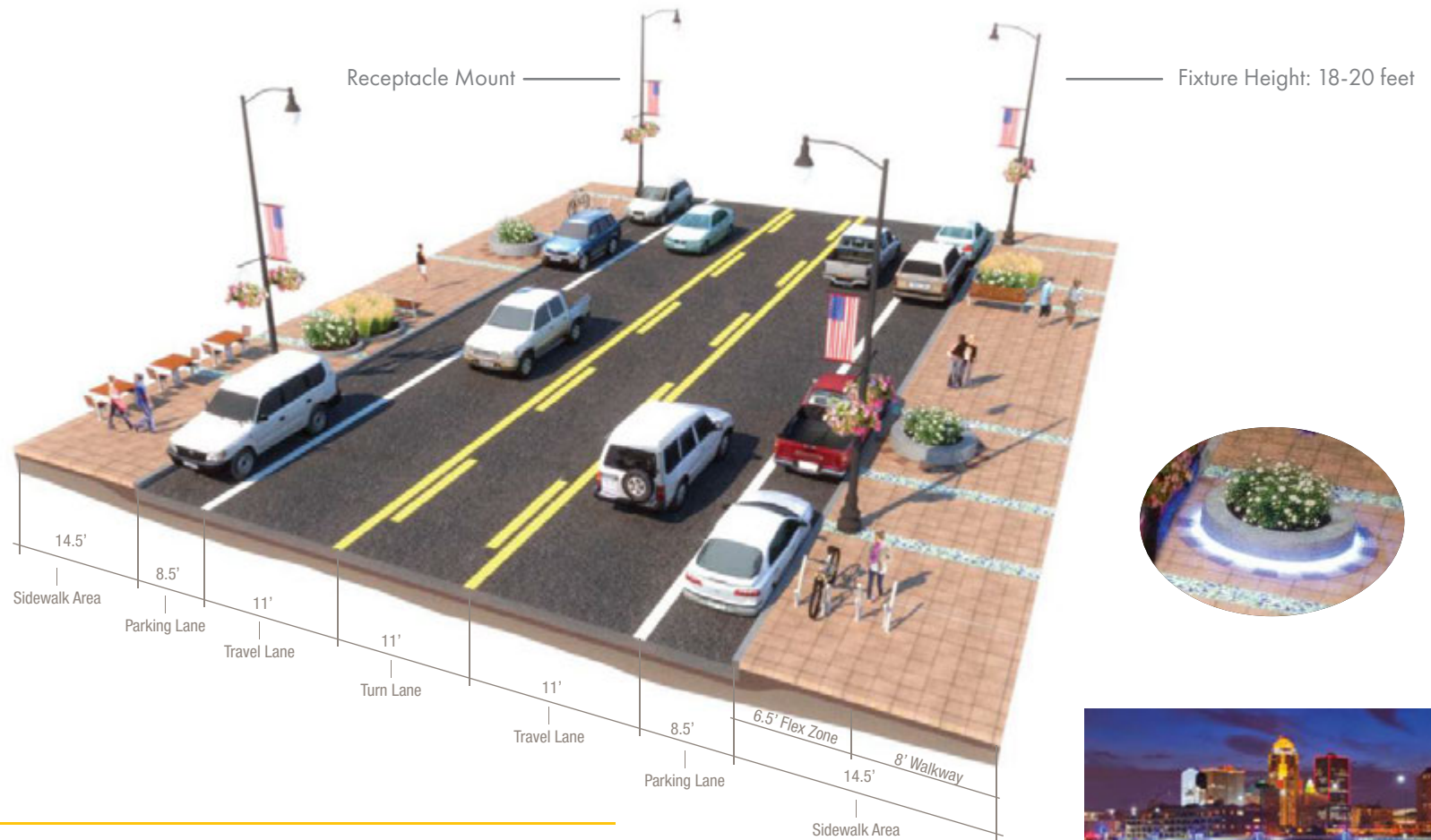


Bicycle Rack



Street Light

LIGHTING AS A DISTINCTIVE FEATURE



The right-of-way (property line to property line) on Demers Avenue is 80 feet. The existing street section provides two 11' travel lanes, one 11' turning lane, and 8.5' parallel parking. The proposed street section retains this configuration and replaces the street, curb, sidewalk, and buried utilities.

The sidewalk area includes a flex zone and walkway. The flex zone is 6.5' behind the curb and includes planters, trees, landscaping, street lighting, seating, and art. Detailed design of the "flex zone" should adapt to individual conditions, such as near the Empire Theater and alleys. Sidewalks are constructed of concrete, while the flexible landscape zone could have contrasting pavement color and materials. Pavers should be designed and installed to prevent heaving and separation. Setting the pavers in a concrete pad will limit the movement of individual pavers.

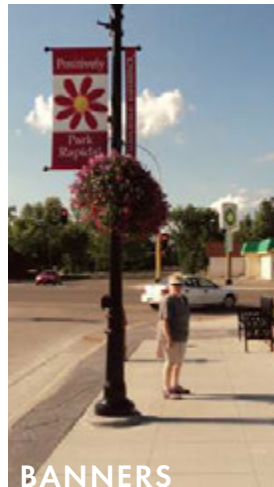


STREETLIGHTS

The light fixture in downtown should be updated to direct light towards the street and sidewalk. The existing fixtures emit a significant amount of ambient light that bleeds into upper-story windows and are difficult to maintain. Light poles should be specified to support banners and planters. Mounting systems should match the pole's color or be integrated into the pole itself. Also, poles should have an electrical receptacle near the top for plugging seasonal accent lighting or draping lights over the street.



EXISTING



BANNERS



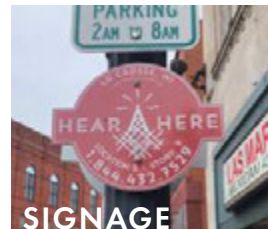
PLANTERS



RECEPTACLE



SIGNAGE



SIGNAGE



FURNISHINGS

The style and design of furniture along the street works best when all elements are part of a family. Products should resist adverse weather, and be stocked for future replacement. Furnishings along DeMers Avenue include:

- **Benches.** Benches should be located near refuges along the block and near intersections. The preferred style should have a warm appearance and be not made solely of metal.
- **Trash Receptacles.** The trash receptacles should be consistent throughout downtown and located near gathering spaces, restaurants, bars, and areas with pedestrian traffic.
- **Bicycle Parking.** Bicycle parking should be convenient to business fronts, but avoid obstructing the walkway. Simple forms are most efficient and least intrusive. Bicycle racks should be installed near the high school, as well.



Bench
Manufacturer: Forms+Surfaces
Model: Knight Bench



Trash/Recycle Receptacle
Manufacturer: Forms+Surfaces
Model: Cordia Receptacle



Bicycle Rack
Manufacturer: Anova Furnishings
Model: Allure



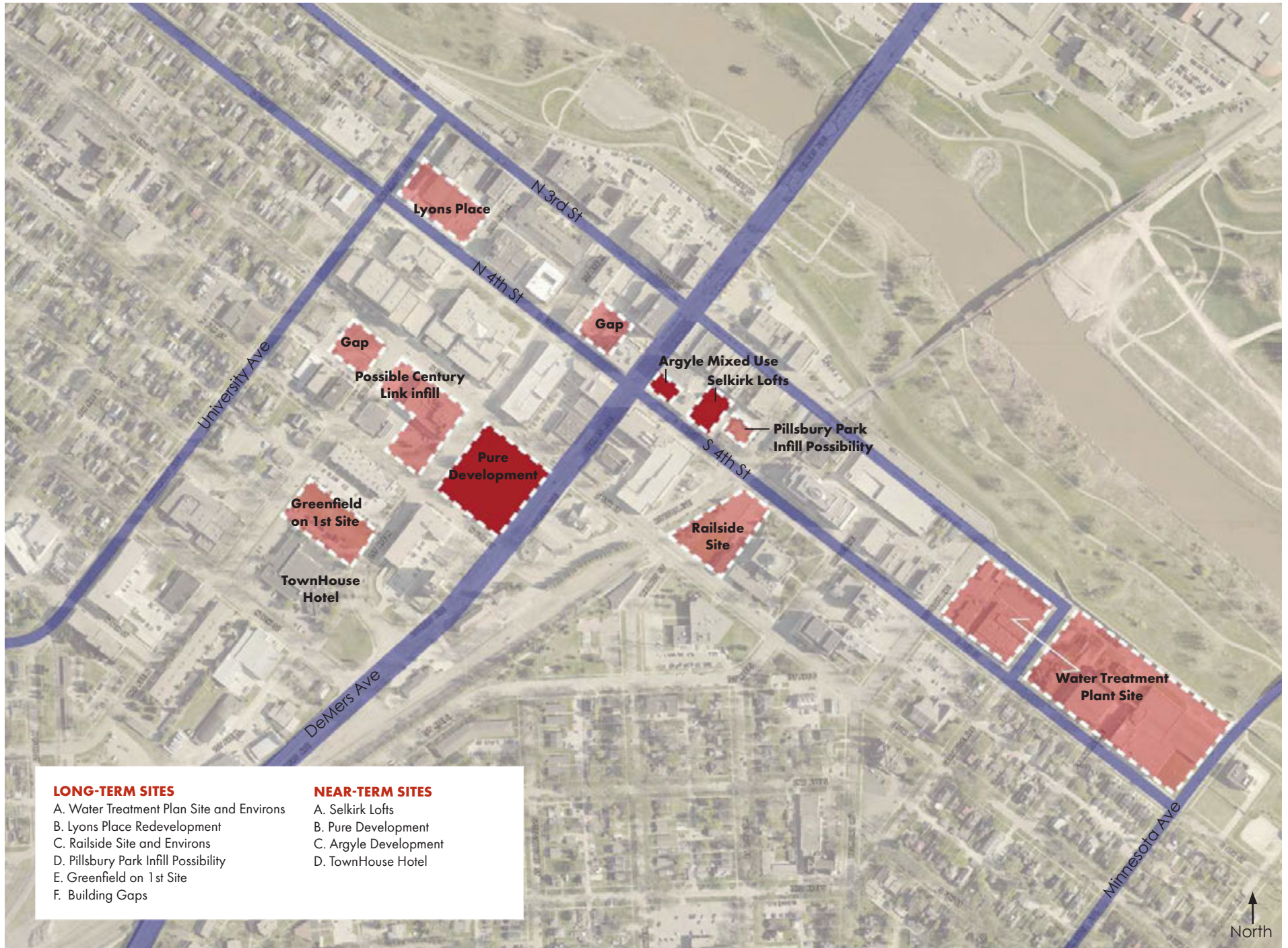
● Planter Seating

● Bench

DOWNTOWN MOBILITY



The streetscape elements for DeMers Avenue is envisioned to extend to other areas of downtown, creating a unifying theme for the entire district.



LONG-TERM SITES

- A. Water Treatment Plan Site and Environs
- B. Lyons Place Redevelopment
- C. Rainside Site and Environs
- D. Pillsbury Park Infill Possibility
- E. Greenfield on 1st Site
- F. Building Gaps

NEAR-TERM SITES

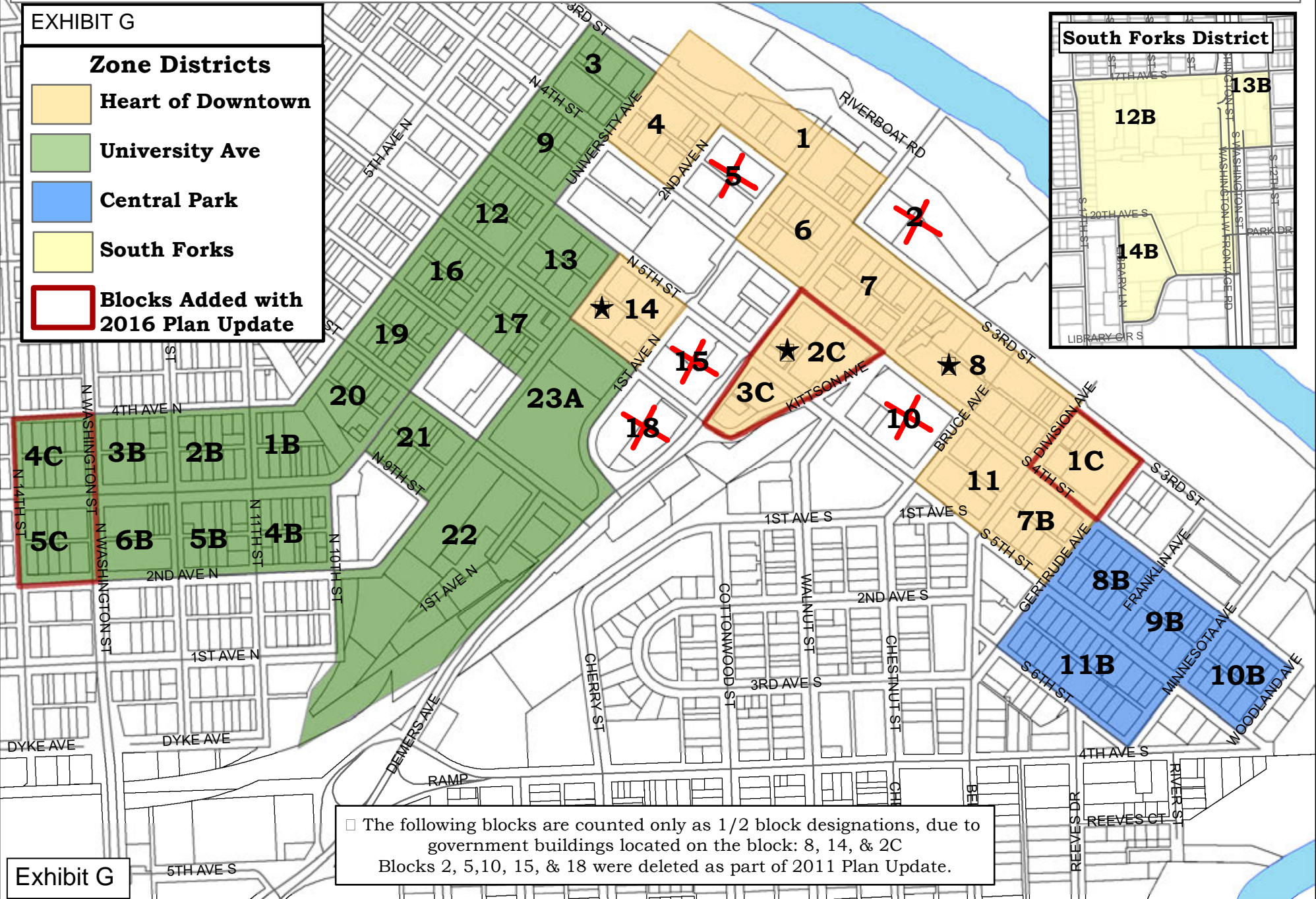
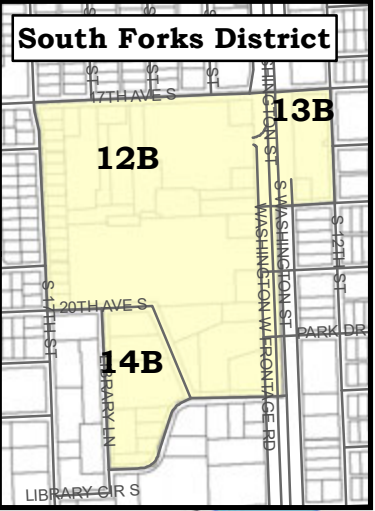
- A. Selkirk Lofts
- B. Pure Development
- C. Argyle Development
- D. TownHouse Hotel

Grand Forks Renaissance Zone

EXHIBIT G

Zone Districts

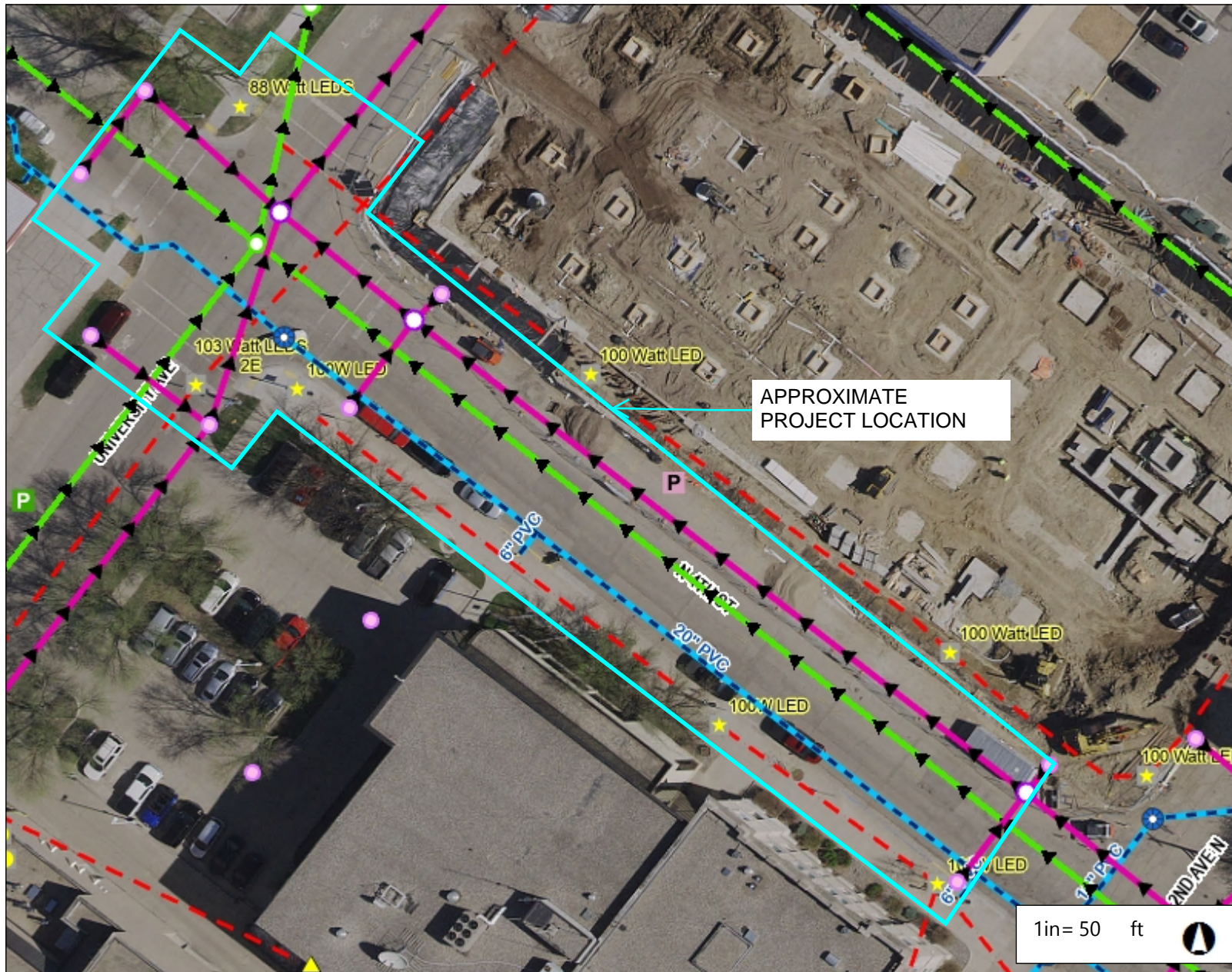
- Heart of Downtown
- University Ave
- Central Park
- South Forks
- Blocks Added with 2016 Plan Update



□ The following blocks are counted only as 1/2 block designations, due to government buildings located on the block: 8, 14, & 2C
 Blocks 2, 5, 10, 15, & 18 were deleted as part of 2011 Plan Update.

Exhibit G

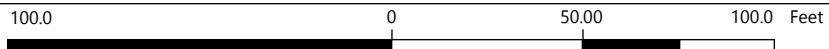
N 4TH ST RECONSTRUCTION (2ND AVE N TO UNIVERSITY AVE) UNDERGROUND UTILITIES



Legend

- P** Project Numbers
- Catch Basin**
 - Storm CB Planned
 - Storm CB
- Invert**
 - CMP
 - CMP Unserved
 - RCP
- ▲ Outfall
- Manhole**
 - Storm MH Planned
 - Storm MH
- Force Main**
 - Force Main
 - Private Force Main
 - - - Force Main Planned
- Gravity Main**
 - ▶ Gravity Main
 - ▶ Private Gravity Main
 - ▶ UND Gravity Main
 - ▶ Unserved Gravity Main
 - ▶ Gravity Main Planned
- Lift Stations**
- Manholes**
 - Sanitary Manhole Planned
 - Sanitary Manholes
 - Foremain Manhole

Notes



NAD_1983_StatePlane_North_Dakota_North_FIPS_3301_Feet
City of Grand Forks GIS



All dimensions, descriptions, measurements, boundaries and data contained in this nonstandard document are included for general information only. No warranties or covenants are made or given by the City of Grand Forks. Any user must confirm the accuracy of the same with official records, and/or by survey.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



10/20/2023

2027 Urban Grant Program

To whom it may concern,

I'm writing on behalf of the Downtown Development Association (DDA) to express my support of the City of Grand Forks and their efforts to reconstruct N 4th St - 2nd Ave N to University Ave in downtown Grand Forks.

Downtown Grand Forks has experienced significant growth in recent years with millions of private dollars invested. As many of these projects reach completion, it will be more important than ever that we continue to improve our streets and sidewalks. With the addition of new housing included in these new projects, safe, walkable sidewalks will ensure downtown meets the needs of its residents. Incorporating elements such as pedestrian bump-outs, ornamental street lighting and visual amenities to match the other downtown reconstruction projects will be key to a successful reconstruction!

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Jill Proctor". The signature is written in a cursive style with a large initial "J".

Jill Proctor
President/CEO

Downtown Development Association



202 N. 3rd Street
Grand Forks, ND 58203
p: 701-772-7271
www.gochamber.org

Date: October 30, 2023

To: US Department of Transportation

From: Barry Wilfahrt, President & CEO; The Chamber GF/EGF

RE: N 4th St from 2nd Ave N to University Ave in front of City Hall and Franklin on 4th.

The Grand Forks / East Grand Forks Chamber of Commerce and its 1,100 members strongly support the City of Grand Forks effort to secure funding to reconstruct N 4th St from 2nd Ave N to University Ave in front of City Hall and Franklin on 4th.

- Support redevelopment that has occurred by improving the surrounding infrastructure
- Encourage future redevelopment with these improvements
- Improve the feel and aesthetics of downtown Grand Forks to encourage more people to come downtown
- Improve the safety of downtown Grand Forks

Downtown Grand Forks is currently going through a series of redevelopments and these efforts to improve the surrounding infrastructure supports these redevelopments. It also encourages future redevelopment by showing potential redevelopers the vision of what we want Grand Forks to be. By adding amenities like benches, bike racks, planters, and light pillars, the downtown is made to be more welcoming and aesthetically pleasing to those who work, live, and visit downtown Grand Forks. With the incorporation of curb bump outs, pedestrians exploring what downtown Grand Forks has to offer will be able to have better visibility to vehicle traffic making crossing the roadway easier and safer.

Thanks in advance for your support of this project.



MPO Staff Report
Technical Advisory Committee:
December 13, 2023
MPO Executive Board:
December 20, 2023

RECOMMENDED ACTION: Approval of Urban Roads project application with priority order given by the City of Grand Forks.

TAC RECOMMENDED ACTION:

Matter of approval of Urban Roads project application with priority order given by the City of Grand Forks.

Background:

The Urban roads are considered Local Public Agencies (LPA) owned roadways on the federal aid system. Local Government and the LPA's work together to program improvements based on the available funding that is allocated to the LPA's. LPA's are responsible for prioritizing the improvements of their system.

Further details at <https://www.dot.nd.gov/divisions/localgov/#programareas>

NDDOT normally solicits applications annually. At this time there has not been a solicitation from NDDOT. This happened last year and the time available to complete the application and get it through the approving bodies was not enough. Grand Forks has worked ahead and has an application that can be turned in as soon as the solicitation period has started. The MPO is following their lead and doing the same.

The City of Grand Forks has submitted a Urban Roads Program application for the following project in priority order:

1. **S 48th St from DeMers Ave to 11th Ave S:** Reconstruction of the road. This project is intended to replace the project on N Columbia Rd from University Ave to 8th Ave N.

Findings and Analysis

- The project is part of the MPO Metropolitan Transportation Plan.
- The MPO staff believe the city has met the program requirements.

Support Materials:

- City of Grand Forks' Urban Road Program application.

255 N. 4th St.
PO Box 5200
Grand Forks, ND 58206-5200



ENGINEERING DEPARTMENT
(701) 746-2640
Fax#(701) 787-3744

November 21, 2023

Mrs. Stephanie Halford
Grand Forks/East Grand Forks MPO
600 DeMers Ave
East Grand Forks, MN 56721

RE: Urban Roads Program Application

Dear Mrs. Halford:

Attached please find the City of Grand Forks' Urban Roads Program project applications. The attached project is proposed to replace the reconstruction of N Columbia Rd (University to 8th Ave N) project. Please forward the applications to NDDOT. If you have any questions or comments, please contact David Kuharenko at 701-746-2649.

1. 2023 – S 48th St (Demers Ave to 11th Ave S)

Sincerely,

A handwritten signature in black ink, appearing to read "Allen R. Grasser". The signature is fluid and cursive, with a long horizontal stroke at the end.

Allen R. Grasser, P.E.
City Engineer

ARG/chh

Cc: David Kuharenko
Ed Liberman
Christian Danielson

PROJECT SUBMITTAL LIST

Entity: Grand Forks

Contact Person: Al Grasser

Revision: October 2023

Date: October 23, 2023

Phone Number: 701-746-2640

If you have questions with filling out the list, please contact Stacey Hanson at 701-328-4469

FISCAL YEAR	FUNDING CATEGORY ⁽¹⁾	FUNCTIONAL CLASSIFICATION ⁽²⁾	INVESTMENT STRATEGY ⁽³⁾	TYPE OF WORK ⁽⁴⁾	PROJECT LOCATION	PROJECT COST				
						TOTAL	FEDERAL	STATE	LOCAL	NON-PARTICIPATING
2024	URP	Principal Arterial	PM	Bridge Rehabilitation	Columbia Rd Overpass	\$8,430,000.00	\$6,744,000.00	\$0.00	\$1,686,000.00	
2026	URP	Principal Arterial	PM	Bridge Rehabilitation	Point Bridge	\$1,150,000.00	\$920,000.00	\$0.00	\$230,000.00	
2027	URP	Principal Arterial	N/R	Reconstruct	N Columbia Rd (Reconstruction) (University Ave to 8th Ave N)	\$6,459,000.00	\$5,167,000.00	\$0.00	\$1,292,000.00	
2027	URP	Minor Arterial	N/R	Reconstruct	S 48th St (Reconstruction) (DeMers Ave to 11 Ave S)	\$8,316,000.00	\$5,849,600.00	\$0.00	\$2,466,400.00	

Notes Description

- (1) PriR = Primary Regional, SecR = Secondary Regional, URP = Urban Roads Program, INT = Interstate, BRI = Bridge
- (2) Interstate, Principal Arterial, Minor Arterial, Collector
- (3) PM = Preventive Maintenance, MiR = Minor Rehabilitation, SI = Structural Improvement, MaR = Major Rehabilitation, N/R = New/Reconstruction
- (4) Brief description of the project (Ex: Thin Lift Overlay, Mill and Overlay, Concrete Pavement Repair, etc.)

Note: The S 48th St (Reconstruction) (DeMers Ave to 11th Ave S) is proposed to replace the N Columbia Rd (Reconstruction) (University Ave to 8th Ave N) project in 2027.

**URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET**

DATE: 10/24/2023

PRIORITY# 1-2027

Regional: Y/(N) Urban Roads: (Y)/N

City: Grand Forks Street: S 48th Street (DeMers to 11th Ave S)

County: Grand Forks Length: 0.49 mi

Proposed Improvement: Complete reconstruction of S 48th St from Demers Ave to 11th Ave S including storm sewer installation.

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
954	1,004			6,358			8,316

Present Road: Surface Width? 28' Surface Type? Concrete

On Street Parking Allowed? _____ Present: (No) One Side Both Sides Angle Parallel
Proposed: (No) One Side Both Sides Angle Parallel

Proposed Improvements	
ADT Present: <u>4,720</u> Yr: <u>2021</u>	Travel Way Width : <u>23'</u>
ADT Design: <u>7,000</u> Design year <u>2045</u>	No. of Lanes: <u>2-one in either direction</u>
Design Speed: <u>25 mph</u>	Roadway Width: _____
Maximum Curve: <u>TBD</u>	Min. R/W Width: _____
Maximum Grade: <u>TBD</u>	

Right of Way
Will Additional ROW or easement be acquired? <u>No</u> ROW acquisition by: (City) DOT
Has any ROW easements been acquired since 7-1-72: <u>Unknown</u> ROW Condemnation by:(City) DOT
Est. No. of occupied family dwelling to be displaced? <u>None Anticipated</u>
Est. No. business to be displaced? <u>None Anticipated</u>

Impacts

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

Will there be any impacts to 4(f) or 6(f) properties: None Anticipated

Airports: None Anticipated

Public Hearings: None Anticipated

Environmental Classification (Cat-Ex, EA, EIS): Cat-Ex

Transportation Enhancements: There is no existing sidewalk or shared use path in the proposed project area. A shared use path is proposed to be installed on one side and a sidewalk on the other. These would connect to the existing shared use path on DeMers Ave.

Intermodal: There is no current transit stops near this area.

Pedestrian Needs: There is no existing sidewalk or shared use path in the proposed project area. A shared use path is proposed to be installed on one side and a sidewalk on the other.

Railroads Crossings

RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
N/A						

Purpose and Need Statement:

It is proposed that this project will replace the Reconstruct N Columbia Rd (University Ave to 8th Ave N) project that is currently programmed in 2027.

S 48th St from Demers Ave to 11th Ave S is located in the Grand Forks Industrial Park. This segment of road is in poor condition and endures a lot of truck traffic associated with the industrial park. The industrial park does not have the same quality of storm sewer as the majority of the city. The industrial park relies on series of ditches and culverts to transport much of the stormwater. The proposed reconstruction of S 48th St would improve the pavement cross section and storm water infrastructure for the industrial park.

Vehicle counts on this roadway were around 4,720 vehicles per day in 2021 and is anticipated to increase to approximately 7,000 vehicles per day by 2045. The heavy truck traffic associated with the industrial park, lack of a gravel base and poor clay soils underneath the roadway likely contributed to the accelerated deterioration of this roadway. It is intended that a reconstruction project would provide a new roadway surface to support the industrial park truck traffic and businesses for years to come. This project is also proposed to improve the stormwater infrastructure in the area by replacing the ditch and culvert system currently in place with shallow drainage swales with storm sewer pipe and manholes.

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section?

This section of S 48th St was originally constructed in 1982. In 2022, there was a CPR project to address the worst sections of roadway pavement with the industrial park. Maintenance on this roadway has consisted of pothole patching, crack sealing, and emergency concrete panel replacement.

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

2-11.5' driving lanes. One traveling north and south.

3. What is the condition of the pavement section?

Pavement Condition Index and International Roughness Index data was obtained in 2021 from GoodPointe Technology.

S 48th St from Demers Ave to 7th Ave S has a PCI of 92 and IRI of 226 in/mi.
S 48th St from 7th Ave S to 10th Ave S has a PCI of 83 and IRI of 257 in/mi.
S 48th St from 10th Ave S to 11th Ave S has a PCI of 43 and IRI of 301 in/mi.

Though the PCI data may make the roadway appear to be in good condition, the IRI data reveals that the pavement has significant ride quality issues. This is likely a result of a combination of the current pavement cross section being 8" of concrete on clay, poor drainage within the industrial park resulting in wet soils, and the heavy truck traffic associated with the industrial park.

4. Any existing geometric concerns?

No geometric concerns anticipated.

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

Temporary access will need to be provided to all the businesses along this corridor.

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

There is no existing sidewalk or shared use path in this corridor.

7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?

There is a ditch and culvert system currently in place with shallow drainage

swales and storm sewer pipe and manholes. This project is proposed to improve the stormwater infrastructure in the area by replacing the existing system with drainage swales, RCP, and manholes.

8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?

Watermain in this area was installed in 2001, and the sanitary sewer was installed in 1974. There is no anticipated work on the water and sewers lines in this area.

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

On the east side of S 48th St streetlights were installed in 2018. These consist of 165W LED Commercial fixtures mounted on 40' standards with truss style mast arms.

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

There are currently no traffic signals in this corridor.

No intersections in this corridor were listed in the 2020-2022 Urban High Crash Location List.

No additional turn lanes are anticipated with this project.

Remarks:

City Engineer: Allen R. J.

Date: 11/21/23

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

Preliminary Engineer's Estimate
 Pavement Reconstruction on 48th St (Demers to 11th Ave)
 Construction 2027
 Updated: 10/02/2023
 9" Concrete on 18" Salvage Base with Fabric

SPEC	CODE	ITEM	UNIT	UNIT PRICE	QUANTITY	ITEM COST
103	100	CONTRACT BOND	L SUM	\$ 32,800.00	1	\$ 32,800.00
702	100	MOBILIZATION	L SUM	\$ 328,000.00	1	\$ 328,000.00
704		TRAFFIC CONTROL	LSUM	\$ 164,000.00	1	\$ 164,000.00
		EROSION CONTROL	LSUM	\$ 66,000.00	1	\$ 66,000.00
202	114	REMOVAL OF CONCRETE PAVEMENT	SY	\$ 30.00	12,240	\$ 367,200.00
202	174	REMOVAL OF PIPES ALL TYPES AND SIZES	LF	\$ 28.00	790	\$ 22,120.00
203	109	TOPSOIL	CY	\$ 35.00	290	\$ 10,150.00
203	101	COMMON EXCAVATION-TYPE A	CY	\$ 21.00	5,600	\$ 117,600.00
230	107	RESHAPING DITCH	MILE	\$ 46,100.00	1	\$ 46,100.00
251	300	SEEDING CLASS III	ACRE	\$ 10,000.00	2.9	\$ 29,000.00
253	200	HYDRAULIC MULCH	ACRE	\$ 10,000.00	2.9	\$ 29,000.00
302	101	SALVAGE BASE COURSE	CY	\$ 57.00	5,440	\$ 310,080.00
550	305	9IN NON-REINF CONCRETE PVMT CL AE-DOWELED	SY	\$ 109.00	8,000	\$ 872,000.00
550	131	9IN REINF CONCRETE PAVEMENT CL AE	SY	\$ 126.00	900	\$ 113,400.00
709	100	GEOSYNTHETIC MATERIAL TYPE G	SY	\$ 5.00	12,740	\$ 63,700.00
710	200	TEMPORARY BYPASS	LSUM	\$ 83,000.00	1	\$ 83,000.00
714	110	PIPE CONC REINF 12IN CL III	LF	\$ 65.00	301	\$ 19,565.00
714	205	PIPE CONC REINF 15IN CL III	LF	\$ 75.00	49	\$ 3,675.00
714	310	PIPE CONC REINF 24IN CL III	LF	\$ 136.00	1,197	\$ 162,792.00
714	320	END SECT-CONC REINF 24IN	EA	\$ 1,150.00	42	\$ 48,300.00
722	315	MANHOLE CASTING	EA	\$ 1,240.00	2	\$ 2,480.00
722	316	MANHOLE CASTING R1733	EA	\$ 1,240.00	2	\$ 2,480.00
722	6140	ADJUST GATE VALVE BOX	EA	\$ 620.00	19	\$ 11,780.00
722	6201	ADJUST MANHOLE SPECIAL	EA	\$ 2,820.00	11	\$ 31,020.00
750	100	SIDEWALK CONCRETE 4IN	SY	\$ 86.00	1,430	\$ 122,980.00
750	105	SIDEWALK CONCRETE BIKEWAY	SY	\$ 95.00	2,860	\$ 271,700.00
750	1016	DRIVEWAY CONCRETE 8IN REINFORCED	SY	\$ 146.00	3,340	\$ 487,640.00
750	2115	DETECTABLE WARNING PANELS	SF	\$ 72.00	100	\$ 7,200.00
754	9095	SIGNING	LSUM	\$ 15,000.00	1	\$ 15,000.00
762	118	STRIPING	LSUM	\$ 24,000.00	1	\$ 24,000.00

	2021 Subtotal	\$ 3,864,762.00
2027	Inflated at 4%	\$ 4,890,156.86
	20% Contingency	\$ 1,467,843.14
	Estimated Construction Costs	\$ 6,358,000.00
	15% Preliminary Engineering	\$ 954,000.00
	15% Construction Engineering	\$ 954,000.00
	Testing	\$ 50,000.00
2027	Estimated Project Costs	\$ 8,316,000.00
	Federal Share	
	80% Construction Costs	\$ 5,086,400.00
	80% Construction Engineering	\$ 763,200.00
		\$ 5,849,600.00
	City Share	
	20% Construction Costs	\$ 1,271,600.00
	100% Preliminary Engineering	\$ 954,000.00
	20% Construction Engineering	\$ 190,800.00
	100% Testing	\$ 50,000.00
		\$ 2,466,400.00

S 48th St (Demers Ave to 11th Ave S)



Legend

- Boundary City Limit
- Boundary Gray Area
- Road Labels

Notes

1in= 500 ft



1,000.0 0 500.00 1,000.0 Feet

NAD_1983_StatePlane_North_Dakota_North_FIPS_3301_Feet
City of Grand Forks GIS

All dimensions, descriptions, measurements, boundaries and data contained in this nonstandard document are included for general information only. No warranties or covenants are made or given by the City of Grand Forks. Any user must confirm the accuracy of the same with official records, and/or by survey.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

City of Grand Forks Financially Constrained State of Good Repair (2023-2045)

Ref#	Roadway	Termini	Project Type	Agency	Time Frame	Federal Funds and Local Match	Additional City Funds	YOE Total
REP-043	Columbia Road	Columbia Road Railroad Overpass North of DeMers Ave.	Overpass	City of Grand Forks	Short-Range	\$5,625,000	\$1,856,000	\$7,481,000
REP-045	Point Bridge	Bridge	Rehabilitation	City of Grand Forks	Short-Range	\$1,048,000	\$0	\$1,048,000
REP-301	Various	Various	Traffic Signal Upgrade	City of Grand Forks	Short-Range	\$3,901,000	\$250,000	\$4,151,000
REP-044	North Columbia Road	8th Avenue North to US 2 (Gateway Drive)	Reconstruct	City of Grand Forks	Short-Range	\$7,994,000	\$2,638,000	\$10,632,000
REP-046	North Columbia Road	University Avenue to 8th Avenue North	Reconstruct	City of Grand Forks	Mid-Range	\$9,724,000	\$3,209,000	\$12,933,000
REP-049	South Washington Street	32nd Avenue South to 47th Avenue South	Concrete Pavement Rehabilitation (CPR)	City of Grand Forks	Mid-Range	\$8,428,000	\$2,781,000	\$11,209,000
REP-050	South Columbia Road	17th Avenue South to 32nd Avenue South	Concrete Pavement Rehabilitation (CPR)	City of Grand Forks	Mid-Range	\$8,590,000	\$2,835,000	\$11,425,000
REP-051	South Columbia Road	DeMers Avenue to 17th Avenue South	Concrete Pavement Rehabilitation (CPR)	City of Grand Forks	Mid-Range	\$7,131,000	\$2,353,000	\$9,484,000
REP-060	S 48th Street	DeMers Avenue to 10th Avenue South	Reconstruct	City of Grand Forks	Mid-Range	\$3,241,000	\$1,070,000	\$4,311,000
REP-061	S 48th Street	10th Avenue South to 15th Avenue South	Reconstruct	City of Grand Forks	Mid-Range	\$3,241,000	\$1,070,000	\$4,311,000
REP-041	32nd Avenue South	South 10th Street to Cherry Street	Reconstruct	City of Grand Forks	Mid-Range	\$1,783,000	\$588,000	\$2,371,000
REP-052	Columbia Road**	47th - 62nd and Washington SED - 62nd	Maintenance and Operations	City of Grand Forks	Long-Range	\$6,847,000	\$2,260,000	\$9,107,000
REP-053B	Columbia Road	32nd Avenue South to 47th Avenue South	Concrete Pavement Rehabilitation (CPR)	City of Grand Forks	Long-Range	\$11,763,000	\$3,882,000	\$15,645,000
REP-302	Various	Various	New Traffic Signal or Roundabout	City of Grand Forks	Long-Range	\$2,883,000	\$951,000	\$3,834,000
REP-303	Various	Various	New Traffic Signal or Roundabout	City of Grand Forks	Long-Range	\$2,883,000	\$951,000	\$3,834,000
REP-304	Various	Various	New Traffic Signal or Roundabout	City of Grand Forks	Long-Range	\$2,883,000	\$951,000	\$3,834,000
REP-307	Various	Various	Traffic Signal Upgrade	City of Grand Forks	Long-Range	\$8,937,000	\$2,949,000	\$11,886,000
REP-042	32nd Avenue South	Cherry Street to Belmont Road	Reconstruct	City of Grand Forks	Long-Range	\$3,921,000	\$1,294,000	\$5,215,000
Totals						\$100,823,000	\$31,888,000	\$132,711,000

** Columbia Road project includes two separate termini. These projects are being packaged together by the City of Grand Forks for a future NDDOT Urban Roads Program grant funding request.

*** North Columbia Road from 8th Avenue North to US 2(Gateway Drive) is to be replace with the S 48th Street (Demers Ave to 11th Ave S) project.

Setup Scoring Categories & Factors

Score System State Highways



Max. Score 100

Max. Score 100

Adjust Scoring Categories

Expected

Achieved

Goals	Description	Weight	Points	Weight	Points
1	Economic vitality Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.	15 %	15 pts	10 %	10 pts
2	Security Increase security of the transportation system for motorized and non-motorized uses.	5 %	5 pts	2 %	2 pts
3	Accessibility and Mobility Increase the accessibility and mobility options for people and freight by providing more transportation choices.	10 %	10 pts	7 %	7 pts
4	Environmental/Energy/QOL Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities – whether urban, suburban, or rural.	10 %	10 pts	7 %	7 pts
5	Integration and Connectivity Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit.	10 %	10 pts	2 %	2 pts
6	Efficient System Management Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability.	10 %	10 pts	6 %	6 pts
7	System Preservation Emphasize the preservation of the existing transportation system by first targeting federal funds towards infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes.	15 %	15 pts	5 %	5 pts
8	Safety Increase safety of the transportation system for motorized and non-motorized uses.	10 %	10 pts	6 %	6 pts
9	Resiliency and Reliability Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	10 %	10 pts	5 %	5 pts
10	Tourism Enhance travel and tourism.	5 %	5 pts	0 %	0 pts
TOTAL		100 %	100 pts	49 %	49 pts

TIP SCORING SHEETS



0= No
1= Yes

State Highway

Project Number

Project Name

MPO SCORING SHEET FOR EACH PROJECT

Goal 1	Economic Vitality	Expected Weight (%)=	15
Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objectives		
	1.1 Recognize and identify investments that support current & future state highway network development plan	1	2.50
	1.2 Focus on highway network expansion and prime corridors in areas that are contiguous to current and future developed areas	1	2.50
	2 Enhance the state's economic competitiveness through the movement of goods and services	1	2.50
	3 Support efficient local and state highway, multimodal terminal connections for freight and rail movement	1	2.50
	4 Work located on identified truck route or identified in Freight Study	0	0.00
5 Consistent with regional or state economic development plans	0	0.00	
Total			10.00
Goal 2	Security	Expected Weight (%)=	5
Increase the security of the transportation system for motorized and non-motorized users		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Identify and maintain security of critical street and highway system assets.		
	1.1 Coordinate with regional emergency/security/hazardous materials movement	1	0.71
	1.2 Evaluate and manage the security of the transportation network, especially in critical areas	1	0.71
	1.3 Coordinate/improves Bridge Closure Management Plan	0	0.00
	1.4 Coordinate/improves Special Events Management Plan	0	0.00
	2 Support state and regional emergency, evacuation, and security plans.		
	2.1 Consistent with regional emergency and security planning system (ITS Regional Architecture)	1	0.71
	2.2 Provide necessary security training and equipment to monitor the security of the transportation infrastructure	0	0.00
2.3 Coordinate with safety/security agencies of the state to prevent harmful activities	0	0.00	
Total			2.14
Goal 3	Accessibility and Mobility	Expected Weight (%)=	10
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion delays	0	0.00
	2 Provides acceptable LOS for all state highways, intersection and facilities as recommended in LRTPs	1	1.67
	3 Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes	0	0.00
	4 consistent with state access control regulations	1	1.67
	5 Enhances the range of freight service options available to regional business	1	1.67
	6 Implements recommendations in ADA, railroad or any other ROW transition plans	1	1.67
Total			6.67

Goal 4	Environmental/Energy/QOL		Expected Weight (%)=	10
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.</i>		
	1.1	<i>Implements context sensitive solutions</i>	1	1.67
	1.2	<i>Address EJ analysis process</i>	1	1.67
	1.3	<i>Avoids or minimize impacts to wetlands or other natural habitats or cultural/historic resources</i>	1	1.67
	1.4	<i>Incorporates innovative stormwater management techniques</i>	0	0.00
	2	<i>Maintain and improve quality of life along streets and highways</i>	1	1.67
	3	<i>Maintain and improve regional air quality by promoting nonmotorized travel</i>	0	0.00
			Total	6.67

Goal 5	Integration and Connectivity		Expected Weight (%)=	10
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from regional land use plans.</i>		
	1.1	<i>Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps.</i>	0	0.00
	1.2	<i>Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).</i>	1	1.67
	2	<i>Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs</i>		
	2.1	<i>Invest in signage techniques to reduce excessive travel delays and traffic congestion</i>	0	0.00
	2.2	<i>Maximize direct travel trips between states</i>	0	0.00
	2.3	<i>Maintain and update street and highway functional classification consistent with FHWA guidelines</i>	0	0.00
2.4	<i>Address last segment/link of corridor</i>	0	0.00	
			Total	1.67

Goal 6	Efficient System management		Expected Weight (%)=	10
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Implement best practice programming and innovative financing alternatives</i>		
	1.1	<i>Identify potential source of budget for year-round maintenance</i>	0	0.00
	1.2	<i>Provide an efficient and cost-effective motorized transport system</i>	1	1.25
	1.3	<i>Improving operations without adding through capacity</i>	0	0.00
	2	<i>Involve all local partners in the transportation planning process.</i>	1	1.25
	3	<i>Cooperate across jurisdictional boundaries to create an integrated transportation network.</i>	1	1.25
	4	<i>Maintain and update the regional ITS architecture</i>		
	4.1	<i>Enhances interoperability among modal equipment and technologies</i>	1	1.25
	5	<i>Demonstrates analysis of project risk in implementation</i>	1	1.25
6	<i>Includes specific evaluation method to provide a measurement of effectiveness by collecting real time traffic data</i>	0	0.00	
			Total	6.25

Goal 7	System Preservation		Expected Weight (%)=	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Cost effectively preserve, maintain and improve the existing transportation network systems and capacity		
	1.1	Utilize pavement management system results	0	0.00
	1.2	Emphasizes system rehabilitation rather than expansion	0	0.00
	1.3	Incorporate cost-effective maintenance and technologies new to the MPO area	0	0.00
	1.4	Preserve railroad ROW or other existing ROW	1	2.50
	2	Contributes to better system maintenance	0	0.00
	3	Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.	1	2.50
			Total	5.00

Goal 8	Safety		Expected Weight (%)=	10
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Address locations identified as high crash locations in LRTP and review crash data to improve roadway design and traffic control elements	0	0.00
	2	Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in highways	1	1.11
	3	Consistent with Strategic local and regional Highway Safety Plan		
	3.1	Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts	0	0.00
	3.2	Ensure that roadway design and traffic control elements support appropriate and safe speeds	1	1.11
	3.3	Improve sight distance at signalized and un-signalized intersections	0	0.00
	3.4	Improve the roadway and driving environment to better accommodate drivers' needs	1	1.11
	3.5	Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists	1	1.11
	4	Enhances public safety of nonmotorized users	1	1.11
5	Enhances safe and well-designed route to school zones and college campuses	0	0.00	
			Total	5.56

Goal 9	Resiliency and Reliability		Expected Weight (%)=	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Reduce state highway system vulnerability to snow and storm water		
	1.1	Maintain passable highways under all reasonable weather conditions	1	1.25
	1.2	Strategically design and maintain state highway system to operate under all reasonable weather conditions	0	0.00
	1.3	Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction	0	0.00
	2	Support the region's resilience and travel reliability through efficient detour and evacuation routes		
	2.1	During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or	0	0.00
	2.2	Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during inci	1	1.25
	2.3	Provide auxiliary power sources to operate traffic signals when mainline power is interrupted	1	1.25
	2.4	Maintain on-time project performance and implementation	1	1.25
	2.5	Improve engagement of transportation system, across and between modes, partners and stakeholders	0	0.00
			Total	5.00

Goal 10	<i>Travel & Tourism</i>		Expected Weight (%)=	5
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Maintain convenient and intuitive state highway access to major activity centers and tourist spots</i>		
	1.1	<i>Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Forks</i>	0	0.00
	1.2	<i>Identify, coordinate, and communicate traffic plans for statewide simultaneous events</i>	0	0.00
	1.3	<i>Establish partnerships to foster tourism activities within state</i>	0	0.00
	2	<i>Enhance safety /easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area</i>	0	0.00
	3	<i>Provides landscaping/streetscaping or similar amenities</i>	0	0.00
			Total	0.00



MPO Staff Report
Technical Advisory Committee:
December 13, 2023
MPO Executive Board:
December 20, 2023

RECOMMENDED ACTION: Approval of Urban Regional Roads project application with priority order given by the City of Grand Forks.

TAC RECOMMENDED ACTION:

Matter of approval of Urban Regional Roads project application with priority order given by the City of Grand Forks.

Background:

The Urban Regional Roads Program consists of the Interstate and State Highways that are located inside the urban area. Local Government, LPA's, and NDDOT Districts work together to prioritize projects on the regional system.

Further details at <https://www.dot.nd.gov/divisions/localgov/#programareas>

NDDOT normally solicits applications annually. At this time there has not been a solicitation from NDDOT. This happened last year and the time available to complete the application and get it through the approving bodies was not enough. Grand Forks has worked ahead and has an application that can be turned in as soon as the solicitation period has started. The MPO is following their lead and doing the same.

The City of Grand Forks has submitted Urban Regional Roads Program applications for the following project in priority order:

1. **(2025) DeMers Ave from Central Fire Station to N 6th St excluding the overpass, including overpass ramps: CPR & grind, mill, and HPB 2''.**
2. **(2025) S Washington St from DeMers to Hammerling Ave: Microseal**
3. **(2027) I-29 & 47th Ave S: Right of way purchase for interchange.**
4. **(2027) N Washington St from 1st Ave N to 8th Ave N: Reconstruction**
5. **(2028) US-2/Gateway Dr from I-29 to N 55th St: CPR & Grind**
6. **(2028) S Washington St from DeMers Ave to Hammerling Ave: Reconstruction**

Findings and Analysis

- The project is part of the MPO Metropolitan Transportation Plan.
- The MPO staff believe the city has met the program requirements.

Support Materials:

- City of Grand Forks' Urban Road Program application.

255 N. 4th St,
PO Box 5200
Grand Forks, ND 58206-5200



ENGINEERING DEPARTMENT
(701) 746-2640
Fax#(701) 787-3744

November 21, 2023

Mrs. Stephanie Halford
Grand Forks/East Grand Forks MPO
600 Demers Ave
East Grand Forks, MN 56721

RE: Regional Roads Program Applications

Dear Mrs. Halford:

Attached, please find the City of Grand Forks' Regional Roads Program project applications. Please forward this additional application to the NDDOT. If you have any questions or comments, please contact David Kuharenko at 701-746-2649.

1. 2025 – Demers Ave CPR & Grind, Mill, and HPB 2" (Central Fire Station to N 6th St excluding overpass, including overpass ramps)
2. 2025 – S Washington St Microseal (Demers Ave to Hammerling Ave)
3. 2027 – I-29/47th Ave S Interchange
4. 2027 – N Washington St Reconstruct (1st Ave N to 8th Ave N)
5. 2028 – US 2/Gateway Drive CPR & Grind (I-29 to N 55th St)
6. 2028 – S Washington St Reconstruct (Demers Ave to Hammerling Ave)

Sincerely,

Allen R Grasser, P.E.
City Engineer

ARG/jvh

Cc: Al Grasser
Ed Liberman
Ed Pavlish
Jesse Kadrmas
Christian Danielson

PROJECT SUBMITTAL LIST

Entity: Grand Forks

Contact Person: Ed Pavlish

Revision: November 2023

Date: November 8, 2023

Phone Number: 701-787-6500

If you have questions with filling out the list, please contact Stacey Hanson at 701-328-4469

FISCAL YEAR	FUNDING CATEGORY ⁽¹⁾	FUNCTIONAL CLASSIFICATION ⁽²⁾	INVESTMENT STRATEGY ⁽³⁾	TYPE OF WORK ⁽⁴⁾	PROJECT LOCATION	PROJECT COST					
						TOTAL	FEDERAL	STATE	LOCAL	NON-PARTICIPATING	OTHER
2024**	INT	Interstate	PM	CPR and Grinding	I-29 (South of ND 15 to Near 32nd Ave S)	\$ 2,440,172	\$ 2,196,155	\$ 244,017	\$ -		\$ -
2025**	INT	Interstate	PM	CPR and Grinding	I-29 (32nd Ave S to North of North Washington Interchange)	\$ 3,312,864	\$ 2,981,578	\$ 331,286	\$ -		\$ -
2025	SecR	Principal Arterial	PM	Expansion Joint Modification	Sorlie Bridge	\$ 27,040	\$ 21,883	\$ 5,157	\$ -		\$ -
2025	SecR	Principal Arterial	PM	CPR & Grinding, Mill & HBP 2"	SH 297/Demers Ave Central Fire Station to N 6th St Excluding Overpass, including Overpass Ramps (4th Ave S to N 6th St)	\$ 2,404,000	\$ 1,923,200	\$ 240,400	\$ 240,400		\$ -
2025	SecR	Principal Arterial	PM	Microseal	Bus US 81/S Washington St (Demers to Hammerling Ave)	\$ 479,000	\$ 383,200	\$ 47,900	\$ 47,900		\$ -
2026	INT	Interstate/Minor Arterial	N/R	ROW Purchase	I-29/47th Ave S Interchange	\$ 2,500,000	\$ 2,250,000	\$ 250,000	\$ -		\$ -
2027	INT	Interstate/Minor Arterial	N/R	Interchange	I-29/47th Ave S Interchange	\$ 57,000,000	\$ 45,600,000	\$ 5,700,000	\$ 5,700,000		\$ -
2027*	SecR	Principal Arterial/Minor Arterial	N/R	Reconstruction	42nd St/Demers Ave Railroad Grade Separation	\$ 60,000,000	\$ 37,500,000	\$ 4,200,000	\$ 16,800,000		\$ 1,500,000
2027	PriR	Principal Arterial	PM	CPR & Grinding	US2/Gateway Dr (Red River to I-29)	\$ 4,447,000	\$ 3,557,600	\$ 889,400	\$ -		\$ -
2027	SecR	Principal Arterial	N/R	Reconstruction	Bus US 81/N Washington St (1st Ave N to 8th Ave N)	\$ 11,600,000	\$ 9,279,200	\$ 1,159,000	\$ 1,161,800		\$ -
2028	PriR	Principal Arterial	PM	CPR & Grinding	US 2/Gateway Dr I-29 to N 55th St	\$ 1,313,000	\$ 1,050,400	\$ 262,600	\$ -		\$ -
2028	SecR	Principal Arterial	N/R	Reconstruction	Bus US 81/S Washington St (Demers Ave to Hammerling Ave)	\$ 15,199,000	\$ 12,159,200	\$ 1,519,900	\$ 1,519,900		\$ -

* Revised based on Grant Application for the Railroad Crossing Elimination program
Current Cost breakdown is anticipated to be 50% Federal Funds, 15% State Funds and 35% Local Funds with BNSF funding 5% of the railroad structure

** Revised years to deconflict with other construction projects

Notes Description

(1) PriR = Primary Regional, SecR = Secondary Regional, URP = Urban Roads Program, INT = Interstate, BRI = Bridge

(2) Interstate, Principal Arterial, Minor Arterial, Collector

(3) PM = Preventive Maintenance, MiR = Minor Rehabilitation, SI = Structural Improvement, MaR = Major Rehabilitation, N/R = New/Reconstruction

(4) Brief description of the project (Exs: Thin Lift Overlay, Mill and Overlay, Concrete Pavement Repair, etc.)

**URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET**

DATE:11/08/2023

PRIORITY#1-2025 Regional: (Y)/N Urban Roads: Y/(N)

City: Grand Forks Street:SH297/Demers Ave for 2025

County: Grand Forks Length: The ~0.7 miles

Proposed Improvement: Concrete Panel Repair, Grind, and Selective Dowel Bar Retrofitting of Demers Ave/SH 297. Milling of existing asphalt surfaces and a new 2” asphalt overlay (Central Fire Station to N 6th St excluding overpass, including overpass ramps)

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W MISC	Utility	Constr.	Bridges	Non- Participating	Total
281	188	62		1,873			2,404

Present Road: Surface Width? 4 lane divided Surface Type? Concrete

On Street Parking Allowed? _____ Present: (No) One Side Both Sides Angle Parallel
Proposed: (No) One Side Both Sides Angle Parallel

Proposed Improvements	
ADT Present: ~14,485-17,290 Yr: 2021	Travel Way Width :65’ ~20-25’(ramps)
ADT Design: ~22,774-33,642 Design year 2045	No. of Lanes: 5
Design Speed: 35 MPH	Roadway Width: 65’
Maximum Curve: _____	Min. R/W Width:90’
Maximum Grade: _____	

Right of Way	
Will Additional ROW or easement be acquired? UNK	ROW acquisition by: City (DOT)
Has any ROW easements been acquired since 7-1-72: UNK	ROW Condemnation by: City (DOT)
Est. No. of occupied family dwelling to be displaced? None Anticipated	
Est. No. business to be displaced? None Anticipated	

Impacts

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

Will there be any impacts to 4(f) or 6(f) properties: None Anticipated

Airports: None Public Hearings: Not Anticipated

Environmental Classification (Cat-Ex, EA, EIS): Cat-Ex

Transportation Enhancements: _____

Intermodal: _____

Pedestrian Needs: Nothing Identified

Railroads Crossings

RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
None						

Purpose and Need Statement:

This roadway has reached a point in which a rehabilitation project should be considered to extend the life of the pavement and maintain a state of good repair. The most recent rehabilitation project on this portion of SH297 was in 2010.

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section?
 This roadway was originally constructed in 1971. A rehabilitation project including diamond grinding was completed in 2010. The ramps were originally constructed in 1976 as a concrete surface, with a supplemental 4" asphalt overlay in 1993, with an additional mill and overlay project in 2011. The 4th Ave S to westbound Demers Ave onramp was modified from a slip lane to a tee-intersection in 2013.

2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?
 There are four through lanes approximately 12' wide with left turn lanes and right turn lanes at various intersections. Each ramp (4) is a single driving lane which merges with connecting streets. The widths of the ramps vary from ~20-25' in width.

3. What is the condition of the pavement section?
 - A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
 - B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.

The pavement is showing signs of distress comparable with its age and a scheduled rehabilitation project will likely improve the pavement condition and extend the life of the pavement delaying the need for a reconstruction project. This project is proposed to primarily include concrete panel repair and grinding for the roadway. A pavement condition index and International Roughness Index analysis was completed in 2021. The weighted PCI value was 84 and the weighted IRI value was 116 in/mi. The asphalt pavement is showing signs of distress comparable with its age and a mill & overlay will likely improve the condition of the current roadway. The project is proposed to mill the existing asphalt surface and construct a 2" overlay of hot bituminous pavement. The ramps have an average PCI value of 42 and the average IRI value was 158 in/mi.

4. Any existing geometric concerns?

The existing geometrics appear to be satisfactory at this time.
5. Are there any access points to adjoining properties that present a special concern?

The access at 1st Ave N is unusually large, measuring approximately 175' at its widest point. Three stop signs are installed on the southbound approach, two of which are located in the roadway pavement. Consideration should be made at narrowing the throat of the north leg of the intersection. There is likely access points of special concern for the overpass ramps.
6. Are there any existing sidewalks or shared use path in place?

On the portion of the project west of the overpass, there is a shared use path on the south side of Demers Ave and a sidewalk on the north side. On the eastern side of the project, there is a sidewalk on the south side from approximately 1st Ave N to the eastern project limits, and on the north side there is sidewalk from N 8th St to the eastern project limits. Additionally for the overpass ramps, there is a shared use path on the North side of the WB Demers Ave on-ramp and EB off-ramp 4th Ave S on the northern edge of project limits. There is also an existing sidewalk that runs along the EB on-ramp 4th Ave S on the southern edge of project limits.
7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?

The original storm sewer varies significantly in material, age, and size. The condition of the storm sewer is unknown.

8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
There are existing city water lines underneath the northern edge of the western segment of pavement. There is existing water and sanitary sewer under the northern edge of the eastern segment. Additionally for the overpass ramps, there are existing water lines underneath the eastern edge of the project limits near where the ramps diverge/converge on 4th Ave S. Condition of sanitary sewer and sanitary force main are unknown.

9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
There are 250W HPS and 400W HPS fixtures on 40' tall poles offset on both sides of the road. Consideration should be made regarding replacing wiring and fixtures from HPS to LED fixtures. Additionally for the overpass ramps, there are 250W HPS and 150W HPS fixtures on 40' tall poles located on one-side of road inside of the project extents.

10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?
There is a set of existing emergency signals located near the Fire Station. There have been two fatal crashes which involved collision into the southern emergency traffic signal pole. One fatality was on August 22, 2018, and another on October 16, 2007. Consideration should be made to relocate the signal pole outside of the clear zone. This pole is proposed to be sandblasted and painted with the regional traffic signal rehabilitation project currently programmed for 2025. Additionally for the overpass ramps, there was one non-incapacitating injury on the Demers skyway EB on-ramp on November 14, 2022. Additional turn lanes are not needed for the ramps at this time.

Remarks:

City Engineer: Allen R. J.

Date: 11/15/23

District Engineer: Edward Paulsch

Date: 11/16/23

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

11/8/2023

2023 Project Cost History

Urban Projects

Base Construction Costs 2023

Costs are per mile

Street Demers Ave/SH297
To/From Central Fire to N 6th St
Excluding bridge

Type CPR & Grind, Mill, & 2" HBP (includes overpass ramps)

	<u>Surfacing</u>
Construction & CE Only	\$2,800,000
Total Cost	\$3,200,000
Assumption	
CE is 10% of Construction	
Base Construction	\$2,545,455
Total Cost/Base Const	125.7%
Design Engineering	15%
Construction Engineering	10%
ROW/MISC	3.3%

Year of Expenditure	2025
Length (ft)	3,600
Length (mi)	0.68
Base Const Cost/mi	\$2,545,455
Inflated Const Cost/mi 4%	\$1,873,000
Const Cost	\$1,873,000
Design Eng	\$281,000
Const Eng	\$188,000
ROW/MISC	\$62,000
<hr/> Total Project Cost	<hr/> \$2,404,000

Construction Cost Breakdown

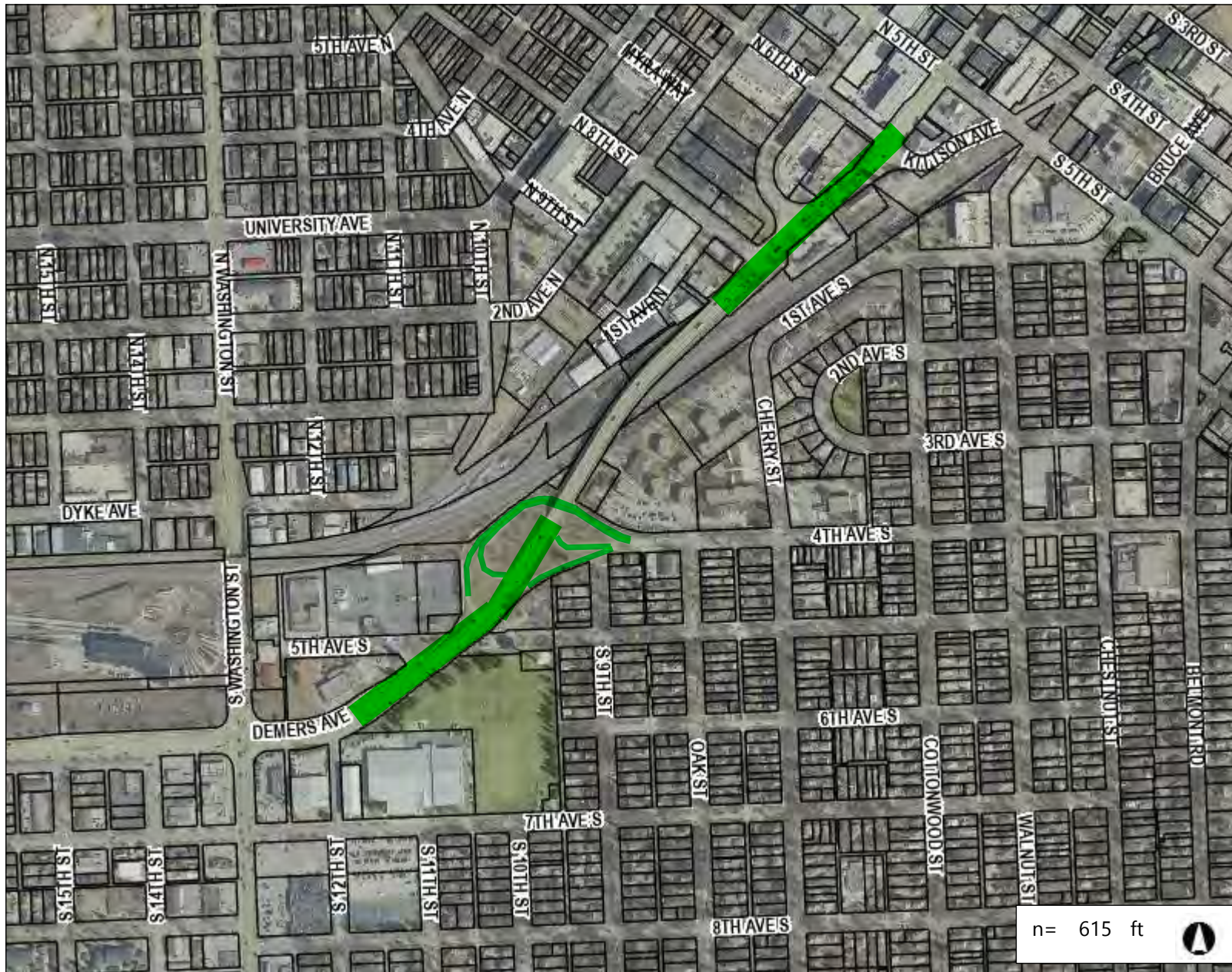
Contract Bond	1%
Mobilization	10%
Traffic Control	5%
Erosion Control	5%
Pavement	74%
Signing/Striping	5%
	100%

Base Const Cost Breakdown

Contract Bond	\$18,730
Mobilization	\$187,300
Traffic Control	\$93,650
Erosion Control	\$93,650
Pavement	\$1,386,020
Signing/Striping	\$93,650
<hr/> Const Total	<hr/> \$1,873,000

*Cost doubled due to 4-lane Reconstruct

CPR & Grind Demers Ave (Central Fire Station to Skyway & Skyway to N 6th St) - 2025

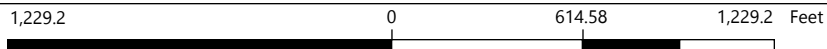


Legend

- Active Parcels
- Boundary City Limit
- Boundary Gray Area
- Address Labels
- Road Labels
- RoadCenterlines_9K
 - <all other values>
 - I
 - S
 - U
- Waterbodies
- FacilitySites_Parks_9K
- Railroad
- MunicipalBoundaries

Notes

n= 615 ft

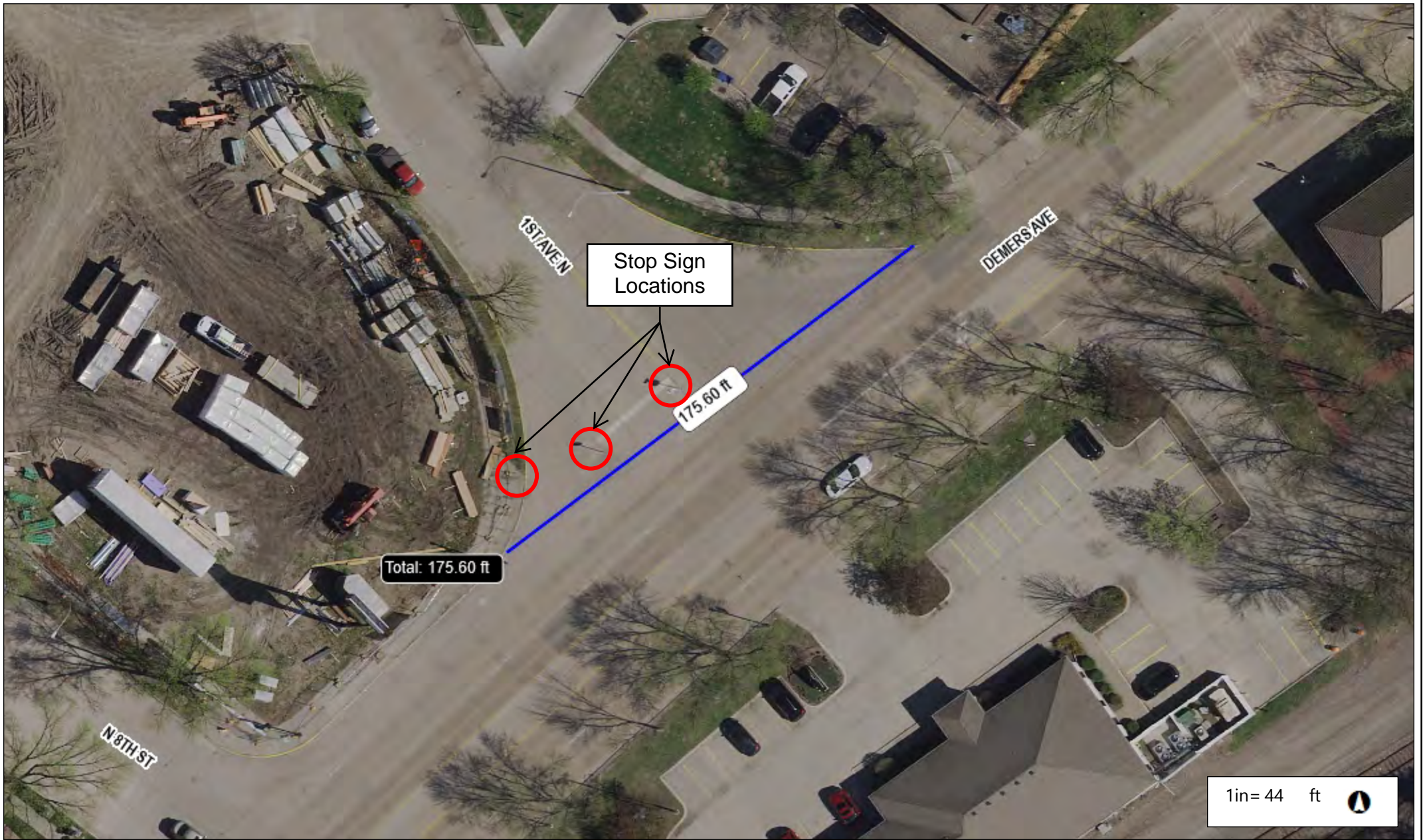



NAD_1983_StatePlane_North_Dakota_North_FIPS_3301_Feet
City of Grand Forks GIS

All dimensions, descriptions, measurements, boundaries and data contained in this nonstandard document are included for general information only. No warranties or covenants are made or given by the City of Grand Forks. Any user must confirm the accuracy of the same with official records, and/or by survey.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Street Geometry - 1st Ave N & Demers Ave



1in= 44 ft 

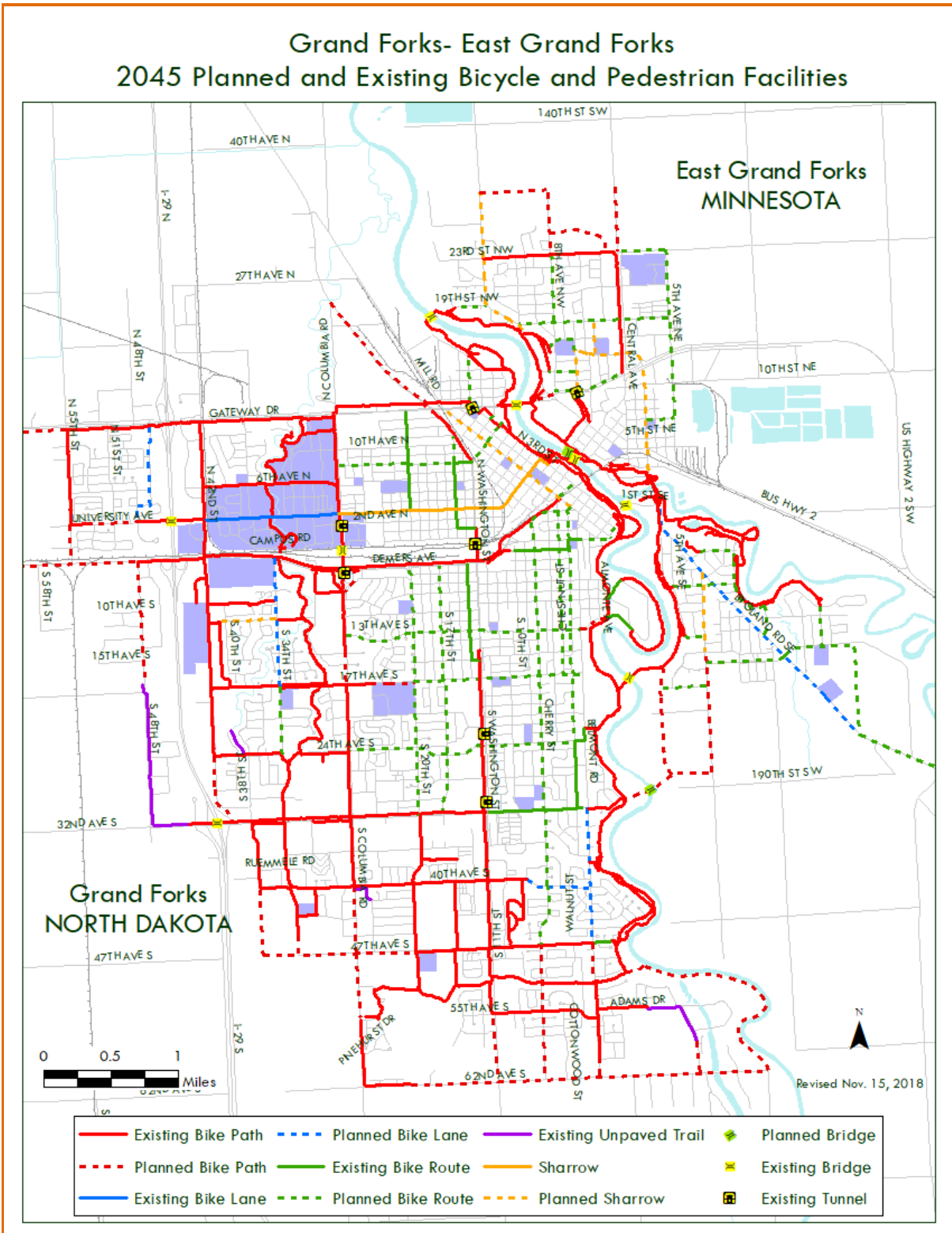


NAD_1983_StatePlane_North_Dakota_North_FIPS_3301_Feet
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THIS MAP IS NOT TO BE USED FOR NAVIGATION

2. Existing Bicycle and Pedestrian Facilities Map



One-Way Cash Fare*

Adult	\$1.50
K-12 Student	\$0.75
Reduced Fare**	\$0.60

10-Ride Cards

Adult	\$13.00
K-12 Student	\$6.50
Reduced Fare**	\$5.25

*Exact fare required

**Seniors age 62+, Medicare card holders, and persons with disabilities

Fixed Period Passes

1-Day Pass	\$5.00
14-Day Pass	\$18.00
31-Day Pass	\$35.00

Transfers are free for use on the next connecting bus. Ask for a transfer upon boarding. Not valid on the same bus. Valid at transfer locations only. One time use.

Children age 5 and under ride free

UND Students ride free with student ID

Northland College students ride free with student ID and bus pass issued by Northland

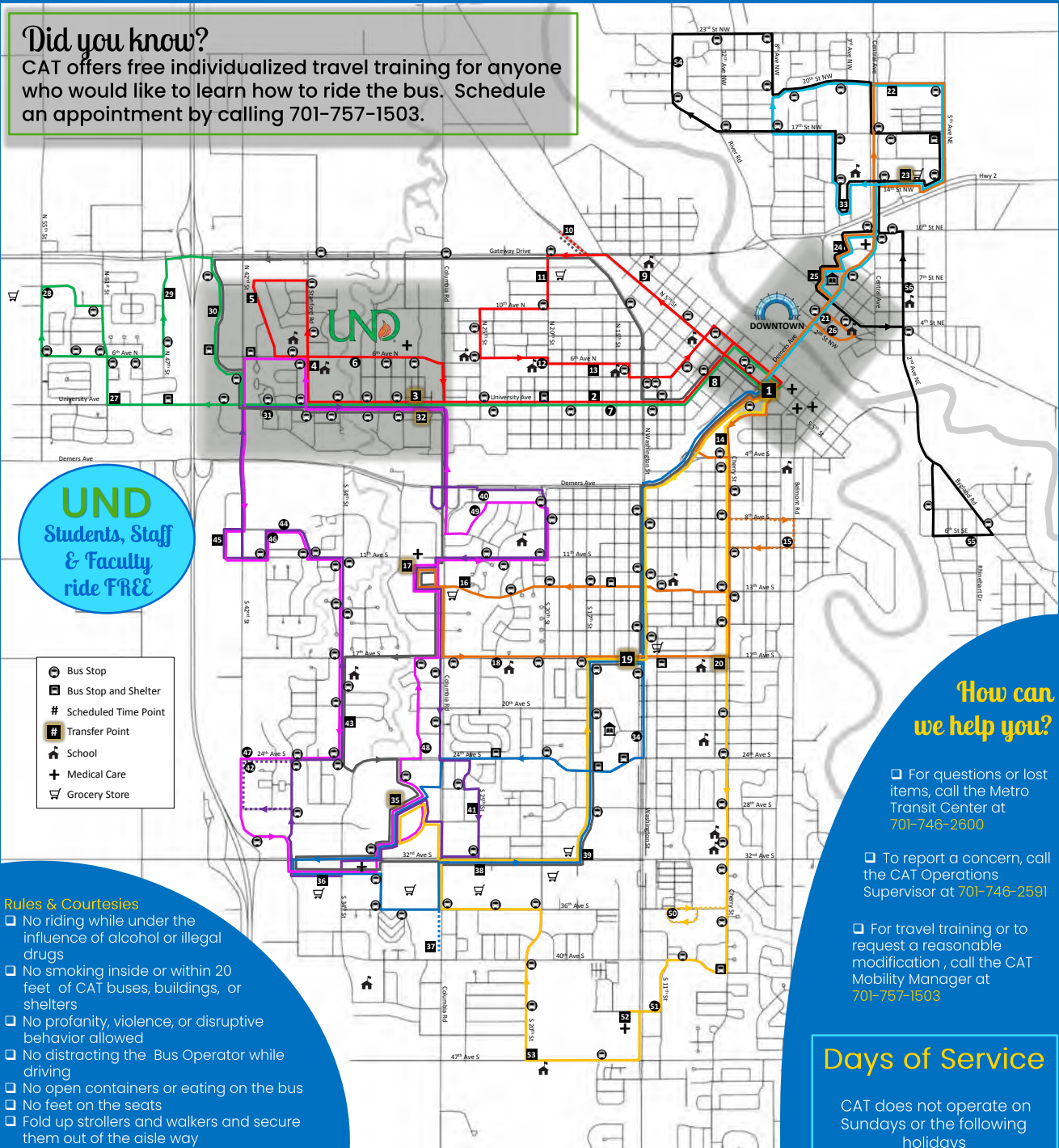
NOTE: Fare cards are non-refundable. Do not scratch or bend. Rechargeable fare media available for purchase at the Metro Transit Center.

For Your Safety

- Call 911 in case of emergency
- Be aware of your surroundings
- Remain seated while the bus is moving
- Do not walk in front of the bus
- Stay back from the painted yellow line
- Dress appropriately for adverse weather conditions
- If you see something suspicious, report it to the proper authority

Did you know?

CAT offers free individualized travel training for anyone who would like to learn how to ride the bus. Schedule an appointment by calling 701-757-1503.



UND
Students, Staff
& Faculty
ride FREE

- Bus Stop
- Bus Stop and Shelter
- Scheduled Time Point
- Transfer Point
- School
- Medical Care
- Grocery Store

Rules & Courtesies

- No riding while under the influence of alcohol or illegal drugs
- No smoking inside or within 20 feet of CAT buses, buildings, or shelters
- No profanity, violence, or disruptive behavior allowed
- No distracting the Bus Operator while driving
- No open containers or eating on the bus
- No feet on the seats
- Fold up strollers and walkers and secure them out of the aisle way
- Shirt and shoes or other footwear required
- Passengers must maintain appropriate, reasonable personal hygiene
- Limit carry-on items to one armload or the equivalent of two grocery bags
- Have your bus fare ready before boarding
- Use earphones to listen to music
- Small animals may be transported in a carrier
- Service animals are welcome on board

How can we help you?

- For questions or lost items, call the Metro Transit Center at 701-746-2600
- To report a concern, call the CAT Operations Supervisor at 701-746-2591
- For travel training or to request a reasonable modification, call the CAT Mobility Manager at 701-757-1503

Days of Service

CAT does not operate on Sundays or the following holidays

- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Day

We are committed to providing you with clean, safe, and reliable transportation.

NDDOT State of Good Repair Financially Constrained (2023 to 2045)

Table 3

Ref #	Roadway	Termini	Project Type	Agency	Time Frame	Federal/State Funds	City Match	YOE Total
REP-224	US 2 (Gateway Drive)	Grand Forks I-29 East to Columbia Road	CPR/DBR/Grind	NDDOT	Short-Range	\$753,000	\$0	\$753,000
REP-225	US 2 (Gateway Drive)	Gateway Drive-Columbia Road to Red River	CPR/DBR/Grind	NDDOT	Short-Range	\$811,000	\$0	\$811,000
REP-228A	US 2 Business	Grand Forks - Gateway Drive to DeMers	Chip Seal	NDDOT	Short-Range	\$45,900	\$5,100	\$51,000
REP-237	US 2 (Gateway Drive)	Grand Forks I-29 East to Columbia Road	CPR & Grind	NDDOT	Short-Range	\$753,000	\$0	\$753,000
REP-238	US 2 (Gateway Drive)	Gateway Drive - Columbia Road to Red River	CPR & Grind	NDDOT	Short-Range	\$811,000	\$0	\$811,000
REP-266A	US 81 Business	Grand Forks - South Washington Street (Hammerling to 8th Avenue South)	Reconstruct	NDDOT	Short-Range	\$5,329,800	\$592,200	\$5,922,000
REP-268A	US 81 Business	Grand Forks - South Washington Street (8th Avenue South to DeMers Avenue)	Reconstruct	NDDOT	Short-Range	\$1,065,600	\$118,400	\$1,184,000
REP-296	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Chip Seal	NDDOT	Short-Range	\$205,000	\$0	\$205,000
REP-305	Various	Various	Regional Traffic Signal Upgrade	NDDOT	Short-Range	\$6,514,200	\$723,800	\$7,238,000
REP-239A	I-29	N of ND 15 to Near 32nd Avenue Grand Forks (NB)	CPR & Grind	NDDOT	Short-Range	\$1,946,000	\$0	\$1,946,000
REP-239B	I-29	N of ND 15 to Near 32nd Avenue Grand Forks (SB)	CPR & Grind	NDDOT	Short-Range	\$1,946,000	\$0	\$1,946,000
REP-223	US 2 (Gateway Drive)	Grand Forks 55th Street East to I-29 East Bound	CPR/DBR/Grind	NDDOT	Mid-Range	\$570,600	\$63,400	\$634,000
REP-232	US 2 Business	DeMers to Red River (include 5th to 6th)	CPR/Grind	NDDOT	Mid-Range	\$158,000	\$0	\$158,000
REP-236	US 2 (Gateway Drive)	Grand Forks 55th Street East to I-29 West Bound	CPR & Grind	NDDOT	Mid-Range	\$634,000	\$0	\$634,000
REP-258A & REP-259A	US 81 Business	I-29 to South Washington Street	Reconstruct	NDDOT	Mid-Range	\$27,718,200	\$3,079,800	\$30,798,000
REP-262A	US 81 Business	Grand Forks South Washington Street (32nd Avenue South to 26th Avenue South)	CPR & Grind	NDDOT	Mid-Range	\$256,500	\$28,500	\$285,000
REP-263A	US 81 Business	Grand Forks - South Washington Street (26th Avenue to Hammerling)	CPR & Grind	NDDOT	Mid-Range	\$621,900	\$69,100	\$691,000
REP-277	US 81 Business	Grand Forks North Washington Street (.05 MI S 8th to 8th Avenue)	CPR & Grind	NDDOT	Mid-Range	\$9,000	\$1,000	\$10,000
REP-278	US 81 Business	Grand Forks North Washington Street (8th Avenue to 9th Avenue)	CPR & Grind	NDDOT	Mid-Range	\$29,700	\$3,300	\$33,000
REP-279	US 81 Business	Grand Forks North Washington Street (9th Avenue NE to 13th Avenue)	CPR & Grind	NDDOT	Mid-Range	\$262,800	\$29,200	\$292,000
REP-280	US 81 Business	Grand Forks North Washington Street (13th Avenue NE to US 2)	CPR & Grind	NDDOT	Mid-Range	\$36,000	\$4,000	\$40,000
REP-281	US 81 Business	Grand Forks North Washington Street (JCT US 2 to STA 105)	CPR & Grind	NDDOT	Mid-Range	\$285,300	\$31,700	\$317,000
REP-284	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (I-29 to Near 34th Street)	CPR & Grind	NDDOT	Mid-Range	\$540,900	\$60,100	\$601,000
REP-285	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (34th Street to US 2)	CPR & Grind	NDDOT	Mid-Range	\$1,641,600	\$182,400	\$1,824,000
REP-286	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (I-29 to US 2)	CPR & Grind	NDDOT	Mid-Range	\$2,046,600	\$227,400	\$2,274,000
REP-292	US 81 Business	DeMers Avenue to Dyke Avenue	CPR/Grind	NDDOT	Mid-Range	\$66,600	\$7,400	\$74,000
REP-294	US 81 Business	Dyke Avenue to .05 MI South of 8th Avenue	Reconstruction	NDDOT	Mid-Range	\$8,505,000	\$945,000	\$9,450,000
REP-297	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Mill & HBP 2"	NDDOT	Mid-Range	\$1,365,000	\$0	\$1,365,000
REP-240A	I-29	Near 32nd Avenue South N of HWY 2 Interchange	CPR & Grind	NDDOT	Mid-Range	\$1,635,000	\$0	\$1,635,000
REP-242A	I-29	N of ND 15 N to Near 32nd Avenue Grand Forks	CPR & Grind	NDDOT	Mid-Range	\$504,000	\$0	\$504,000
REP-246A	I-29	US 2 North	CPR & Grind	NDDOT	Mid-Range	\$1,134,000	\$0	\$1,134,000
REP-248A	I-29	South of North Grand Forks Interchange to North of North Grand Forks Interchange South Bound	CPR & Grind	NDDOT	Mid-Range	\$86,000	\$0	\$86,000
REP-243B	I-29	Near 32nd Avenue North to 32nd Avenue	CPR & Grind	NDDOT	Mid-Range	\$32,000	\$0	\$32,000
REP-245B	I-29	South US 2 to North US 2	CPR & Grind	NDDOT	Mid-Range	\$1,044,000	\$0	\$1,044,000
REP-254	I-29	N of US 2 North to South of N Grand Forks Interchange	CPR & Grind	NDDOT	Mid-Range	\$1,302,000	\$0	\$1,302,000
REP-228B	US 2 Business	Grand Forks - Gateway Drive to DeMers	Mill & HBP 3"	NDDOT	Long-Range	\$2,537,100	\$281,900	\$2,819,000
REP-228C	US 2 Business	Grand Forks - Gateway Drive to DeMers	Chip Seal	NDDOT	Long-Range	\$99,000	\$11,000	\$110,000
REP-258B	US 81 Business	32nd Avenue South Grand Forks (STA 14 to 95) 4 LN	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-259B	US 81 Business	32nd Avenue South Grand Forks (STA 95 to S. Washington) 5 LN	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-262B	US 81 Business	Grand Forks South Washington Street (32nd Avenue South to 26th Avenue South)	CPR & Grind	NDDOT	Long-Range	\$365,400	\$40,600	\$406,000
REP-263B	US 81 Business	Grand Forks - South Washington Street (26th Avenue to Hammerling)	CPR & Grind	NDDOT	Long-Range	\$885,600	\$98,400	\$984,000
REP-266B	US 81 Business	Grand Forks - South Washington Street (Hammerling to 8th Avenue South)	CPR & Grind	NDDOT	Long-Range	\$502,200	\$55,800	\$558,000
REP-268B	US 81 Business	Grand Forks - South Washington Street (8th Avenue South to DeMers Avenue)	CPR & Grind	NDDOT	Long-Range	\$144,900	\$16,100	\$161,000
REP-289	US 2 (Gateway Drive)	US 2 over the Red River, Bridge 9090 (Kennedy)	Repaint Bridge	NDDOT	Long-Range	\$2,750,000	\$0	\$2,750,000
REP-291	US 2 Business	US 2B over the Red River, Bridge 4700 (Sorlie)	Repaint Bridge	NDDOT	Long-Range	\$2,475,000	\$275,000	\$2,750,000
REP-293	US 81 Business	DeMers Avenue to Dyke Avenue	CPR/Grind	NDDOT	Long-Range	\$94,500	\$10,500	\$105,000
REP-295	US 81 Business	Dyke Avenue to .05 MI South of 8th Avenue	CPR/Grind	NDDOT	Long-Range	\$296,100	\$32,900	\$329,000
REP-298	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Chip Seal	NDDOT	Long-Range	\$399,000	\$0	\$399,000
REP-306	Various	Various	Regional Traffic Signal Upgrade	NDDOT	Long-Range	\$14,301,900	\$1,589,100	\$15,891,000
REP-299	I-29	HWY 2 Interchange to North of Grand Forks (NB)	CPR & Grind	NDDOT	Long-Range	\$9,511,000	\$0	\$9,511,000
REP-240B	I-29	Near 32nd Avenue South N of HWY 2 Interchange	CPR & Grind	NDDOT	Long-Range	\$2,326,000	\$0	\$2,326,000
REP-243A	I-29	Near 32nd Avenue North to 32nd Avenue	CPR & Grind	NDDOT	Long-Range	\$717,000	\$0	\$717,000
REP-244A	I-29	32nd Avenue North to South US 2	CPR & Grind	NDDOT	Long-Range	\$3,790,000	\$0	\$3,790,000
REP-245A	I-29	South US 2 to North US 2	CPR & Grind	NDDOT	Long-Range	\$3,790,000	\$0	\$3,790,000
REP-247	I-29	North of US 2 North to South of North Grand Forks Interchange	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-242B	I-29	N of ND 15 N to Near 32nd Avenue Grand Forks	CPR & Grind	NDDOT	Long-Range	\$122,000	\$0	\$122,000
REP-244B	I-29	32nd Avenue North to South US 2	CPR & Grind	NDDOT	Long-Range	\$46,000	\$0	\$46,000
REP-246B	I-29	US 2 North	CPR & Grind	NDDOT	Long-Range	\$1,486,000	\$0	\$1,486,000
REP-248B	I-29	South of North Grand Forks Interchange to North of North Grand Forks Interchange South Bound	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-300	I-29	HWY 2 Interchange to North of Grand Forks (NB)	CPR & Grind	NDDOT	Long-Range	\$3,511,000	\$0	\$3,511,000
Totals						\$114,814,900	\$8,583,100	\$123,398,000

Setup Scoring Categories & Factors

Score System State Highways



Max. Score 100

Max. Score 100

Adjust Scoring Categories

Expected

Achieved

Goals	Description	Weight	Points	Weight	Points
1	Economic vitality Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.	15 %	15 pts	13 %	13 pts
2	Security Increase security of the transportation system for motorized and non-motorized uses.	5 %	5 pts	4 %	4 pts
3	Accessibility and Mobility Increase the accessibility and mobility options for people and freight by providing more transportation choices.	10 %	10 pts	3 %	3 pts
4	Environmental/Energy/QOL Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities – whether urban, suburban, or rural.	10 %	10 pts	7 %	7 pts
5	Integration and Connectivity Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit.	10 %	10 pts	2 %	2 pts
6	Efficient System Management Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability.	10 %	10 pts	5 %	5 pts
7	System Preservation Emphasize the preservation of the existing transportation system by first targeting federal funds towards infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes.	15 %	15 pts	13 %	13 pts
8	Safety Increase safety of the transportation system for motorized and non-motorized uses.	10 %	10 pts	1 %	1 pts
9	Resiliency and Reliability Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	10 %	10 pts	1 %	1 pts
10	Tourism Enhance travel and tourism.	5 %	5 pts	3 %	3 pts
TOTAL		100 %	100 pts	51 %	51 pts

TIP SCORING SHEETS



0= No
1= Yes

State Highway

Project Number

Project Name

MPO SCORING SHEET FOR EACH PROJECT

Goal 1	Economic Vitality	Expected Weight (%)= 15	
Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objectives		
	1.1 Recognize and identify investments that support current & future state highway network development plan	1	2.50
	1.2 Focus on highway network expansion and prime corridors in areas that are contiguous to current and future developed areas	1	2.50
	2 Enhance the state's economic competitiveness through the movement of goods and services	1	2.50
	3 Support efficient local and state highway, multimodal terminal connections for freight and rail movement	1	2.50
	4 Work located on identified truck route or identified in Freight Study	1	2.50
	5 Consistent with regional or state economic development plans	0	0.00
		Total	12.50
Goal 2	Security	Expected Weight (%)= 5	
Increase the security of the transportation system for motorized and non-motorized users		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Identify and maintain security of critical street and highway system assets.		
	1.1 Coordinate with regional emergency/security/hazardous materials movement	1	0.71
	1.2 Evaluate and manage the security of the transportation network, especially in critical areas	1	0.71
	1.3 Coordinate/improves Bridge Closure Management Plan	1	0.71
	1.4 Coordinate/improves Special Events Management Plan	1	0.71
	2 Support state and regional emergency, evacuation, and security plans.		
	2.1 Consistent with regional emergency and security planning system (ITS Regional Architecture)	1	0.71
	2.2 Provide necessary security training and equipment to monitor the security of the transportation infrastructure	0	0.00
	2.3 Coordinate with safety/security agencies of the state to prevent harmful activities	0	0.00
		Total	3.57
Goal 3	Accessibility and Mobility	Expected Weight (%)= 10	
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion delays	1	1.67
	2 Provides acceptable LOS for all state highways, intersection and facilities as recommended in LRTPs	0	0.00
	3 Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes	0	0.00
	4 consistent with state access control regulations	1	1.67
	5 Enhances the range of freight service options available to regional business	0	0.00
	6 Implements recommendations in ADA, railroad or any other ROW transition plans	0	0.00
		Total	3.33

Goal 4	Environmental/Energy/QOL		Expected Weight (%)=	10
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.</i>		
	1.1	<i>Implements context sensitive solutions</i>	1	1.67
	1.2	<i>Address EJ analysis process</i>	1	1.67
	1.3	<i>Avoids or minimize impacts to wetlands or other natural habitats or cultural/historic resources</i>	1	1.67
	1.4	<i>Incorporates innovative stormwater management techniques</i>	0	0.00
	2	<i>Maintain and improve quality of life along streets and highways</i>	1	1.67
	3	<i>Maintain and improve regional air quality by promoting nonmotorized travel</i>	0	0.00
			Total	6.67

Goal 5	Integration and Connectivity		Expected Weight (%)=	10
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from regional land use plans.</i>		
	1.1	<i>Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps.</i>	0	0.00
	1.2	<i>Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).</i>	1	1.67
	2	<i>Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs</i>		
	2.1	<i>Invest in signage techniques to reduce excessive travel delays and traffic congestion</i>	0	0.00
	2.2	<i>Maximize direct travel trips between states</i>	0	0.00
	2.3	<i>Maintain and update street and highway functional classification consistent with FHWA guidelines</i>	0	0.00
2.4	<i>Address last segment/link of corridor</i>	0	0.00	
			Total	1.67

Goal 6	Efficient System management		Expected Weight (%)=	10
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Implement best practice programming and innovative financing alternatives</i>		
	1.1	<i>Identify potential source of budget for year-round maintenance</i>	0	0.00
	1.2	<i>Provide an efficient and cost-effective motorized transport system</i>	1	1.25
	1.3	<i>Improving operations without adding through capacity</i>	0	0.00
	2	<i>Involve all local partners in the transportation planning process.</i>	1	1.25
	3	<i>Cooperate across jurisdictional boundaries to create an integrated transportation network.</i>	1	1.25
	4	<i>Maintain and update the regional ITS architecture</i>		
	4.1	<i>Enhances interoperability among modal equipment and technologies</i>	0	0.00
	5	<i>Demonstrates analysis of project risk in implementation</i>	1	1.25
6	<i>Includes specific evaluation method to provide a measurement of effectiveness by collecting real time traffic data</i>	0	0.00	
			Total	5.00

Goal 7	System Preservation		Expected Weight (%)=	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Cost effectively preserve, maintain and improve the existing transportation network systems and capacity		
	1.1	Utilize pavement management system results	1	2.50
	1.2	Emphasizes system rehabilitation rather than expansion	1	2.50
	1.3	Incorporate cost-effective maintenance and technologies new to the MPO area	0	0.00
	1.4	Preserve railroad ROW or other existing ROW	1	2.50
	2	Contributes to better system maintenance	1	2.50
	3	Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.	1	2.50
			Total	12.50

Goal 8	Safety		Expected Weight (%)=	10
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Address locations identified as high crash locations in LRTP and review crash data to improve roadway design and traffic control elements	0	0.00
	2	Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in highways	0	0.00
	3	Consistent with Strategic local and regional Highway Safety Plan		
	3.1	Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts	0	0.00
	3.2	Ensure that roadway design and traffic control elements support appropriate and safe speeds	0	0.00
	3.3	Improve sight distance at signalized and un-signalized intersections	0	0.00
	3.4	Improve the roadway and driving environment to better accommodate drivers' needs	1	1.11
	3.5	Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists	0	0.00
	4	Enhances public safety of nonmotorized users	0	0.00
	5	Enhances safe and well-designed route to school zones and college campuses	0	0.00
			Total	1.11

Goal 9	Resiliency and Reliability		Expected Weight (%)=	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Reduce state highway system vulnerability to snow and storm water		
	1.1	Maintain passable highways under all reasonable weather conditions	0	0.00
	1.2	Strategically design and maintain state highway system to operate under all reasonable weather conditions	0	0.00
	1.3	Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction	0	0.00
	2	Support the region's resilience and travel reliability through efficient detour and evacuation routes		
	2.1	During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or	1	1.25
	2.2	Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during inci	0	0.00
	2.3	Provide auxiliary power sources to operate traffic signals when mainline power is interrupted	0	0.00
	2.4	Maintain on-time project performance and implementation	0	0.00
	2.5	Improve engagement of transportation system, across and between modes, partners and stakeholders	0	0.00
			Total	1.25

Goal 10	<i>Travel & Tourism</i>		Expected Weight (%)=	5
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Maintain convenient and intuitive state highway access to major activity centers and tourist spots</i>		
	1.1	<i>Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Forks</i>	1	1.00
	1.2	<i>Identify, coordinate, and communicate traffic plans for statewide simultaneous events</i>	1	1.00
	1.3	<i>Establish partnerships to foster tourism activities within state</i>	0	0.00
	2	<i>Enhance safety /easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area</i>	1	1.00
	3	<i>Provides landscaping/streetscaping or similar amenities</i>	0	0.00
			Total	3.00

**URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET**

DATE: 10/30/2023

PRIORITY# 2 - 2025

Regional: (Y)/N

Urban Roads: Y/(N)

City: Grand Forks Street: Bus US 81/S Washington St (Demers Ave S to Hammerling Ave) in 2025

County: Grand Forks

Length: ~.6 miles

Proposed Improvement: Microseal of Bus US 81/S Washington St from Hammerling Ave to Demers Ave.

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W MISC	Utility	Constr.	Bridges	Non- Participating	Total
56	38	13		372			479

Present Road: Surface Width? 60'

Surface Type? 9" Concrete with asphalt overlay

On Street Parking Allowed? _____ Present: (No) One Side Both Sides Angle Parallel
Proposed: (No) One Side Both Sides Angle Parallel

Proposed Improvements		
ADT Present: ~27,000	Yr: 2021	Travel Way Width : 60'
ADT Design: ~37,000-38,000	Design year 2045	No. of Lanes: 5
Design Speed: 35 MPH		Roadway Width: 60'
Maximum Curve: _____		Min. R/W Width: 80'
Maximum Grade: _____		

Right of Way
Will Additional ROW or easement be acquired? No ROW acquisition by: City (DOT)
Has any ROW easements been acquired since 7-1-72: Likely ROW Condemnation by: City (DOT)
Est. No. of occupied family dwelling to be displaced? None Anticipated
Est. No. business to be displaced? None Anticipated

Impacts

Will there be any additional Impacts (Cultural and Environmental Resources): None Anticipated
Will there be any impacts to 4(f) or 6(f) properties: None Anticipated
Airports: No Public Hearings: Not Anticipated
Environmental Classification (Cat-Ex, EA, EIS): CED anticipated
Transportation Enhancements: To be determined during the NEPA phase
Intermodal: To be determined during the NEPA phase
Pedestrian Needs: To be determined during the NEPA phase

Railroads Crossings

RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
None						

Purpose and Need Statement:

The pavement has reached a point in which reconstruction should be considered to address underlying pavement issues and address other deficiencies. This microseal project would help extend the life of the current pavement until the reconstruct can be performed.

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section?
The original concrete pavement was constructed in 1952 with asphalt mill and overlays in 1974, 1985, 2002 and 2018. The pavement is in relatively good condition as it was overlaid in 2018, at the time of the proposed project, the pavement surface will be seven years old. However, the pavement underneath the asphalt overlay continues to deteriorate.
2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?
This section of roadway contains four through lanes, two in each direction, as well as a shared left turn lane. All lanes are approximately 12' wide.
3. What is the condition of the pavement section?
 - A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
 - B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.

With the overlay in 2018, the pavement is in good condition, however the subsurface pavement is showing deterioration, which will likely result in deterioration in the asphalt. A pavement condition index and International Roughness Index analysis was completed in 2021. The average PCI value was 89 for both NB and SB lanes, and the average IRI values were 116 in/mi (SB) and 110 in/mi (NB).

4. Any existing geometric concerns?
The intersection of Bus US81/Washington St. and Demers Ave. currently has right-turn slip lanes. These geometric features will likely need to be examined for other alternatives to handle traffic. This condition makes it difficult to place signal poles and light poles without narrowing the usable sidewalk width.
5. Are there any access points to adjoining properties that present a special concern?
There are several existing access points for businesses along this corridor. The MPO Washington Street Corridor Study recommends to close or consolidate some access points, which is an item that should likely be developed as part of a reconstruction project.
6. Are there any existing sidewalks or shared use path in place?
There are existing sidewalks on both sides of the road. These sidewalks span from back of the curb to the edge of the existing right-of-way line.
7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
The existing storm sewer had surface repair work completed by the city prior to the mill and overlay project in 2018. This did not address any subsurface issues. Further investigation will be required in order to determine the extent of any storm sewer repairs or replacement.
8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
The existing city waterline and sanitary sewer lines primarily cross Bus 81/S Washington St, there are some short sections which run parallel to this street. The condition of these utilities is unknown and will need further investigation.
9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
The existing street lighting system is 40' steel davit arm style poles, with 250W High Pressure Sodium (HPS) fixture with staggered spacing placed on both sides of the road in the sidewalks.
10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?
There is a traffic signal located at the intersection of Bus 81/S Washington St and 13th Ave S. The signal appears to have been installed in or around 1972 and appears to be 52 years old. The current signal is proposed to be replaced with the

regional traffic signal rehabilitation project currently programmed in the STIP in 2025. Additionally, the traffic signals at DeMers Ave will be sandblasted and painted as part of the upcoming Urban Traffic Signal Rehabilitation Project currently programmed for 2025.

Remarks:

City Engineer: Allen R. J.

Date: 11/15/23

District Engineer: Edward Parikh

Date: 11/16/23

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

2025-2028 TIP
 Cost Estimating Basis

10/6/2023

2023 Project Cost History

Urban Projects

Base Construction Costs 2023

Costs are per mile

Street N Washington St/Hwy 81
 To/From Demers Ave to Hammerling Ave
 Type Microseal

	<u>Surfacing</u>
Construction & CE Only	\$600,000
Total Cost	\$668,000
Assumption	
CE is 10% of Construction	
Base Construction	\$545,455
Total Cost/Base Const	122.5%
Design Engineering	15%
Construction Engineering	10%
ROW/MISC	3.3%

Year of Expenditure	2025
Length (ft)	3,350
Length (mi)	0.63
Base Const Cost/mi	\$545,455
Inflated Const Cost/mi 4%	\$372,000
Const Cost	\$372,000
Design Eng	\$56,000
Const Eng	\$38,000
ROW/MISC	\$13,000
Total Project Cost	\$479,000

Construction Cost Breakdown

Contract Bond	1%
Mobilization	10%
Traffic Control	5%
Erosion Control	5%
Pavement	74%
Signing/Striping	5%
	100%

Base Const Cost Breakdown

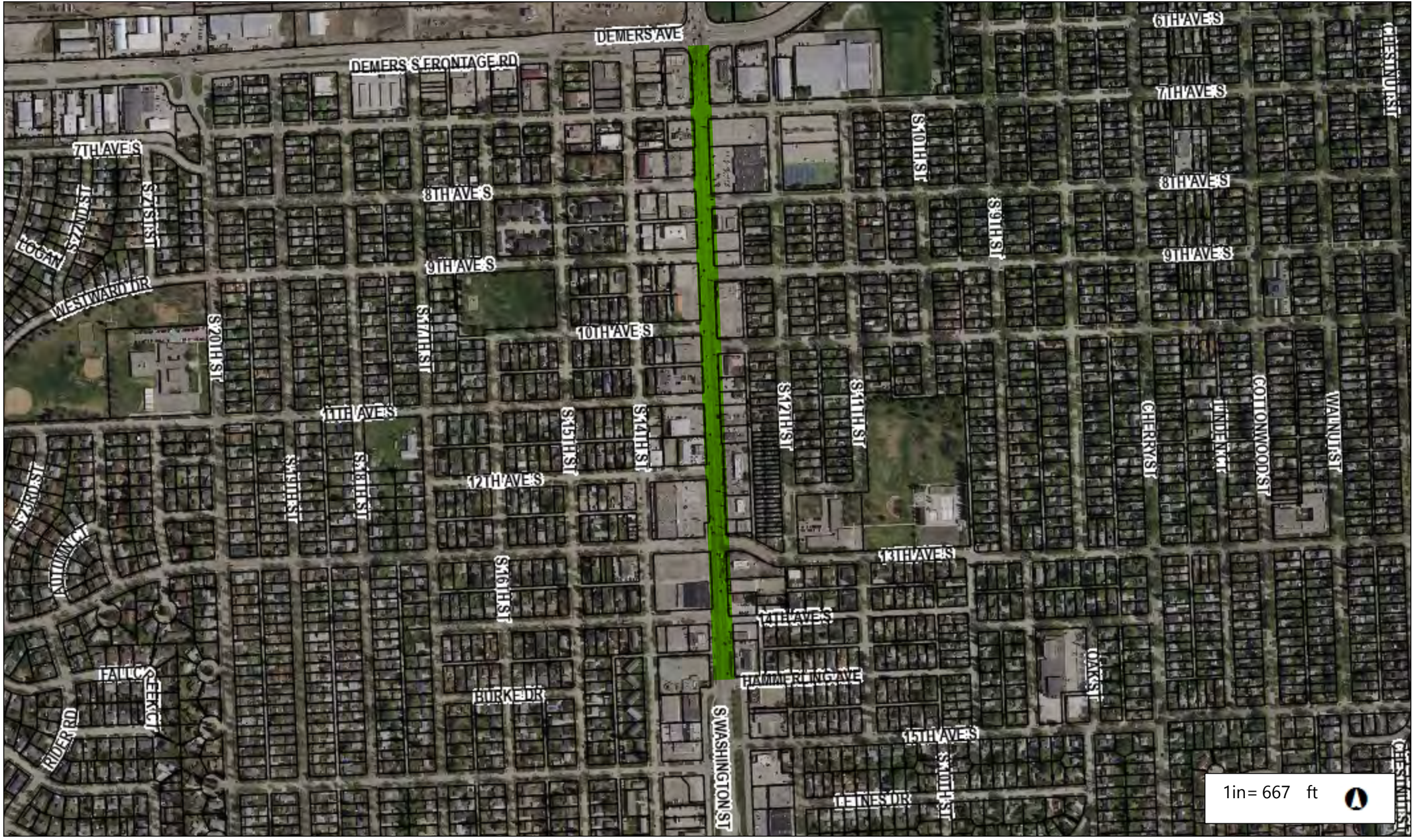
Contract Bond	\$3,720
Mobilization	\$37,200
Traffic Control	\$18,600
Erosion Control	\$18,600
Pavement	\$275,280
Signing/Striping	\$18,600
Const Total	\$372,000


*Cost is doubled due to 4-lane reconstruct

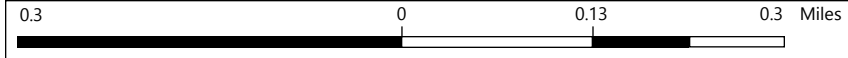
** Computed cost per mile
 by comparing cost per mile
 percentage of 2009 microseal
 project 6429.01 to 2009 mill
 and overlay cost per mile.
 Approx 40% of
 M & O CPM

***Total cost was calculated by
 taking percentage of microseal
 Const & CE to total cost on
 2023 NDDOT project cost
 history

Microseal Bus US 81/S Washington St (Demers Ave to Hammerling Ave) - 2025



1in= 667 ft 



NAD_1983_StatePlane_North_Dakota_North_FIPS_3301_Feet
City of Grand Forks GIS

All dimensions, descriptions, measurements, boundaries and data contained in this nonstandard document are included for general information only. No warranties or covenants are made or given by the City of Grand Forks. Any user must confirm the accuracy of the same with official records, and/or by survey.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Recommended Alternatives

Corridor Improvements

As part of the Washington Street Corridor Study, improvement recommendations were developed to address vehicle, pedestrian, bicycle and transit transportation needs within the corridor. The purpose of formulating recommendations is to identify the alternatives that most effectively meet the overall study goal of creating a safe, efficient and harmonic transportation environment for all road users while limiting business impacts. Recommendations are subject to change based upon new or varied information uncovered during project development.

Vehicular Improvements

Recommendation: Reconstruct the Corridor With Existing Basic Lane Configuration

With the exception of the corridor section south of Hammerling Avenue, the original pavement section along the Washington Street corridor was built between 1940 and 1964. Structural overlays have maintained acceptable rideability and roadway conditions throughout the corridor except underneath the BNSF Railway Bridge structure. The section of corridor has been limited to rehabilitation efforts due to vertical clearance constraints underneath the bridge. At some point in the future, the pavement along the corridor will approach the end of its useful life. At this time, either an additional structural overlay or a full roadway reconstruction should be considered. In conjunction with the City and State's pavement management plan, it is recommended the corridor be reconstructed sometime within the study horizon to maintain a suitable driving surface.

The existing lane configuration is recommended to be reconstructed with 12-foot wide lanes. This allows for an additional four feet throughout the corridor to be used for widening sidewalks.

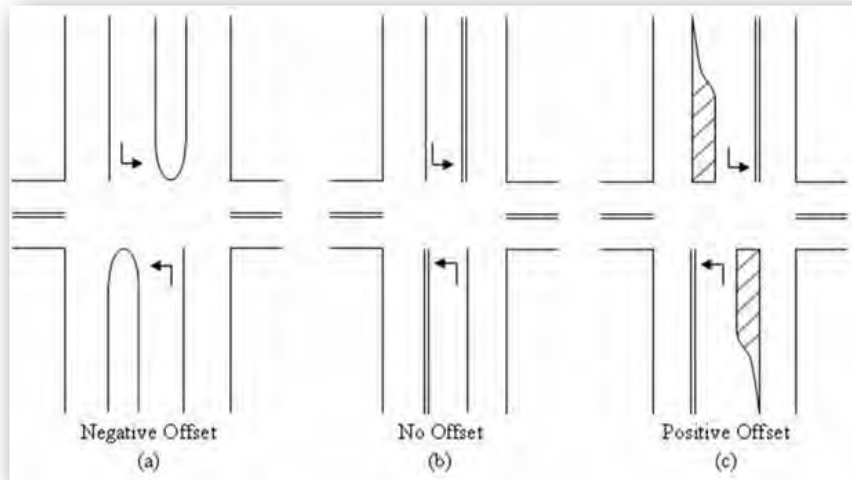
Discarded Alternative: Temporary Roadway Rehabilitation Only

Pavement rehabilitation such as structural overlays may temporarily extend the lifespan of the roadway section along Washington Street. However, these improvements do not improve the base sections of the roadway that continue to deteriorate. Based upon the current age of the base pavement on Washington Street north of Hammerling Avenue, it is anticipated that this base section will reach or nearly approach the end of its useful life sometime before 2035. Furthermore, exclusive pavement rehabilitation eliminates the option to narrow the roadway cross-section which limits any potential pedestrian and ADA related improvements. Temporary rehabilitation efforts are not discarded as a potential improvement alternative for this section of the corridor; however, they were discarded as the only required alternative through the study horizon year of 2035.

Discarded Alternative: Positive Offset Turn-Lanes

Ideally, roadways are configured to prevent left-turn lanes with negative or no offset. Turn-lanes with negative or no offset reduce sight distance for left-turning vehicles due to the presence of a vehicle in the opposing left-turn lane obstructing the view of oncoming motorists. To modify the lane configuration to a positive offset alignment would require, at minimum, 12 feet of additional ROW. The option was discarded for business impact considerations. Additionally, all locations with left-turn crash rates higher than anticipated were addressed through site specific improvement strategies.

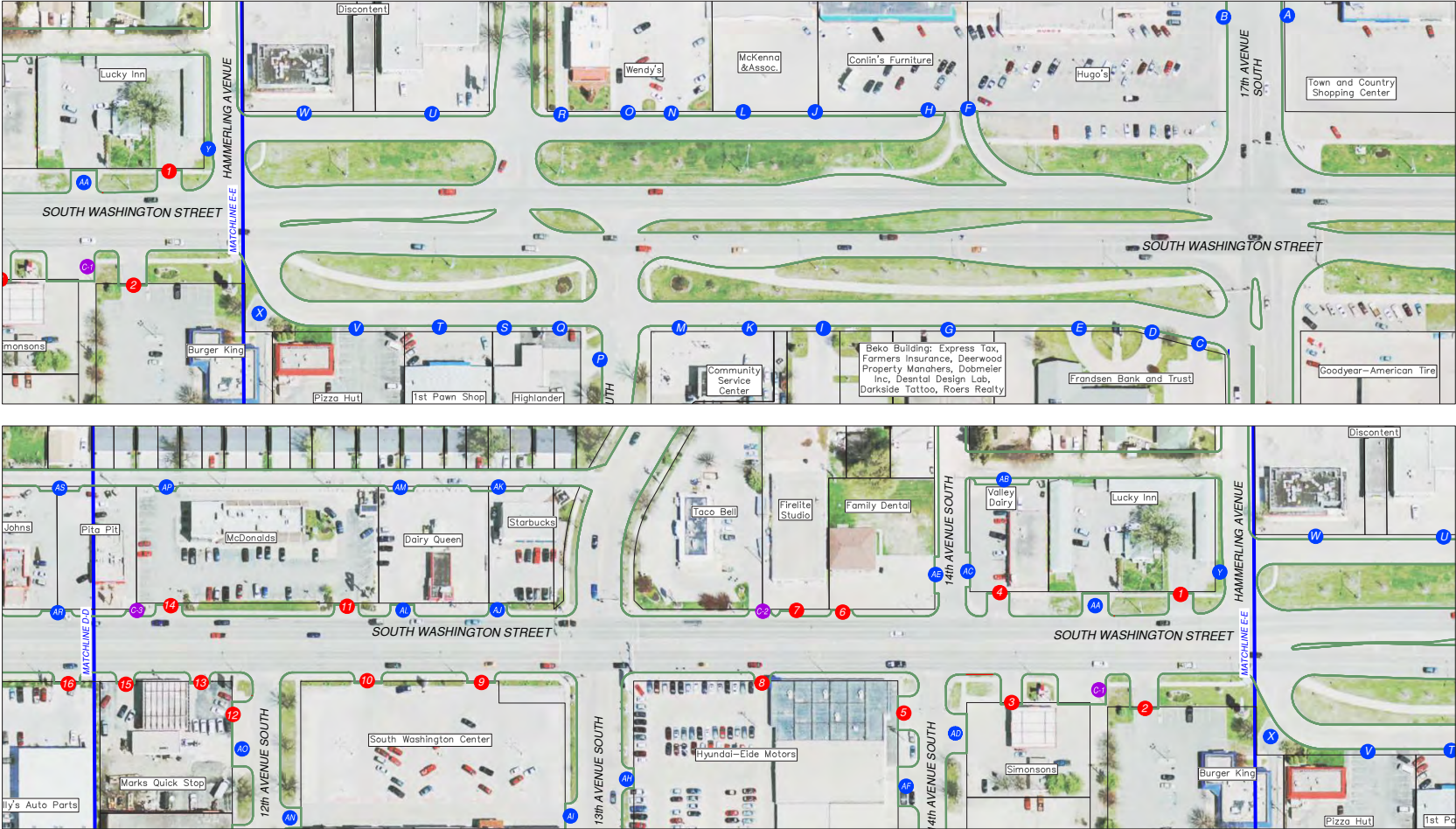
FIGURE 7.1 – Illustration of Negative, No and Positive Offset Left-Turn Lanes



Recommendation: Implement Access Management Plan

An access management plan was prepared to reduce conflicts and crashes based upon a review of existing property uses, access locations and crash history. Although complete access control is impractical due to business functionality and mobility concerns, opportunities exist to improve mid-block traffic flow through implementation of driveway modifications. The strategy eliminated redundant access points onto Washington Street, relocated access points from Washington Street to side-streets or alleyways with low traffic volumes or consolidated adjacent property access points. It is important to note closed driveways may divert traffic to alleyways that formerly experienced minimal traffic volumes. In response to the changes in travel patterns, all unpaved alleyways that are anticipated to experience higher traffic volumes post-reconstruction are recommended to be paved. The strategy removed 100 percent of the driveways onto Washington Street north of DeMers Avenue and 71 percent of the driveways south of DeMers Avenue (refer to FIGURES 7.2 A-7.2 C and Tables 7.1 A and 7.1B for documentation of the recommended access management plan).

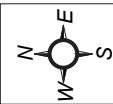
It is important to note that inactive driveways are documented in TABLE 7.1 A and 7.1B. Inactive accesses within the corridor are the result of several car dealerships and autobody shops along the corridor that have one or more of their driveways blocked by parked vehicles. It is important to consider these access points in the event that a driveway is utilized in the future by the current business or in the event that these sites are redeveloped.



Note: All driveways with access to Washington Street shall be reconfigured to conform to Grand Forks City Code, North Dakota Department of Transportation, and ADA design standards and requirements if not currently in conformance.

LEGEND

- T Removed Access
- A Remaining Access
- C Consolidated Access

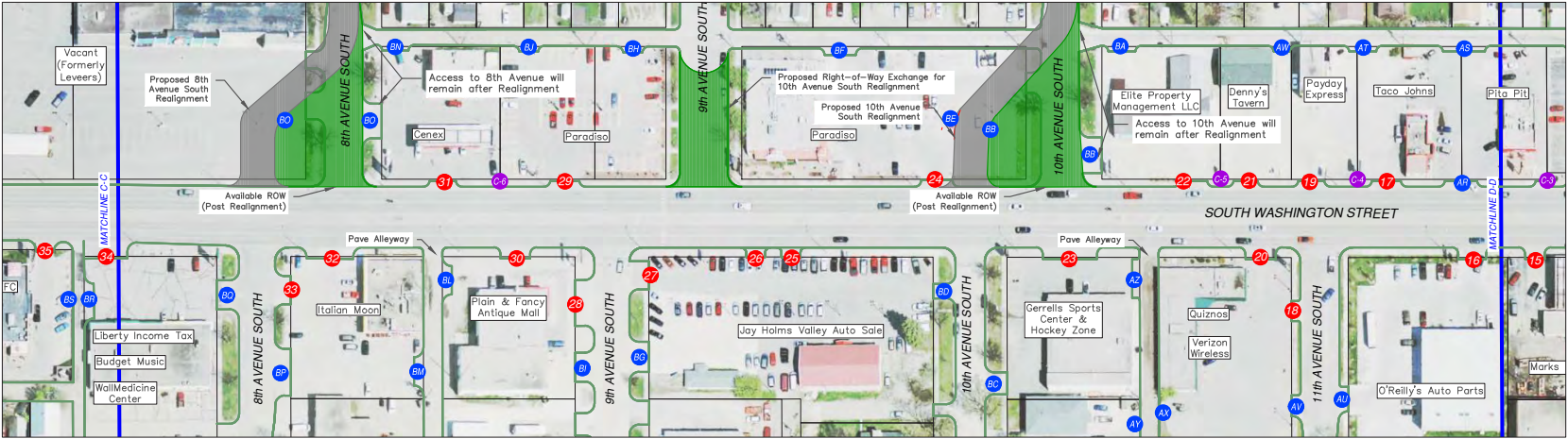


Washington St. Corridor Study
Grand Forks - East Grand Forks MPO

Access Management Plan



FIGURE 7.2 A – Access Management Plan



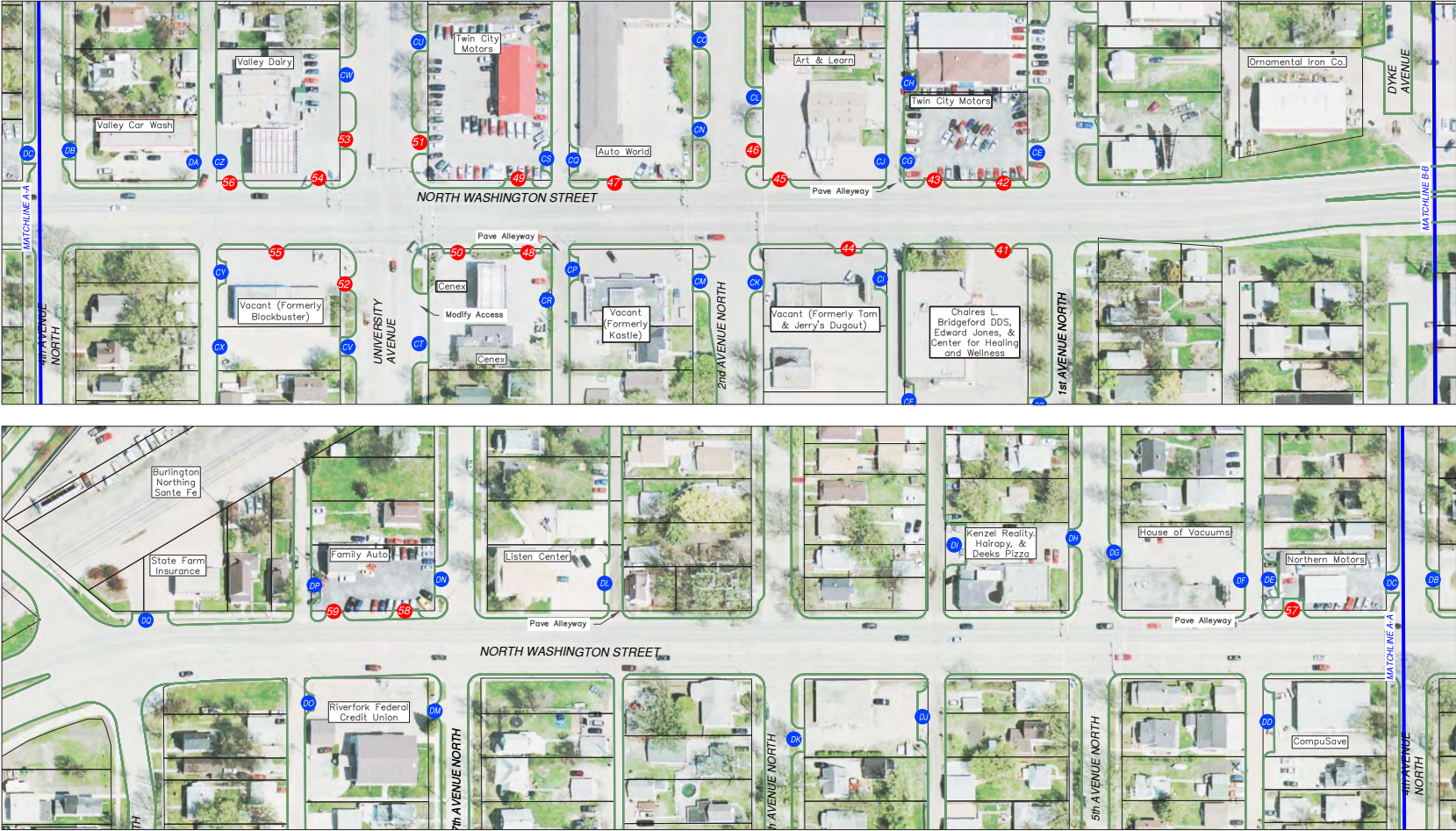
Note: All driveways with access to Washington Street shall be reconfigured to conform to Grand Forks City Code, North Dakota Department of Transportation, and ADA design standards and requirements if not currently in conformance.

- LEGEND**
- Removed Access
 - Remaining Access
 - Consolidated Access


Washington St. Corridor Study
 Grand Forks - East Grand Forks MPO

Access Management Plan


FIGURE 7.2 B – Access Management Plan



Note: All driveways with access to Washington Street shall be reconfigured to conform to Grand Forks City Code, North Dakota Department of Transportation, and ADA design standards and requirements if not currently in conformance.

LEGEND

- Removed Access
- Remaining Access
- Consolidated Access


Washington St. Corridor Study
 Grand Forks - East Grand Forks MPO

Access Management Plan

 Kadmas
 Lee &
 Jackson
 Engineers Surveyors
 Planners

FIGURE 7.2 C – Access Management Plan

WASHINGTON ST. CORRIDOR STUDY

TABLE 7.1 A – Access Management Plan

Removed Access ID	Impacted Business	Remaining Access ID	Location of Remaining Access Point(s)	Notes
1	Lucky Inn	Y	Hammerling Ave	
		AA	Washington St	
2	Burger King	X	Washington St service road	
		C-1	Washington St	New consolidated access point shared with Simonson's
3	Simonson's	C-1	Washington St	New Consolidated access point shared with Burger King
		AD	14th Ave S	
4	Valley Dairy	AB	East alley	
		AC	14th Ave S	
5, 8	Hyundai-Eide Motors	AF	14th Ave S	
		AH	13th Ave S	
6	Family Dental	AE	14th Ave S	
7	Firelite Studio	C-2	Washington St	New consolidated access point shared with Taco Bell
9, 10	South Washington Center	AI	13th Ave S	
		AN	12th Ave S	
11, 14	McDonald's	C-3	Washington St	New consolidated access point shared with Pita Pit
		AP	East alley	
12, 13, 15	Mark's Quick Stop	AO	12th Ave S	
16	O'Reilly's Auto Parts	AU	11th Ave S	
17	Taco John's	C-4	Washington St	New consolidated access point shared with Payday Express
		AR	Washington St	Shared with Pita Pit
		AS	East alley	Shared with Pita Pit
		AT	East alley	Shared with Payday Express
18, 20	Quizno's & Verizon Wireless	AV	11th Ave S	
		AX	North alley	
19	Payday Express	C-4	Washington St	New consolidated access point shared with Taco John's
21	Denny's Tavern	C-5	Washington St	New consolidated access point shared with Elite Property Mgmt
		AW	East alley	
22	Elite Property Management LLC	1-B	Washington St	New consolidated access point shared with Denny's Tavern
		BA	East alley	
		BB	10th Ave S	
23	Garrell's Sports Center & Hockey Zone	AZ	South alley	
		BC	10th Ave S	
24	Paradiso	BE	10th Ave S	
		BF	East alley	
25, 26, 27	Jay Holm's Valley Auto Sale	BD	10th Ave S	Driveways 25 and 26 are currently inactive
		BG	9th Ave S	

WASHINGTON ST. CORRIDOR STUDY

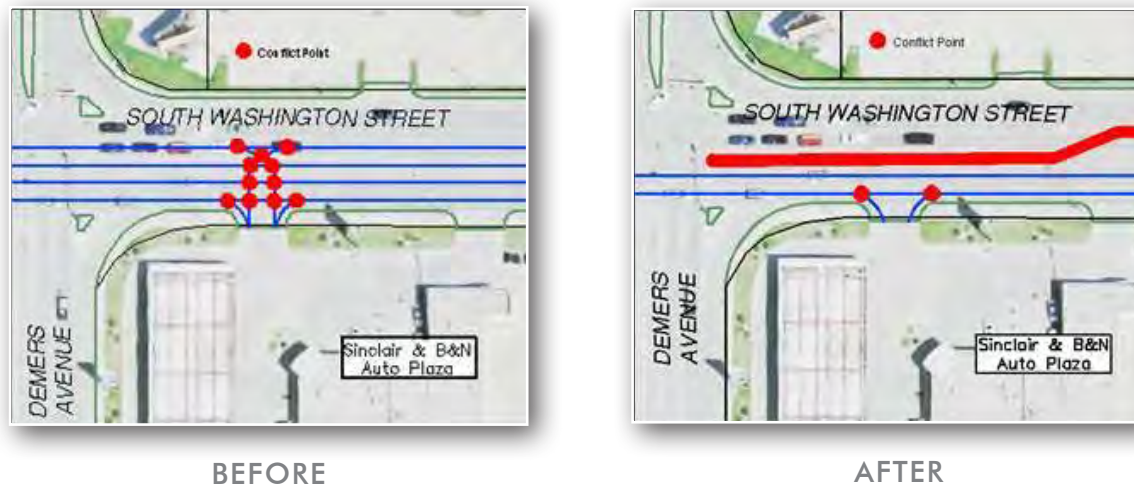
TABLE 7.1 B – Access Management Plan

Access Management		Trip Reassignment		
Removed Access ID	Impacted Business	Remaining Access ID	Location of Remaining Access Point(s)	Notes
28, 30	Plain and Fancy Antique Mall	BI	9th Ave S	
		BL	North alley	
29	Paradiso	BH	East alley	
		BJ	East alley	
		C-6	Washington St	New consolidated access point shared with Cenex
31	Cenex	C-6	Washington St	New consolidated access point shared with Cenex
		BN	East alley	
		BO	8th Ave S	
32, 33	Italian Moon	BM	South alley	
		BP	8th Ave S	
34	Liberty Income Tax, Budget Music, & Wall Medicine Center	BQ	8th Ave S	
		BR	North alley	
35, 36	KFC	BS	South alley	
		BT	7th Ave S	
37, 38, 40	Vacant (Formerly Mi Mexico)	BX	7th Ave S	
		CA	East alley	
		CC	East alley	
39	Sinclair & B and N Auto Plaza	BW	7th Ave S	
		BY	West alley	
		BZ	Washington St	
		CB	West alley	
41	Charles L. Bridgeford DDS, Edward Jones, & Center for	CD	1st Ave N	
		CF	North alley	
42, 43	Twin City Motors	CE	1st Ave N	Driveway 42 is currently inactive
		CG	North alley	
44	Vacant (Formerly Tom and Jerry's Dugout)	CI	South alley	
		CK	2nd Ave N	
45, 46	Art and Learn	CJ	South alley	
		CL	2nd Ave N	
47	Auto World	CN	2nd Ave N	
		CO	2nd Ave N	
		CQ	North alley	
48, 50	Cenex	CR	South alley	
		CT	University Ave	
49	Twin City Motors	CS	South alley	Driveway 49 is currently inactive
		CU	University Ave	
51	Twin City Motors	CS	South alley	Driveway 51 is currently inactive
		CU	University Ave	
52, 55	Vacant (Formerly Blockbuster)	CV	University Ave	
		CX	North alley	
		CY	North alley	
53, 54, 56	Valley Dairy	CW	University Ave	
		CZ	North alley	
57	Northern Motors	DC	4th Ave N	Driveway 57 is currently inactive
		DE	North alley	
58, 59	Family Auto	DN	7th Ave N	Driveway 58 is currently inactive
		DP	North alley	

Discarded Alternative: Raised Medians

Raised medians were studied within the corridor. Raised medians improve roadway safety by minimizing the number of conflict points created at driveways (refer to FIGURE 7.3). Additionally, medians provide refuge for pedestrians attempting to cross the street. Due to the high percentage of driveway closures proposed by access management plan, a raised median was discarded.

FIGURE 7.3 – Example of Conflict Elimination Through Median Control



The only location that may benefit from a raised median is the section of corridor between 10th Avenue South and 13th Avenue South where a high density of driveways remained due to business functionality and mobility requirements. It is important to note queue lengths present at 13th Avenue South do not allow for adequate taper or storage distance for northbound left-turn movements at 12th Avenue South. Additionally, a raised median over the short stretch was deemed impractical.

If a relaxed access management plan is implemented, it may be appropriate to consider installing raised medians within the corridor to manage conflicts by eliminating left-turns to or from driveways within the corridor. Of the driveway and alleyway related crashes within the study corridor, 44 percent occurred when a motorist attempted a turning movement into or out of a private driveway. Typically, crashes caused by motorists turning across the roadway or making left turns can lead to more severe crashes than merging or diverging conflicts because of the angle and speed differentials between the vehicles.

Recommendation: Periodic Signal Timing Optimization

In December 2010, traffic signal timing and coordination upgrades were completed within the study corridor. Signal timing optimization should be conducted periodically to adequately serve the needs of motorists as future developments affect traffic patterns and operations. Signal timing optimization for 2035 traffic volumes is anticipated to improve the LOS at the intersections of 13th and 17th Avenues South from a "D" to "C."

Crash records for the three year period prior to signal upgrades indicated a rear-end and/or angled crash susceptibility at the signalized intersections within the corridor. Recent signal timing improvements may improve signal operations resulting in shorter queues and fewer crashes. If the recent upgrades do not improve the crash rates, signal timing, coordination and detection should be reexamined.

Recommendation: Install New Traffic Signal Interconnection Hardware Throughout the Corridor

Currently, no hardwire connects the portion of the city north of the railroad tracks and the portion south of the tracks. According to City of Grand Forks Public Works staff, one long range goal of the traffic signal system is the fiber optic hardwire interconnect of the entire Grand Forks traffic signal network that is capable of streaming video footage recorded by video detection units at each applicable intersection. City-wide fiber optic interconnect is possible through boring new lines of during potential bridge replacement strategies discussed later in this chapter. If the bridge is replaced, conduit can be installed that connects the north and south side of the corridor and subsequently, the city. Once the connection is made, single mode fiber can be installed throughout the corridor that connects each signal within the study corridor to existing hardwire on Gateway Drive. The small core and single light-wave operation of single-mode fiber minimizes any distortion that could result from overlapping light pulses, providing the least signal attenuation and the highest transmission speeds of any fiber cable type. Single-mode is the preferred fiber optic hardwire for the City of Grand Forks (refer to FIGURE 7.4 for a graphic illustration of the alternative).

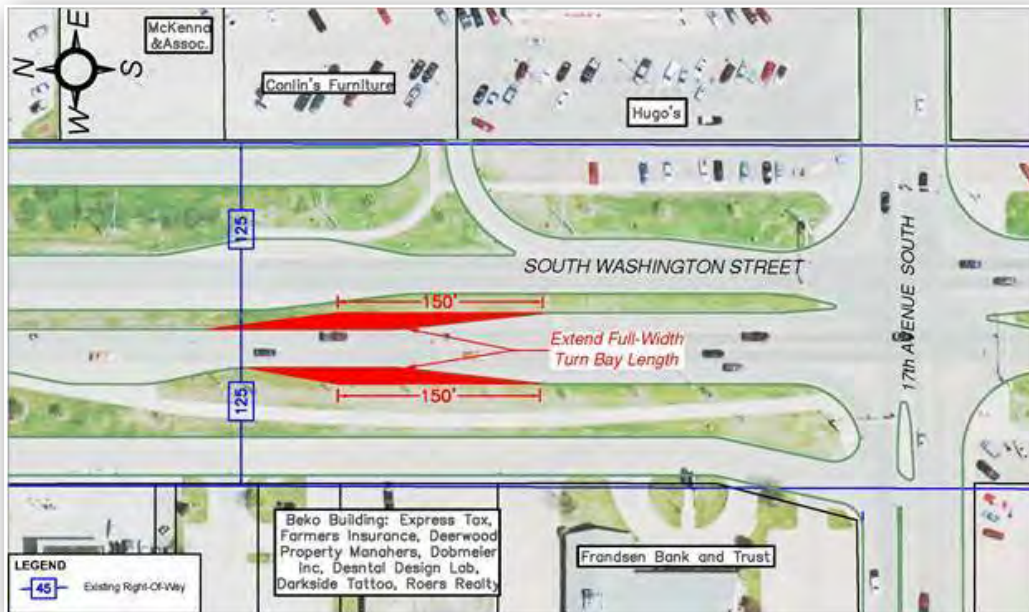
FIGURE 7.4 – Corridor-Wide Traffic Signal and Video Monitoring Interconnection



Recommendation: Extend Southbound Turn Lanes at 17th Avenue South

The southbound approach of 17th Avenue South is anticipated to incur a 95 percent through lane queue lengths of 450 feet under forecasted 2035 traffic conditions respectively. Seventeenth Avenue South is currently raised median controlled with southbound full-width turn bay lengths of 300. As a result, raised median adjustments may be necessary on the approach to accommodate future traffic volumes. It is important to note a bus turn-out is currently in place north of 17th Avenue South on the west side of the street. The turn-out restricts the available right-turn lane taper length. As a result, the right-turn lane taper length was adjusted to within a reasonable distance to the bus turn-out to limit motorists from confusing the turn-out with the beginning of the right-turn lane. Refer to FIGURE 7.5 for a graphic illustration of the alternative.

FIGURE 7.5 – 17th Avenue South Southbound Full-Width Turn-Lane Extensions

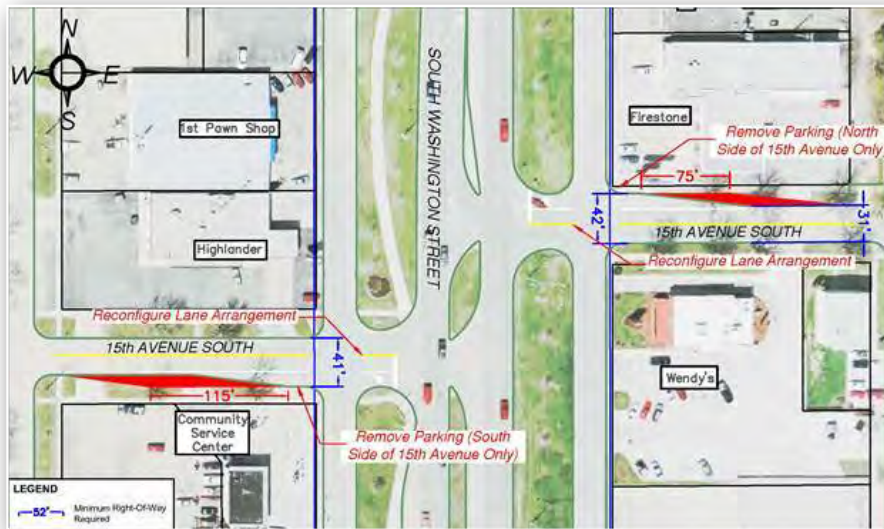


Recommendation: Install Right-Turn Lanes on 15th Avenue South Approaches

The intersection at 15th Avenue South is anticipated to experience a LOS "F" under forecasted 2035 peak-hour capacity analysis with existing geometries. The intersection has east and west approaches offset by approximately 90 feet centerline to centerline. The current offsets create atypically long and complicated through movements that require inordinately long gaps in traffic to complete. Currently, the east and west approaches of 15th Avenue South are marked as one combined left-turn/through/right-turn lane. This requires left-turning and right-turning traffic to queue behind through traffic. It is important to note although approaches are marked as one lane, they are wide enough for two-lanes and often times operate as such.

Constructing right-turn lanes prevents queues of right-turning traffic from building up while a motorist waits for an adequate gap in traffic to make a through or left-turn movement. The improvement is anticipated to improve overall intersection LOS to "A". It is important to note the left-turning and through movements at the approaches are still anticipated to experience a LOS "F". If the delay reaches an unacceptable level at the approaches, motorists may be inclined to reroute to the intersection of 17th Avenue South. The intersection is signalized and directly adjacent to 15th Avenue South. The left-turning and through traffic at 15th Avenue South is minimal, and would have a minimal effect on intersection delay at 17th Avenue South if 100 percent of the 15th Avenue South traffic is diverted to this location. Refer to FIGURE 7.6 for a graphic illustration of the option.

FIGURE 7.6 – 15th Avenue South Intersection Eastbound and Westbound Lane Reconfiguration



Discarded Alternative: Side-Street Realignment

The alternative was discarded due to impacts. Realigning 15th Avenue South to a zero offset would improve traffic operations to an acceptable level. However, the improvement would be at the cost of at least one building depending on the approach selected for realignment.

Recommendation: Realign the Offset Intersections of 14th, 10th and 8th Avenues South

The intersection at 14th Avenue South, 10th Avenue South and 8th Avenue South are negatively offset by approximately 25 feet, 100 feet and 120 feet centerline to centerline, respectively. Negatively offset roadways create access points that are in close proximity to one another and require shared use of the TWLTL. With the alignment, when two motorists are using the TWLTL at the same time, the drivers' paths would overlap as each driver tries to access the side-streets. The scenario creates a head-on conflict point. If a raised median is not utilized to prevent crashes caused by the negative offset of the east and west approaches at the intersection, realigning driveways to have positive or no offset to minimize conflicts between left-turning vehicles is advantageous. Although no head-on crashes were documented during the study period, crash analysis found two crashes occurred during a westbound left-turn or through movements at 10th in the past three years. Additionally, negatively offset side-streets also experience inordinately long delays for through movements from one offset approach to the other due to the adequate gap time required to cross an offset intersection.

Realigning the east and west approaches of the intersections is anticipated to improve safety and traffic operations at this intersection. Improvements are anticipated to minimize the potential for head-on collisions within the Washington Street TWLTL and potentially reducing westbound through movement crash susceptibility at the intersection of 10th Avenue South. Additionally the improvement is anticipated to reduce minor street motorist delays by as much as 29 percent, 85 percent and 95 percent for 14th Avenue South, 10th Avenue South and 8th Avenue South, respectively. This improves the overall 8th Avenue South LOS from "E" to "A". The intersections of 14th Avenue South and 10th Avenue South experience a LOS "A" during forecasted peak-hours due to the minimal amount of side-street traffic.

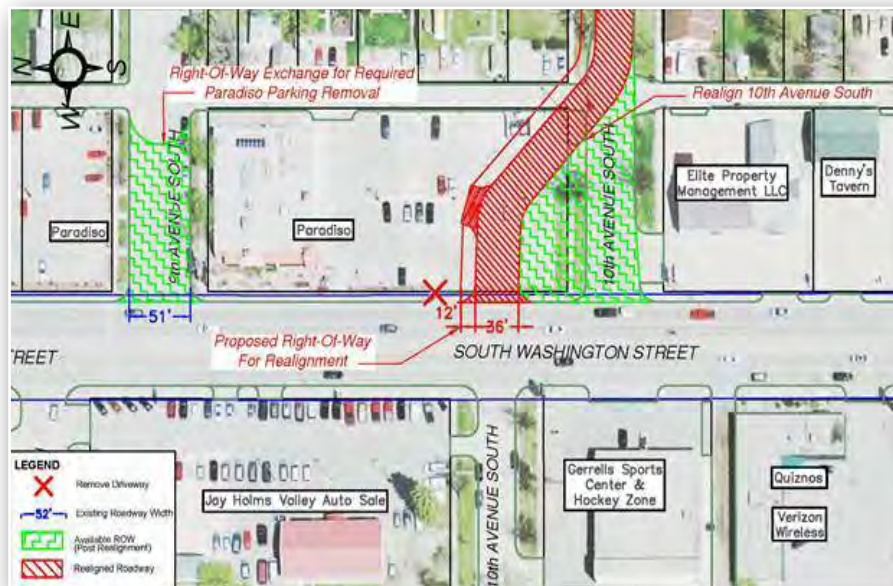
Due to the minor offset of the 14th Avenue South side-streets, full side-street realignment is not necessary to experience safety and operation improvement. Increasing the side-street curb radii to allow motorists to align in a skewed fashion may provide a cost effective improvement alternative. Refer to FIGURE 7.7 for an illustration of this option.

FIGURE 7.7 – 14th Avenue South Realignment



Realigning the westbound approach of 10th Avenue South to the north would require ROW acquisition from Paradiso Mexican Restaurant. Paradiso currently owns property north of 9th Avenue South that is maintained as a parking lot for the establishment. A ROW exchange is proposed that would substitute the portion of 9th Avenue South from Washington Street to the alleyway to the east of Washington Street in exchange for the parking that would be removed during the 10th Avenue South Realignment. The ROW exchange would allow Paradiso to build additional parking at the location and connect the two parcels of land owned by Paradiso. The improvement would allow patrons that park in the north parking lot to access the restaurant without having to navigate across 9th Avenue. Refer to FIGURE 7.8 for a graphic illustration of this option.

FIGURE 7.8 – 10th Avenue South Realignment



The parcel on the northeast quadrant of the 8th Avenue South intersection is currently being redeveloped. Although realignment would require ROW acquisition, realigning the westbound leg of the intersection to the north could be completed without any building impacts. The proposed realignment option can be reviewed on FIGURE 7.9.

FIGURE 7.9 – 8th Avenue South Realignment



Discarded Alternative: Install Additional Turn Lanes on Minor Approaches

Providing additional lanes at a negatively offset intersection offers minimal traffic operational benefits and was discarded from further analysis. Intersections with negative offsets require right-turning traffic to queue behind through moving traffic. Though movements incur inordinately long delays due to the adequate gap time required to cross an offset intersection.

Discarded Alternative: Realign Eastbound Approaches of 10th and 8th Avenue South

The alternatives were discarded due to resulting businesses impacts. Realigning the eastbound approaches of the 10th and 8th Avenue South intersections would require the acquisition of Gerrell's Sports Center and Hockey Zone and Italian Moon, respectively.

Recommendation: Stripe Southbound Left-Turn Lane at 7th Avenue South Intersection

To accommodate the long queues experienced at DeMers Avenue, the southbound approach of 7th Avenue South utilizes the area typically designated for a left-turn lane as storage for the northbound left-turn lane on DeMers Avenue. This is the only approach within the corridor without a designated left-turn lane. The configuration results in motorist expectancy concerns and congested traffic operations between DeMers Avenue and 7th Avenue South. Two rear-end crashes involved southbound Washington Street through traffic and a southbound motorists stopped in the same through lane waiting for a gap in traffic to make a left-turn. If the recommended DeMers Avenue improvement (discussed later in this chapter) is adopted and implemented, spillback operations are anticipated to be alleviated for current and forecasted traffic conditions. Spillback alleviation allows a southbound left-turn lane to be striped at 7th Avenue South. The turn-lane may conform to motorist expectancy and subsequently reduce crash rates. Additionally, the improvement may reduce congestion between the section of Washington Street between DeMers Avenue and 7th Avenue South resulting from southbound left-turning vehicles stopped in the through lane. Refer to FIGURE 7.10 for a graphic illustration representation of this alternative.

FIGURE 7.10 – Marked Southbound 7th Avenue South Left-Turn Lane



Discarded Alternatives: Restricted 7th Avenue South Access

Crash analysis conducted at the intersection of South Washington Street with 7th Avenue South indicate higher than expected crash rates at three of the four left-turning movements and the westbound through movement at the intersection. The majority of the aforementioned crashes occurred when DeMers Avenue spilled back across 7th Avenue South. During spillback conditions, vehicles queued across the 7th Avenue South obstructing sight distance for motorists entering or exiting 7th Avenue South.

As documented above, if the recommended DeMers Avenue improvement is adopted and implemented, spillback operations are anticipated to be alleviated for current and forecasted traffic conditions. However, if the DeMers Avenue intersection improvements are not adopted, it may be appropriate to prohibit certain movements at the 7th Avenue intersection to reduce current crash susceptibility. One potential option would be to operate the intersection of 7th Avenue South as a right-out access controlled intersection. Right-in/Right-out operation would eliminate the potential for crashes resulting from queued vehicles at DeMers Avenue restricting sight distance for left-turning and through moving traffic at 7th Avenue South. Trip diversion resulting from the improvement is anticipated to be minimal during forecasted peak hour operation due to the low left-turning traffic volumes at the intersection and low volume of through movements across 7th Avenue South. Refer to FIGURE 7.11 for a graphic illustration of the discarded option.

FIGURE 7.11 – Restricted Access to 7th Avenue South (Discarded)



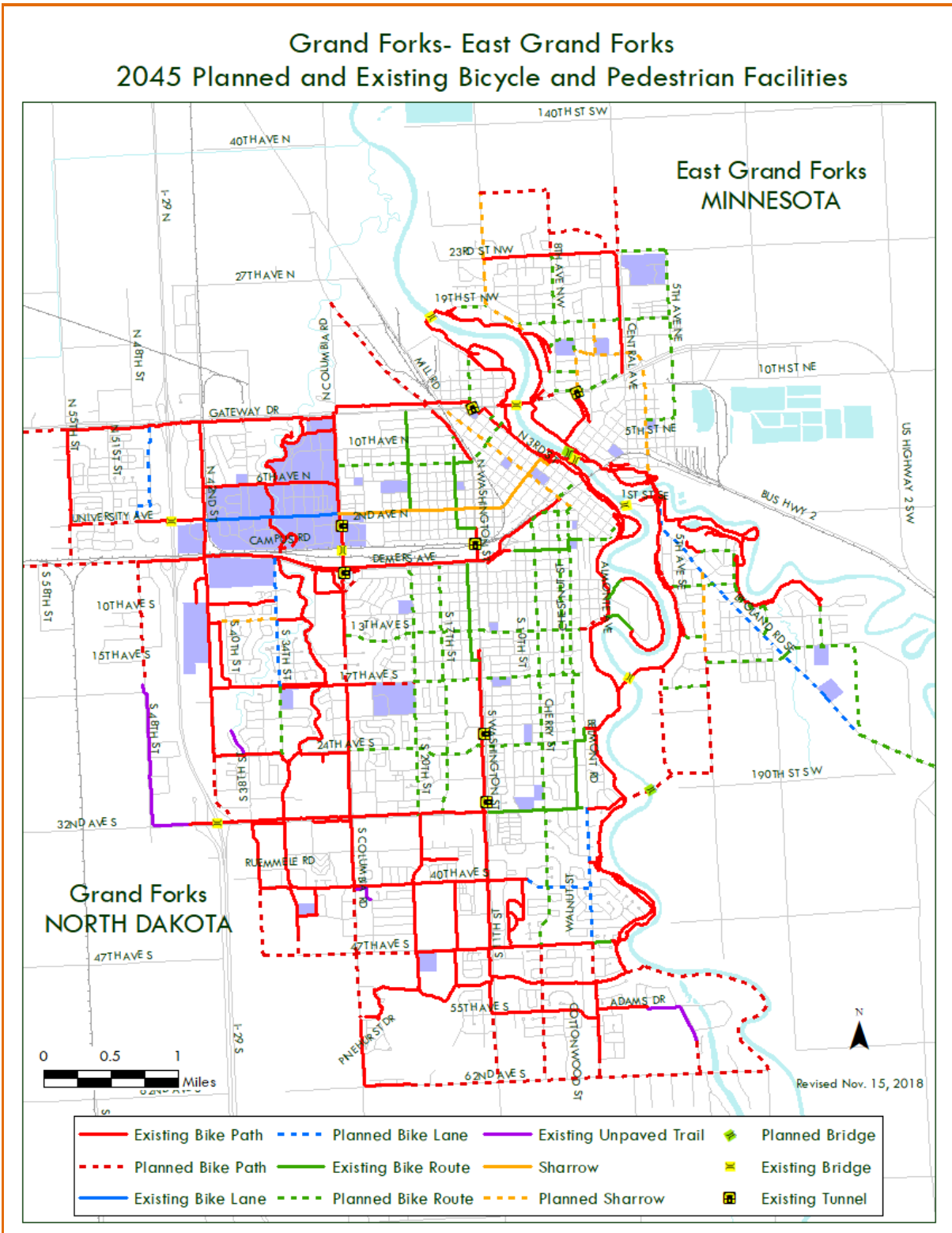
Recommendation: Construct a Partial Continuous Flow Intersection on DeMers Avenue

The Washington Street and DeMers Avenue intersection has the highest level of traffic and travel delay in the Grand Forks-East Grand Forks metropolitan area. The intersection has been identified for improvements dating back to the Grand Forks-East Grand Forks 1969 Urban Area Study. For decades, the L RTP repeatedly recommended an urban interchange coupled with a new river crossing reliever route as a solution. To date, no new river crossing has been established and no interchange constructed due to unacceptable ROW and business impacts. All the while, increased traffic volumes have resulted in compounded traffic congestion. Now, even with an additional river crossing and the existing intersection configuration, forecasted 2035 peak-hour motorist delay is anticipated to reach nearly seven times the maximum delay value corresponding to LOS “D”. LOS “D” is currently the minimum acceptable design threshold for this intersection.

In addition to the aforementioned traffic operation deficiencies, the intersection had the highest number of crashes within the corridor and the second highest crash rate. Crash analysis indicated a prevalence for rear-end crashes potentially due to the long queue lengths experienced at the intersection. Crash analysis also identified pedestrian and bicycle safety concerns at the yield controlled porkchop islands, sideswipe crashes within the double left-turn lane bays and left-turn crashes for the southbound to eastbound left-turn movement.

A partial continuous flow intersection offers an optimum balance between competing goals of intersection capacity and safety versus cost and property impacts at the Washington Street and DeMers Avenue intersection (refer to FIGURE 7.12). A continuous flow intersection displaces left-turning traffic to the left of oncoming traffic. Vehicles turning left access the left-turn bay a few hundred feet in front of the intersection at a signalized midblock location. Signals are coordinated with the central intersection to prohibit conflicting movements from entering the midblock intersection and to promote smooth traffic progression. The major breakthrough with the design is the arterial through traffic and traffic from the displaced left-turn bay can move during the same signal phase at the central intersection without conflicting.

2. Existing Bicycle and Pedestrian Facilities Map



One-Way Cash Fare*

Adult	\$1.50
K-12 Student	\$0.75
Reduced Fare**	\$0.60

10-Ride Cards

Adult	\$13.00
K-12 Student	\$6.50
Reduced Fare**	\$5.25

*Exact fare required

**Seniors age 62+, Medicare card holders, and persons with disabilities

Fixed Period Passes

1-Day Pass	\$5.00
14-Day Pass	\$18.00
31-Day Pass	\$35.00

Transfers are free for use on the next connecting bus. Ask for a transfer upon boarding. Not valid on the same bus. Valid at transfer locations only. One time use.

Children age 5 and under ride free

UND Students ride free with student ID

Northland College students ride free with student ID and bus pass issued by Northland

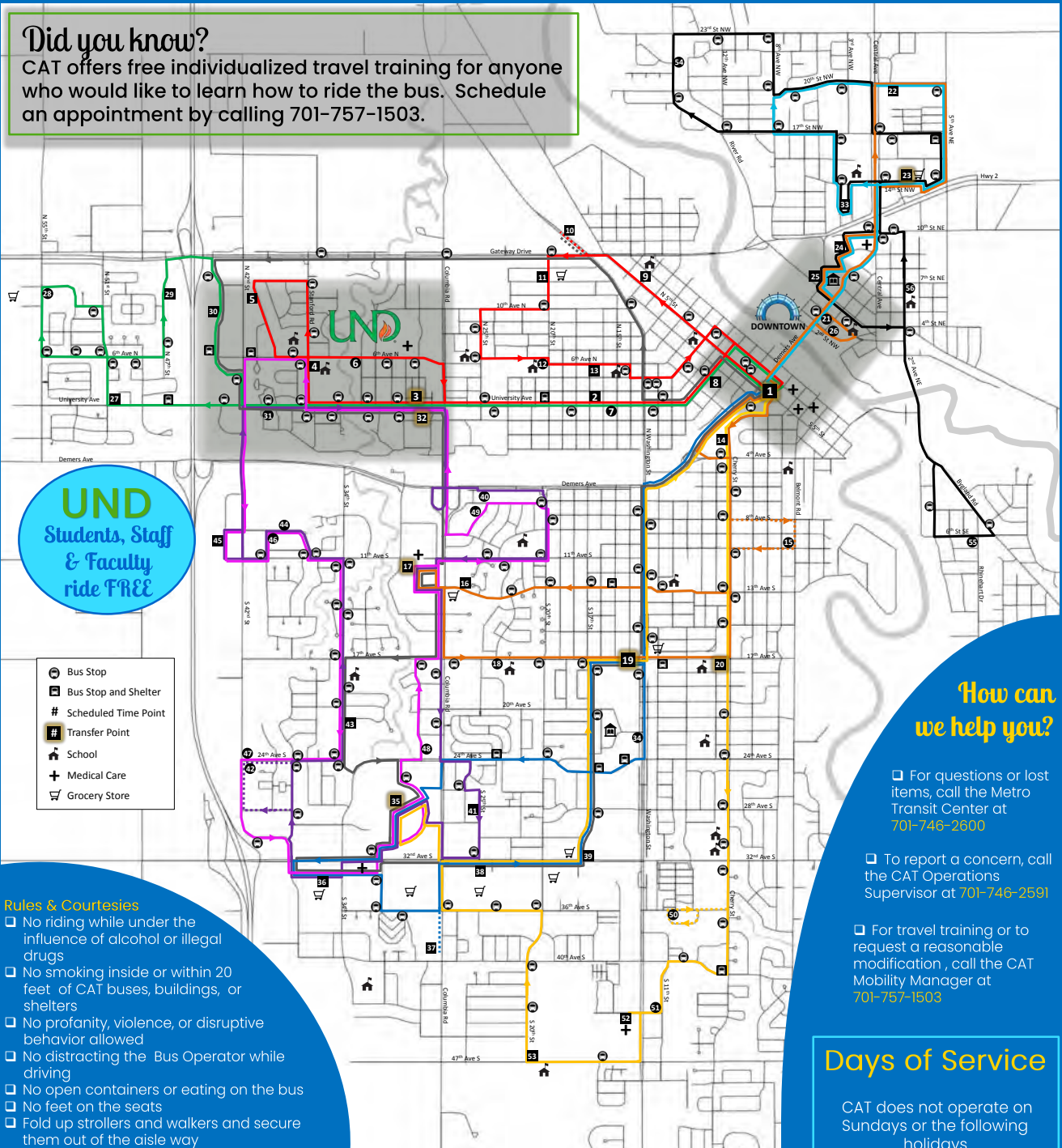
NOTE: Fare cards are non-refundable. Do not scratch or bend. Rechargeable fare media available for purchase at the Metro Transit Center.

For Your Safety

- Call 911 in case of emergency
- Be aware of your surroundings
- Remain seated while the bus is moving
- Do not walk in front of the bus
- Stay back from the painted yellow line
- Dress appropriately for adverse weather conditions
- If you see something suspicious, report it to the proper authority

Did you know?

CAT offers free individualized travel training for anyone who would like to learn how to ride the bus. Schedule an appointment by calling 701-757-1503.



UND
Students, Staff
& Faculty
ride FREE

- Bus Stop
- Bus Stop and Shelter
- Scheduled Time Point
- Transfer Point
- School
- Medical Care
- Grocery Store

Rules & Courtesies

- No riding while under the influence of alcohol or illegal drugs
- No smoking inside or within 20 feet of CAT buses, buildings, or shelters
- No profanity, violence, or disruptive behavior allowed
- No distracting the Bus Operator while driving
- No open containers or eating on the bus
- No feet on the seats
- Fold up strollers and walkers and secure them out of the aisle way
- Shirt and shoes or other footwear required
- Passengers must maintain appropriate, reasonable personal hygiene
- Limit carry-on items to one armload or the equivalent of two grocery bags
- Have your bus fare ready before boarding
- Use earphones to listen to music
- Small animals may be transported in a carrier
- Service animals are welcome on board

How can we help you?

- For questions or lost items, call the Metro Transit Center at 701-746-2600
- To report a concern, call the CAT Operations Supervisor at 701-746-2591
- For travel training or to request a reasonable modification, call the CAT Mobility Manager at 701-757-1503

Days of Service

CAT does not operate on Sundays or the following holidays

- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Day

We are committed to providing you with clean, safe, and reliable transportation.

NDDOT State of Good Repair Financially Constrained (2023 to 2045)

Table 3

Ref #	Roadway	Termini	Project Type	Agency	Time Frame	Federal/State Funds	City Match	YOE Total
REP-224	US 2 (Gateway Drive)	Grand Forks I-29 East to Columbia Road	CPR/DBR/Grind	NDDOT	Short-Range	\$753,000	\$0	\$753,000
REP-225	US 2 (Gateway Drive)	Gateway Drive-Columbia Road to Red River	CPR/DBR/Grind	NDDOT	Short-Range	\$811,000	\$0	\$811,000
REP-228A	US 2 Business	Grand Forks - Gateway Drive to DeMers	Chip Seal	NDDOT	Short-Range	\$45,900	\$5,100	\$51,000
REP-237	US 2 (Gateway Drive)	Grand Forks I-29 East to Columbia Road	CPR & Grind	NDDOT	Short-Range	\$753,000	\$0	\$753,000
REP-238	US 2 (Gateway Drive)	Gateway Drive - Columbia Road to Red River	CPR & Grind	NDDOT	Short-Range	\$811,000	\$0	\$811,000
REP-266A	US 81 Business	Grand Forks - South Washington Street (Hammerling to 8th Avenue South)	Reconstruct	NDDOT	Short-Range	\$5,329,800	\$592,200	\$5,922,000
REP-268A	US 81 Business	Grand Forks - South Washington Street (8th Avenue South to DeMers Avenue)	Reconstruct	NDDOT	Short-Range	\$1,065,600	\$118,400	\$1,184,000
REP-296	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Chip Seal	NDDOT	Short-Range	\$205,000	\$0	\$205,000
REP-305	Various	Various	Regional Traffic Signal Upgrade	NDDOT	Short-Range	\$6,514,200	\$723,800	\$7,238,000
REP-239A	I-29	N of ND 15 to Near 32nd Avenue Grand Forks (NB)	CPR & Grind	NDDOT	Short-Range	\$1,946,000	\$0	\$1,946,000
REP-239B	I-29	N of ND 15 to Near 32nd Avenue Grand Forks (SB)	CPR & Grind	NDDOT	Short-Range	\$1,946,000	\$0	\$1,946,000
REP-223	US 2 (Gateway Drive)	Grand Forks 55th Street East to I-29 East Bound	CPR/DBR/Grind	NDDOT	Mid-Range	\$570,600	\$63,400	\$634,000
REP-232	US 2 Business	DeMers to Red River (include 5th to 6th)	CPR/Grind	NDDOT	Mid-Range	\$158,000	\$0	\$158,000
REP-236	US 2 (Gateway Drive)	Grand Forks 55th Street East to I-29 West Bound	CPR & Grind	NDDOT	Mid-Range	\$634,000	\$0	\$634,000
REP-258A & REP-259A	US 81 Business	I-29 to South Washington Street	Reconstruct	NDDOT	Mid-Range	\$27,718,200	\$3,079,800	\$30,798,000
REP-262A	US 81 Business	Grand Forks South Washington Street (32nd Avenue South to 26th Avenue South)	CPR & Grind	NDDOT	Mid-Range	\$256,500	\$28,500	\$285,000
REP-263A	US 81 Business	Grand Forks - South Washington Street (26th Avenue to Hammerling)	CPR & Grind	NDDOT	Mid-Range	\$621,900	\$69,100	\$691,000
REP-277	US 81 Business	Grand Forks North Washington Street (.05 MI S 8th to 8th Avenue)	CPR & Grind	NDDOT	Mid-Range	\$9,000	\$1,000	\$10,000
REP-278	US 81 Business	Grand Forks North Washington Street (8th Avenue to 9th Avenue)	CPR & Grind	NDDOT	Mid-Range	\$29,700	\$3,300	\$33,000
REP-279	US 81 Business	Grand Forks North Washington Street (9th Avenue NE to 13th Avenue)	CPR & Grind	NDDOT	Mid-Range	\$262,800	\$29,200	\$292,000
REP-280	US 81 Business	Grand Forks North Washington Street (13th Avenue NE to US 2)	CPR & Grind	NDDOT	Mid-Range	\$36,000	\$4,000	\$40,000
REP-281	US 81 Business	Grand Forks North Washington Street (JCT US 2 to STA 105)	CPR & Grind	NDDOT	Mid-Range	\$285,300	\$31,700	\$317,000
REP-284	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (I-29 to Near 34th Street)	CPR & Grind	NDDOT	Mid-Range	\$540,900	\$60,100	\$601,000
REP-285	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (34th Street to US 2)	CPR & Grind	NDDOT	Mid-Range	\$1,641,600	\$182,400	\$1,824,000
REP-286	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (I-29 to US 2)	CPR & Grind	NDDOT	Mid-Range	\$2,046,600	\$227,400	\$2,274,000
REP-292	US 81 Business	DeMers Avenue to Dyke Avenue	CPR/Grind	NDDOT	Mid-Range	\$66,600	\$7,400	\$74,000
REP-294	US 81 Business	Dyke Avenue to .05 MI South of 8th Avenue	Reconstruction	NDDOT	Mid-Range	\$8,505,000	\$945,000	\$9,450,000
REP-297	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Mill & HBP 2"	NDDOT	Mid-Range	\$1,365,000	\$0	\$1,365,000
REP-240A	I-29	Near 32nd Avenue South N of HWY 2 Interchange	CPR & Grind	NDDOT	Mid-Range	\$1,635,000	\$0	\$1,635,000
REP-242A	I-29	N of ND 15 N to Near 32nd Avenue Grand Forks	CPR & Grind	NDDOT	Mid-Range	\$504,000	\$0	\$504,000
REP-246A	I-29	US 2 North	CPR & Grind	NDDOT	Mid-Range	\$1,134,000	\$0	\$1,134,000
REP-248A	I-29	South of North Grand Forks Interchange to North of North Grand Forks Interchange South Bound	CPR & Grind	NDDOT	Mid-Range	\$86,000	\$0	\$86,000
REP-243B	I-29	Near 32nd Avenue North to 32nd Avenue	CPR & Grind	NDDOT	Mid-Range	\$32,000	\$0	\$32,000
REP-245B	I-29	South US 2 to North US 2	CPR & Grind	NDDOT	Mid-Range	\$1,044,000	\$0	\$1,044,000
REP-254	I-29	N of US 2 North to South of N Grand Forks Interchange	CPR & Grind	NDDOT	Mid-Range	\$1,302,000	\$0	\$1,302,000
REP-228B	US 2 Business	Grand Forks - Gateway Drive to DeMers	Mill & HBP 3"	NDDOT	Long-Range	\$2,537,100	\$281,900	\$2,819,000
REP-228C	US 2 Business	Grand Forks - Gateway Drive to DeMers	Chip Seal	NDDOT	Long-Range	\$99,000	\$11,000	\$110,000
REP-258B	US 81 Business	32nd Avenue South Grand Forks (STA 14 to 95) 4 LN	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-259B	US 81 Business	32nd Avenue South Grand Forks (STA 95 to S. Washington) 5 LN	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-262B	US 81 Business	Grand Forks South Washington Street (32nd Avenue South to 26th Avenue South)	CPR & Grind	NDDOT	Long-Range	\$365,400	\$40,600	\$406,000
REP-263B	US 81 Business	Grand Forks - South Washington Street (26th Avenue to Hammerling)	CPR & Grind	NDDOT	Long-Range	\$885,600	\$98,400	\$984,000
REP-266B	US 81 Business	Grand Forks - South Washington Street (Hammerling to 8th Avenue South)	CPR & Grind	NDDOT	Long-Range	\$502,200	\$55,800	\$558,000
REP-268B	US 81 Business	Grand Forks - South Washington Street (8th Avenue South to DeMers Avenue)	CPR & Grind	NDDOT	Long-Range	\$144,900	\$16,100	\$161,000
REP-289	US 2 (Gateway Drive)	US 2 over the Red River, Bridge 9090 (Kennedy)	Repaint Bridge	NDDOT	Long-Range	\$2,750,000	\$0	\$2,750,000
REP-291	US 2 Business	US 2B over the Red River, Bridge 4700 (Sorlie)	Repaint Bridge	NDDOT	Long-Range	\$2,475,000	\$275,000	\$2,750,000
REP-293	US 81 Business	DeMers Avenue to Dyke Avenue	CPR/Grind	NDDOT	Long-Range	\$94,500	\$10,500	\$105,000
REP-295	US 81 Business	Dyke Avenue to .05 MI South of 8th Avenue	CPR/Grind	NDDOT	Long-Range	\$296,100	\$32,900	\$329,000
REP-298	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Chip Seal	NDDOT	Long-Range	\$399,000	\$0	\$399,000
REP-306	Various	Various	Regional Traffic Signal Upgrade	NDDOT	Long-Range	\$14,301,900	\$1,589,100	\$15,891,000
REP-299	I-29	HWY 2 Interchange to North of Grand Forks (NB)	CPR & Grind	NDDOT	Long-Range	\$3,511,000	\$0	\$3,511,000
REP-240B	I-29	Near 32nd Avenue South N of HWY 2 Interchange	CPR & Grind	NDDOT	Long-Range	\$2,326,000	\$0	\$2,326,000
REP-243A	I-29	Near 32nd Avenue North to 32nd Avenue	CPR & Grind	NDDOT	Long-Range	\$717,000	\$0	\$717,000
REP-244A	I-29	32nd Avenue North to South US 2	CPR & Grind	NDDOT	Long-Range	\$3,790,000	\$0	\$3,790,000
REP-245A	I-29	South US 2 to North US 2	CPR & Grind	NDDOT	Long-Range	\$3,790,000	\$0	\$3,790,000
REP-247	I-29	North of US 2 North to South of North Grand Forks Interchange	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-242B	I-29	N of ND 15 N to Near 32nd Avenue Grand Forks	CPR & Grind	NDDOT	Long-Range	\$122,000	\$0	\$122,000
REP-244B	I-29	32nd Avenue North to South US 2	CPR & Grind	NDDOT	Long-Range	\$46,000	\$0	\$46,000
REP-246B	I-29	US 2 North	CPR & Grind	NDDOT	Long-Range	\$1,486,000	\$0	\$1,486,000
REP-248B	I-29	South of North Grand Forks Interchange to North of North Grand Forks Interchange South Bound	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-300	I-29	HWY 2 Interchange to North of Grand Forks (NB)	CPR & Grind	NDDOT	Long-Range	\$3,511,000	\$0	\$3,511,000
Totals						\$114,814,900	\$8,583,100	\$123,398,000

Setup Scoring Categories & Factors

Score System State Highways



Max. Score 100

Max. Score 100

Adjust Scoring Categories

Expected

Achieved

Goals	Description	Weight	Points	Weight	Points
1 Economic vitality	Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.	15 %	15 pts	13 %	13 pts
2 Security	Increase security of the transportation system for motorized and non-motorized uses.	5 %	5 pts	2 %	2 pts
3 Accessibility and Mobility	Increase the accessibility and mobility options for people and freight by providing more transportation choices.	10 %	10 pts	0 %	0 pts
4 Environmental/Energy/QOL	Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities – whether urban, suburban, or rural.	10 %	10 pts	7 %	7 pts
5 Integration and Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit.	10 %	10 pts	2 %	2 pts
6 Efficient System Management	Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability.	10 %	10 pts	6 %	6 pts
7 System Preservation	Emphasize the preservation of the existing transportation system by first targeting federal funds towards infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes.	15 %	15 pts	15 %	15 pts
8 Safety	Increase safety of the transportation system for motorized and non-motorized uses.	10 %	10 pts	3 %	3 pts
9 Resiliency and Reliability	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	10 %	10 pts	8 %	8 pts
10 Tourism	Enhance travel and tourism.	5 %	5 pts	2 %	2 pts
TOTAL		100 %	100 pts	57 %	57 pts

TIP SCORING SHEETS



0= No
1= Yes

State Highway

Project Number

Project Name

MPO SCORING SHEET FOR EACH PROJECT

Goal 1	Economic Vitality	Expected Weight (%)=	15
Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objectives		
	1.1 Recognize and identify investments that support current & future state highway network development plan	1	2.50
	1.2 Focus on highway network expansion and prime corridors in areas that are contiguous to current and future developed areas	1	2.50
	2 Enhance the state's economic competitiveness through the movement of goods and services	1	2.50
	3 Support efficient local and state highway, multimodal terminal connections for freight and rail movement	1	2.50
	4 Work located on identified truck route or identified in Freight Study	1	2.50
	5 Consistent with regional or state economic development plans	0	0.00
Total			12.50
Goal 2	Security	Expected Weight (%)=	5
Increase the security of the transportation system for motorized and non-motorized users		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Identify and maintain security of critical street and highway system assets.		
	1.1 Coordinate with regional emergency/security/hazardous materials movement	1	0.71
	1.2 Evaluate and manage the security of the transportation network, especially in critical areas	1	0.71
	1.3 Coordinate/improves Bridge Closure Management Plan	0	0.00
	1.4 Coordinate/improves Special Events Management Plan	0	0.00
	2 Support state and regional emergency, evacuation, and security plans.		
	2.1 Consistent with regional emergency and security planning system (ITS Regional Architecture)	1	0.71
	2.2 Provide necessary security training and equipment to monitor the security of the transportation infrastructure	0	0.00
2.3 Coordinate with safety/security agencies of the state to prevent harmful activities	0	0.00	
Total			2.14
Goal 3	Accessibility and Mobility	Expected Weight (%)=	10
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion delays	0	0.00
	2 Provides acceptable LOS for all state highways, intersection and facilities as recommended in LRTPs	0	0.00
	3 Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes	0	0.00
	4 consistent with state access control regulations	0	0.00
	5 Enhances the range of freight service options available to regional business	0	0.00
	6 Implements recommendations in ADA, railroad or any other ROW transition plans	0	0.00
Total			0.00

Goal 4	Environmental/Energy/QOL		Expected Weight (%)=	10
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.</i>		
	1.1	<i>Implements context sensitive solutions</i>	1	1.67
	1.2	<i>Address EJ analysis process</i>	1	1.67
	1.3	<i>Avoids or minimize impacts to wetlands or other natural habitats or cultural/historic resources</i>	1	1.67
	1.4	<i>Incorporates innovative stormwater management techniques</i>	0	0.00
	2	<i>Maintain and improve quality of life along streets and highways</i>	1	1.67
	3	<i>Maintain and improve regional air quality by promoting nonmotorized travel</i>	0	0.00
			Total	6.67

Goal 5	Integration and Connectivity		Expected Weight (%)=	10
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from regional land use plans.</i>		
	1.1	<i>Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps.</i>	0	0.00
	1.2	<i>Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).</i>	1	1.67
	2	<i>Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs</i>		
	2.1	<i>Invest in signage techniques to reduce excessive travel delays and traffic congestion</i>	0	0.00
	2.2	<i>Maximize direct travel trips between states</i>	0	0.00
	2.3	<i>Maintain and update street and highway functional classification consistent with FHWA guidelines</i>	0	0.00
	2.4	<i>Address last segment/link of corridor</i>	0	0.00
			Total	1.67

Goal 6	Efficient System management		Expected Weight (%)=	10
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Implement best practice programming and innovative financing alternatives</i>		
	1.1	<i>Identify potential source of budget for year-round maintenance</i>	0	0.00
	1.2	<i>Provide an efficient and cost-effective motorized transport system</i>	1	1.25
	1.3	<i>Improving operations without adding through capacity</i>	0	0.00
	2	<i>Involve all local partners in the transportation planning process.</i>	1	1.25
	3	<i>Cooperate across jurisdictional boundaries to create an integrated transportation network.</i>	1	1.25
	4	<i>Maintain and update the regional ITS architecture</i>		
	4.1	<i>Enhances interoperability among modal equipment and technologies</i>	1	1.25
	5	<i>Demonstrates analysis of project risk in implementation</i>	1	1.25
6	<i>Includes specific evaluation method to provide a measurement of effectiveness by collecting real time traffic data</i>	0	0.00	
			Total	6.25

Goal 7	System Preservation		Expected Weight (%)=	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Cost effectively preserve, maintain and improve the existing transportation network systems and capacity		
	1.1	Utilize pavement management system results	1	2.50
	1.2	Emphasizes system rehabilitation rather than expansion	1	2.50
	1.3	Incorporate cost-effective maintenance and technologies new to the MPO area	1	2.50
	1.4	Preserve railroad ROW or other existing ROW	1	2.50
	2	Contributes to better system maintenance	1	2.50
	3	Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.	1	2.50
			Total	15.00

Goal 8	Safety		Expected Weight (%)=	10
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Address locations identified as high crash locations in LRTP and review crash data to improve roadway design and traffic control elements	0	0.00
	2	Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in highways	1	1.11
	3	Consistent with Strategic local and regional Highway Safety Plan		
	3.1	Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts	0	0.00
	3.2	Ensure that roadway design and traffic control elements support appropriate and safe speeds	1	1.11
	3.3	Improve sight distance at signalized and un-signalized intersections	0	0.00
	3.4	Improve the roadway and driving environment to better accommodate drivers' needs	1	1.11
	3.5	Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists	0	0.00
	4	Enhances public safety of nonmotorized users	0	0.00
	5	Enhances safe and well-designed route to school zones and college campuses	0	0.00
			Total	3.33

Goal 9	Resiliency and Reliability		Expected Weight (%)=	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Reduce state highway system vulnerability to snow and storm water		
	1.1	Maintain passable highways under all reasonable weather conditions	1	1.25
	1.2	Strategically design and maintain state highway system to operate under all reasonable weather conditions	1	1.25
	1.3	Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction	0	0.00
	2	Support the region's resilience and travel reliability through efficient detour and evacuation routes		
	2.1	During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or	1	1.25
	2.2	Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during incidents	1	1.25
	2.3	Provide auxiliary power sources to operate traffic signals when mainline power is interrupted	1	1.25
	2.4	Maintain on-time project performance and implementation	1	1.25
	2.5	Improve engagement of transportation system, across and between modes, partners and stakeholders	0	0.00
			Total	7.50

Goal 10	Travel & Tourism		Expected Weight (%)=	5
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Maintain convenient and intuitive state highway access to major activity centers and tourist spots		
	1.1	Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Forks	0	0.00
	1.2	Identify, coordinate, and communicate traffic plans for statewide simultaneous events	1	1.00
	1.3	Establish partnerships to foster tourism activities within state	0	0.00
	2	Enhance safety /easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area	1	1.00
	3	Provides landscaping/streetscaping or similar amenities	0	0.00
			Total	2.00

**URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET**

DATE: 11/14/2023

PRIORITY#1-2027

Regional: (Y)/N Urban Roads: Y/(N)

City: Grand Forks

Street: I-29 near 47th Ave S for 2027

County: Grand Forks

Length: ~1 mile

Proposed Improvement: Address congestion and level of service on Bus US 81/32nd Ave S construction project.

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
5,989	5,989	889		40,779	6,246		59,892

Present Road: Surface Width? 4 lane divided

Surface Type? Concrete

On Street Parking Allowed? _____ Present: (No) One Side Both Sides Angle Parallel
Proposed: (No) One Side Both Sides Angle Parallel

Proposed Improvements	
ADT Present: I-29 12,515 – 47 th Ave S 2,830 -32 nd Ave S 15,325	Yr: 2015
ADT Design: I-29 23,735 – 47 th Ave S 17,975 -32 nd Ave S 25,890	Design year: 2040
Travel Way Width : No. of lanes 4 & 2	
Design Speed: 40 MPH (urban) & 70 MPH Interstate	Roadway Width: 12 foot lanes
Maximum Curve: _____	Min. R/W Width: _____
Maximum Grade: _____	

Right of Way	
Will Additional ROW or easement be acquired? Yes	ROW acquisition by: City (DOT)
Has any ROW easements been acquired since 7-1-72: UNK	ROW Condemnation by: City (DOT)
Est. No. of occupied family dwelling to be displaced? None Anticipated	
Est. No. business to be displaced? Grand Forks Campground & RV park property in SW quadrant of proposed Interchange location.	

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Impacts

Will there be any additional Impacts (Cultural and Environmental Resources): A Class III Cultural Resources Inventory was completed June 11-16, 2022, encountered eight cultural resources. Provided that ground disturbing activities associated with the project, a finding of No Historic Properties affected was recommended.

Will there be any impacts to 4(f) or 6(f) properties: None

Airports: No

Public Hearings: Maybe

Environmental Classification (Cat-Ex, EA, EIS): Cat-Ex

Transportation Enhancements: Decrease traffic volume and congestion and improve level service for intersections on Bus US 81/32nd Ave S. This is also anticipated to significantly reduce the number of vehicle miles traveled and vehicle hours traveled compared to a no-build scenario.

Intermodal:

Pedestrian Needs: Pedestrian access will be limited near new interchange

Railroads Crossings

RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
None						

Purpose and Need Statement:

The proposed project is a followup to the environmental document which is currently underway to address congestion and level of service issues on Bus US 81/32nd Ave S. The IJR will likely be submitted late 2023 or early 2024. For the sake of budgeting purposes the cost estimate is based on a new interchange at 47th Ave S. Costs are based on the 2024 estimate inflated at 4% to 2027 year of expenditure.

I-29 was originally constructed around 1968, at the time of its construction four interchanges were constructed in or around the city of Grand Forks. These interchanges included: N Washington St, Gateway Dr/US 2, Demers Ave (ND SH 297), and 32nd Ave S/Bus US 81. These interchanges have been in place for nearly 50 years, with no additional interchanges being built within the city limits. There are also two overpasses located at University Ave and at Merrifield Rd/County Rd 6. Over that time the City of Grand Forks has grown from a population of approximately 39,000 to approximately 57,000. Though the city of Grand Forks has grown, the city's growth has been dense with a population density of 2,801 people/sq mi. Grand Forks' population density exceeds other similar cities within North Dakota: Fargo – 2,490 people/sq mi, Bismarck – 2,210 people/sq mi, West Fargo – 2,278 people/sq mi, and Minot – 1,795 people/sq mi.

With the increased population of Grand Forks, comes increased transportation needs, and associated traffic congestion on the existing infrastructure. In the summer of 2017 an I-29 Traffic Operations Report was completed looking at the I-29 corridor around the city. This report noted numerous times that the projected traffic volumes at the most southern

existing interchange located at US Bus 81/32nd Ave S would have extreme levels of congestion, traffic cuing onto the interstate, and nearby intersections operating at a level of service F by 2025. This study looked at multiple aspects to prevent these issues from occurring in the future. This included, looking at non interstate improvements to encourage local traffic to use existing arterial roadways, improvements to the existing interchanges, and construction of new interchanges. The Highway Safety Improvement Project on 32nd Ave S/Bus US 81 constructed in 2021, included installing a video camera and traffic signal programming to flush off ramp traffic if there is substantial backup on the ramp, to prevent traffic from backing up onto the interstate in the short term.

The study first looked at non-interstate improvements to encourage local traffic to use the existing arterial roadway system and reduce the traffic using the interstate. This included widening existing north-south arterial roadways such as 42nd St and Columbia Rd, improving some intersections including a continuous flow intersection, as well as adding dual left turn lanes, and realigning roadways to have better accessibility. The results of this scenario showed that these projects did not reduce demand onto I-29, and in some cases actually increased the volume of traffic onto I-29.

Another aspect which was explored was improvements to the interchange at 32nd Ave S/Bus US 81. Some of these alternatives included widening 32nd Ave S/Bus US 81, consolidating the east ramp, adding a northwest loop ramp, adding a southwest loop ramp, reconstructing the interchange to a diverging diamond interchange, and a diverging diamond with a partial cloverleaf. Of the available alternatives, only in two scenarios could 95% of the PM peak volumes in 2040 could be processed. In the summary of these alternatives the study states **“None of the alternatives studied under the Existing Interstate Access Scenario, without a 47th Avenue interchange, meet the established [Purpose and Needs] because they cannot improve operations to an acceptable level.”**

This report also evaluated the 32nd Ave S/Bus US 81 interchange with a new interchange constructed at 47th Ave S. By constructing a new interchange at 47th Ave S, traffic volumes on 32nd Ave S/Bus US 81 are forecasted to be reduced by approximately 40%. Evaluating available alternatives under this scenario 32nd Ave S/Bus US 81 could utilize the least expensive option of “Spot Improvements” and would be able to support anticipated traffic volumes and intersections are forecasted to operate at LOS D or better.

The report identified a number of alternatives for consideration for this interchange. Though the proposed project will develop a selected alternative from the NEPA process proposed in 2020, the cost estimate included in this scoping report is based on the alternative with the highest score in the valuing planning analysis. This alternative identified in the report was for the 47th Ave Shifted Diamond with No Business Impacts.

A Traffic Operations Study was also completed for project HEU-6-081(094)940 in August of 2018 which included a capacity analysis using Synchro/Simtraffic which projected Level of Service (LOS) of E or F at the intersections of 32nd Ave S and S 38th St, S 34th St, and S Columbia Rd, there was also an indication that the northbound leg of the north bound I-29 intersection would operate at a LOS of F. This Traffic Operations Report “recommended to monitor traffic volumes to see if they increase as projected.”

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section?
When was the current street section built? Has there been any additional maintenance to the street section? Bus US 81/32nd Ave S from S 38th St to Bus US 81/S Washington St was constructed in 1977 as an 8” concrete pavement on 12” lime treated base. Bus US 81/32nd Ave S from the I-29 western on/off ramps to the bridge was reconstructed and widened in 1994 as a 11” concrete pavement on 4” permeable stabilized base, on 8” blended base. Bus US 81/32nd Ave S from the bridge to the S 38th St was reconstructed and widened in 1994 as a 10” concrete pavement on 4” permeable stabilized base, on 8” blended base. Bus US 81/32nd Ave S from approximately S 31st St to approximately S 24th St was reconstructed in 2003 as a 9” concrete pavement, on 12” class 5 base, on 18” class 3 base, on geotextile fabric. Bus US 81/32nd Ave S from the western I-29 ramp to Bus US 81/S Washington St was rehabilitated in 2013. This rehabilitation consisted of concrete panel replacement, dowel bar retrofit, stitching, grinding. This work also included milling, a 2” asphalt overlay and microsurfacing from approximately S 38th St to S 34th St, S 34th St to S 31st St, S 23rd St to S 20th St, and from S 20th St to approximately the midpoint between S 17th St and S Washington St. In 2021 the HSIP project realigned the left turn lanes on US BUS 81/32nd Ave S, this work also included replacement of some traffic signal poles to accommodate the new left turn lane locations. Dual left turn lanes were also installed at the intersection of S Columbia Rd. Flashing Yellow Arrows were installed corridor wide along with other safety improvements during this project.
2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?
The widths of the through lanes and turnlanes vary, however they are typically 12’.
3. What is the condition of the pavement section?
 - A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
 - B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.Based on the 2018 Pavement Condition Index and International Roughness index this augment ranging from a PICu value of 54 to 97 and an IRI value ranging from 1.42 to 4.32
4. Any existing geometric concerns?
None anticipated.
5. Are there any access points to adjoining properties that present a special concern?

None anticipated.

6. Are there any existing sidewalks or shared use path in place?
There are sidewalks or shared use paths on both sides of the street with the exceptions being on the south side between I-29 and S 38th St and between S 20th St and S Washington St. The condition of these facilities is unknown and will need to be determined during the project development phase. During the project development, the NDDOT reviews current ADA requirements based on the type of project and identifies ADA deficiencies. Once identified, corrective actions are included into the plans as per the requirements of ADA. Per the 2045 MTP Existing Bicycle and Pedestrian Facilities Map there are no additional facilities planned for this location.
7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
The condition of the existing storm sewer is unknown and will need to be determined during the project development phase.
8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
The existing city water lines consist of a 16" AC watermain located primarily on the north side in the berm. The City Sanitary Sewer varies in size and is primarily located on the south side of the street in the berm. It is unlikely that there will be any work on these systems associated with this project apart from manhole and gate valve adjustments.
9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
Existing street lighting on 32nd Ave S consists of 400W HPS fixtures mounted on 40' davit arm style street lights with a staggered placement on both sides of the road. In recent years there has been a number of connection issues associated with the age of the underground conductors.
10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?
The following intersections on 32nd Ave S/Bus US 81 have traffic signals: I-29 southbound on/off ramp, I-29 northbound on/off ramp, S 38th St, S 34th St, S 31st St, S Columbia Rd, S 24th St, S 20th St, and S Washington St. A number of these intersections were identified in the 2021 Urban High Crash Report, however the primary issue of negatively offset left turn lanes and right angle crashes are anticipated to be mitigated with the 2021 HSIP construction project. Need for turn lanes will be determined during the project development phase.

Remarks:

City Engineer: Allen R. J.

Date: 11/15/23

District Engineer: Edward Pavlish

Date: 11/16/23

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

Cost Estimate

Project Number:	IM-6-029(157)137	Bid Opening:	1/1/2024
PCN:	22786	Estimate Scope:	30PCT
Length:	10351	Tied Project(s):	<i>Alternative B1.1</i>
City:	GRAND FORKS		
County:	GRAND FORKS	Prepared By:	<i>ryan.genz</i>
Work Description:	NEW INTERCHANGE		

Location: **47TH AVENUE SOUTH**

Spec	Code	Item Description	Unit	Quantity	Unit Cost	Total Cost
103	0100	CONTRACT BOND	L SUM	1	\$350,000.00	\$350,000.00
105	0100	UTILITY COORDINATOR	L SUM	1	\$50,000.00	\$50,000.00
201	0300	CLEARING & GRUBBING	ACRE	6	\$5,000.00	\$30,000.00
202	0128	REMOVE AGGREGATE BASE	TON	15354	\$25.00	\$383,850.00
202	0170	REMOVAL OF CULVERTS-ALL TYPES & SIZES	LF	874	\$35.00	\$30,590.00
202	0281	REMOVAL OF BUILDINGS-SITE 1	L SUM	1	\$250,000.00	\$250,000.00
203	0101	COMMON EXCAVATION-TYPE A	CY	58308	\$7.00	\$408,156.00
203	0109	TOPSOIL	CY	92715	\$6.00	\$556,290.00
203	0140	BORROW-EXCAVATION	CY	386786	\$10.00	\$3,867,860.00
203	0180	ROADWAY OBLITERATION	LF	13830	\$10.00	\$138,300.00
216	0100	WATER	M GAL	6323	\$22.00	\$139,106.00
251	0200	SEEDING CLASS II	ACRE	56	\$750.00	\$42,000.00
260	9999	EROSION CONTROL	L SUM	1	\$520,000.00	\$520,000.00
302	0100	SALVAGED BASE COURSE	TON	95004	\$30.00	\$2,850,120.00
550	0310	10IN NON REINF CONCRETE PVMT CL AE-DOWELED	SY	112004	\$160.00	\$17,920,640.00
602	9999	BRIDGE, SURCHARGE, GEOFOAM, DEWATERING	L SUM	1	5,553,000.00	\$5,553,000.00
606	1410	14FT X 10FT PRECAST RCB CULVERT	LF	52	\$2,000.00	\$104,000.00
606	5410	14FT X 10FT PRECAST RCB END SECTION	EA	2	\$25,000.00	\$50,000.00
702	0100	MOBILIZATION	L SUM	1	1,500,000.00	\$1,500,000.00
704	9999	TRAFFIC CONTROL	L SUM	1	\$200,000.00	\$200,000.00
706	0400	FIELD OFFICE	EA	1	\$30,000.00	\$30,000.00
706	0500	AGGREGATE LABORATORY	EA	1	\$12,000.00	\$12,000.00
706	0550	BITUMINOUS LABORATORY	EA	1	\$7,500.00	\$7,500.00
706	0600	CONTRACTOR'S LABORATORY	EA	1	\$7,500.00	\$7,500.00
709	0100	GEOSYNTHETIC MATERIAL TYPE G	SY	135837	\$2.00	\$271,674.00
714	9999	DRAINAGE	L SUM	1	2,000,000.00	\$2,000,000.00
748	0140	CURB & GUTTER-TYPE I	LF	50907	\$50.00	\$2,545,350.00
750	0140	SIDEWALK CONCRETE 6IN	SY	11434	\$130.00	\$1,486,420.00
754	9999	SIGNAGE	L SUM	1	\$375,000.00	\$375,000.00
762	9999	PAVEMENT MARKINGS	LSUM	1	\$225,000.00	\$225,000.00
764	9999	GUARDRAIL	L SUM	1	\$25,000.00	\$25,000.00
770	9999	LIGHTING	L SUM	1	\$300,000.00	\$300,000.00
772	9811	TRAFFIC SIGNAL SYSTEM - SITE 1	EA	3	\$450,000.00	\$1,350,000.00
999	9999	RIGHT OF WAY	AC	79	\$10,000.00	\$790,000.00

Spec Code	Item Description	Unit	Quantity	Unit Cost	Total Cost
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Subtotal \$44,369,356.00

Engineering Percent: 20.00%

Estimate Summary and Totals

Subtotal:

\$44,369,356.00 + 20.00% Engineering = \$53,243,227.20

2024 Construction Cost Estimate \$44,369,356.00
 10% Preliminary/Design Eng \$4,436,935.60
 10% Construction Eng \$4,436,935.60

 2024 Total Project \$53,243,227.20
 Inflate by 4% to 2027 (~1.12 multiplier)

 2027 Total Project Cost \$59,891,389.52

I-29/47th Ave S Interstate Exchange - 2027



0.3 0 0.13 0.3 Miles

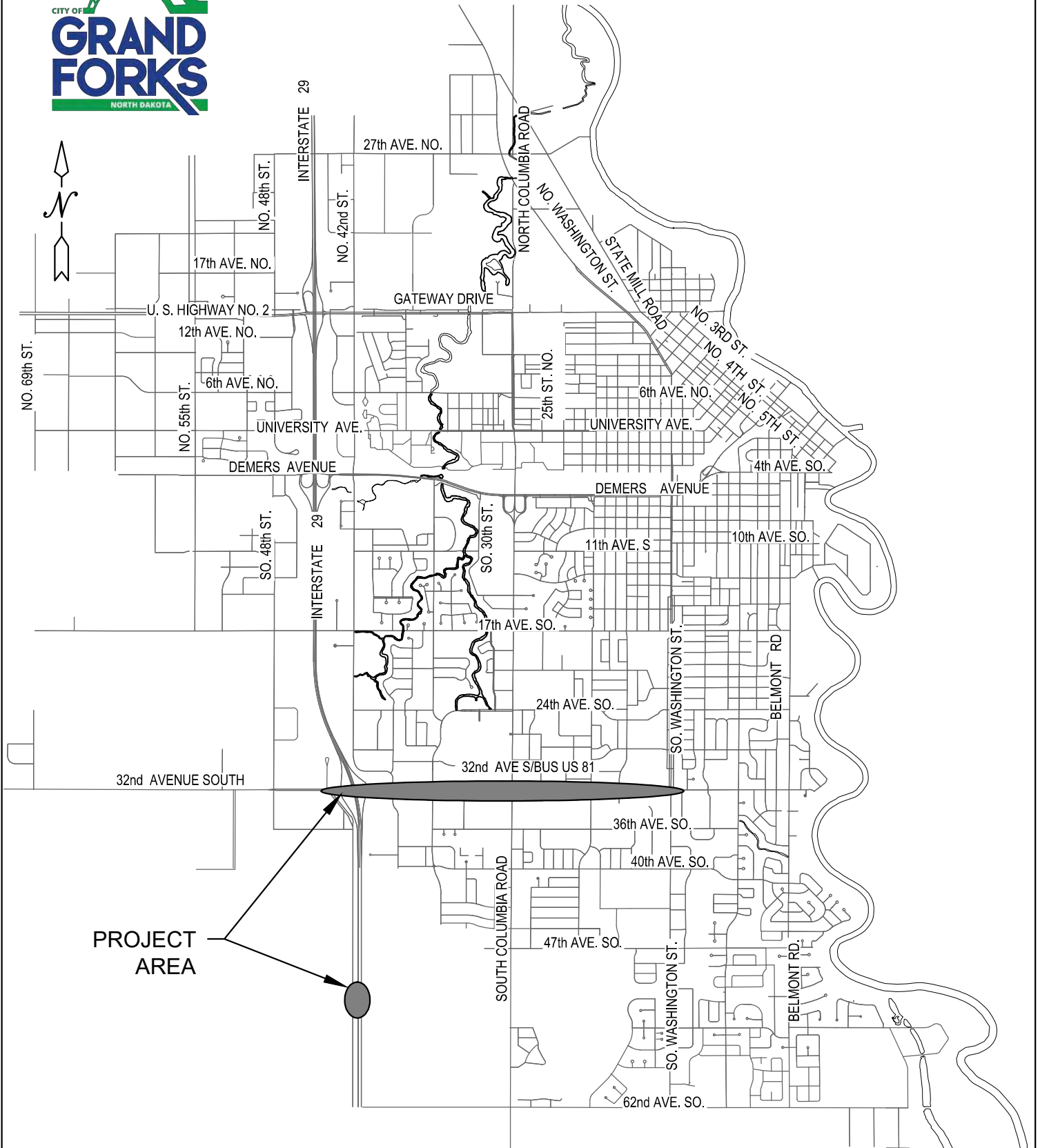
NAD_1983_StatePlane_North_Dakota_North_FIPS_3301_Feet
City of Grand Forks GIS

All dimensions, descriptions, measurements, boundaries and data contained in this nonstandard document are included for general information only. No warranties or covenants are made or given by the City of Grand Forks. Any user must confirm the accuracy of the same with official records, and/or by survey.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

PROJECT LOCATION MAP GRAND FORKS, NORTH DAKOTA

Project Addressing Congestion on
32nd Ave S/Bus US 81



e. Optional Work Items

There are no optional work items on this project.

f. Traffic Control Work Zone Safety and Mobility

The project meets the definition of a “Significant Project” as described in the Work Zone Safety and Mobility Program. The project is located within an MPO boundary however is not on the urban regional system, therefore the project will not require a traffic control work zone safety and mobility analysis.

g. Work Zone Traffic Control

Regardless of selected alternative, the interchange bridge would be constructed while maintaining two lanes of traffic in both directions along mainline I-29. There is a potential for short-term reduction to one-lane in each direction. Beam setting may require closures at night. It is anticipated that no crossover would be needed to shift traffic to one side of the Interstate. Access points would be maintained at all times.

h. Maintenance Responsibility Discussion

Maintenance responsibilities at Interstate interchanges is a coordinated effort between NDDOT and affected LPAs. Responsibilities will be refined during final design and included in the Cost Participation and Maintenance Agreement. Maintenance of 47th Avenue and 42nd Street will be the responsibility of the City of Grand Forks and Grand Forks County.

i. Summary of Engineering Issues

- **Utility impacts:** An overhead 345 KV transmission line, owned by Minnkota Power Cooperative, would be impacted by all proposed alternatives. The impacts for the on-alignment alternatives would require the transmission line to be rerouted. Four existing towers would need to be removed, three new dead-end towers would be installed, and three new tangent towers would be installed. The impacts from the shifted alternatives would result in minor pole impacts. One pole would be relocated, given vertical clearance can still be achieved. Additionally, Centurylink, Xcel Energy, Grand Forks Trail County/East Central Regional Water District, Midco, Nodak Electric, Lumen, Polar Communications, and Dakota Carrier Network all have utilities within the various alternative footprints that may be impacted. Impacts are found within the right-of-way (ROW) adjacent to I-29, the existing 47th Ave, and the existing 42nd Ave. Refer to **Table 2 – Utility Impacts** for a summary of the utility impacts anticipated from the project. Coordination with utilities would occur prior to construction of the interchange.

Table 2 - Utility Impacts

Alternative	Utility Provider	Facility Type	Facility Conflict Due To	Conflict Resolution
B1.1, B1.2, B2.1 B2.2 C1.1, C1.2, C2.1 C2.2	XCEL Energy, Lumen, NODAK Electric, Polar Comm	Buried with Vaults, Peds, Etc.	Proposed roadway, shared use path, overpass bridge, and pedestrian box culvert	Lower utility bury depth or relocate.
	XCEL Energy, NODAK Electric	Overhead Power, Poles, and Guy Wires	Proposed roadway, shared use path, overpass bridge, and pedestrian box culvert	Relocate power pole and guy wires.
	Minnkota Power Coop	High Voltage Transmission Line and Structures	Proposed overpass bridge & roadway. Lowest sag point of lowest line is 38-ft above ground.	Raise elevation of wires or Relocate structures and wires.
	Grand Forks Traill County / East Central Regional Rural Water District	Buried watermain and gate valves	Proposed roadway, shared use path, overpass bridge, and pedestrian box culvert	Lower utility bury depth, relocate, or insulate over top of pipe if cover depth is reduced.

- All alternatives require relocation or complete acquisition of the Grand Forks Campground and RV Park. The campground is privately owned.
- The ability to shift the interchange further south is limited by King's Walk Golf Course.
- Permanent ROW would be required to construct the new interchange and associated connecting roadways. No temporary easements are anticipated. ROW totals for each alternative can be found in **Table 5 – Right of Way Summary**.
- An Interchange Justification Report (IJR) will be developed with the chosen build alternative to meet the FHWA Interstate access requirements. An IJR is used to document the components and conclusions for a new access on the Interstate System.
- A Traffic Operations Report was completed as part of this project and is appended by reference. The report discusses the interchange alternatives and existing and future traffic conditions in all directions around the proposed alternatives.

j. Summary of Environmental Issues

Aquatic Resources

An Aquatic Resource Delineation was completed November 8th and 9th, 2021, and June 20th and 23rd, 2022, by Ulteig Engineers, Inc. Forty-five wetlands comprised of 54.445 acres were identified.

An aquatic resources jurisdictional determination request was submitted to the US Army Corps of Engineers (USACE) on September 1, 2022. The jurisdictional determination was issued by the USACE on October 4, 2022 (NWO-2007-02124-BIS).

Table 3 - Aquatic Resource Impacts

Alternative	Permanent Wetland Impacts (Acres)	Temporary Wetland Impacts (Acres)	Required Mitigation (Acres)
B1.1	8.628	3.269	1.224
B1.2	7.950	3.716	1.161
B2.1	8.147	2.882	1.239
B2.2	8.588	3.028	1.235
C1.1	7.199	2.016	0.143
C1.2	8.351	3.005	0.145
C2.1	8.945	1.980	0.135
C2.2	9.902	2.044	0.145

The project will require a Section 404 Clean Water Act permit (Nationwide Permit 23 expected). Impacts will be mitigated through ditch shifts, onsite mitigation, an approved NDDOT wetland mitigation bank, or acquisition of a permanent easement outside of the existing NDDOT owned ROW. Refer to **Appendix C** for a summary of wetland impacts and proposed mitigation.

Aquatic Nuisance Species (ANS)

The project would impact wetlands. Equipment that was last used outside of North Dakota or within a Class I infested waterbody requires an inspection by ND Game and Fish Department (NDGFD). NDGFD will be notified at least 10 business days prior to pumps, watercraft, or any equipment entering a public water to allow the NDGFD sufficient time to inspect equipment for ANS. The ANS note will be added to the plan set.

Municipal Separate Storm Sewer System (MS4)

During final design, hydrologic models and/or design methodologies will be utilized to determine runoff conditions and to analyze stormwater management structures and facilities associated with the project. Design will be submitted to the Grand Forks City engineer for approval and will meet the Storm Water Management Plan standards.

US Fish and Wildlife Service (USFWS)

There are no USFWS fee-title or easements within the project area, therefore, there would be no impacts to USFWS lands.

Cultural Resources

A Class III Cultural Resources Inventory was completed June 11-16, 2022, by Metcalf Archaeological Consultants, Inc. Metcalf encountered eight cultural resources. Three are precontact isolated finds recommended *not eligible* for inclusion in the National Register of Historic Places and five are historic architectural sites. Of the five architectural sites, four are recommended *not eligible* and one site, 32GF3855, is recommended *eligible* for inclusion in the National Register of Historic Places because Features 6 and 8 are two types of barns included in the State Historical Society of North Dakota's historic context for barns. The other features at this site are recommended to be non-contributing elements. Provided that ground disturbing activities associated with the project avoid Features 6 and 8 at Site 32GF3855, a finding of *No Historic Properties Affected* was recommended by Metcalf.

The North Dakota State Historic Preservation Office (SHPO) concurred with a finding of "No Historic Properties Affected" on January 31, 2023. All borrow will come from an approved source and the cultural avoidance environmental note will be included in the plan set. Refer to **Appendix A** for SHPO concurrence.

Threatened and Endangered Species

A NDDOT Threatened, Endangered, Proposed, Candidate Species and Critical Habitat Affect Determination Table was completed and submitted. The Affect Determination Table, utilizing the USFWS Environmental Conservation Online System (ECOS) Information for Planning and Consultation (IPaC), identified the monarch butterfly (*Danaus plexippus*) within the project area. Refer to **Appendix B**.

Section 4(f)

No Section 4(f) properties will be impacted as a result of the project. The Multi Use Path along South Columbia Road currently functions primarily for transportation rather than recreation and qualified under the exception found at 23 CFR 774.13 f(4). Refer to **Appendix E**.

Grand Forks Park District property does not occur within the project area; however, both the Ulland Sports Complex and King's Walk Golf Course are adjacent to the project area. The project will not impact either property or Grand Forks Park District property.

All of the proposed build alternatives would require relocation or complete acquisition of the Grand Forks Campground and RV Park. This campground is a private for-profit business and therefore does not qualify as a Section 4(f) property.

Farmlands

Impacts to prime farmland are anticipated to occur due to the proposed build alternatives. Acreages were calculated using Natural Resources Conservation Service (NRCS) soil

maps and the ROW requirements for each alternative. See **Table 4 – Prime Farmland Impacts** for a summary of prime farmland impacts for each alternative. After a final decision has been made on which alternative will be used for the project, the form NRCS-CPA-106 will be completed and submitted to NRCS. The exact acreage and proposed site are needed to complete the form.

Table 4 - Prime Farmland Impacts

Build Alternative	Prime Farmland Impact Acreage
Alternative B1.1	78.24 Acres
Alternative B1.2	82.27 Acres
Alternative B2.1	83.70 Acres
Alternative B2.2	89.84 Acres
Alternative C1.1	91.97 Acres
Alternative C1.2	98.41 Acres
Alternative C2.1	91.49 Acres
Alternative C2.2	98.59 Acres

Tree Impacts

Urban tree plantings within Grand Forks city limits were identified during the aquatic resource delineation. It is not anticipated that there will be impacts to urban tree plantings. No naturally occurring woody vegetation was identified within the study area. Tree removal would occur at the Grand Forks Campground and RV Park and along the Interstate outside of city limits. Tree mitigation is not anticipated for impacts associated with the project.

Phase I ESA

A Phase I Environmental Site Assessment (appended by reference) was completed by Ulteig Engineers, Inc. in conformance with the scope and limitations of the ASTM E1527-21. The assessment identified three recognized environmental conditions (RECs) (one underground storage tank, one aboveground storage tank, and one container) and no controlled RECs or historical RECs, as those terms are defined by E1527-21. Soil sampling is recommended due to the identified RECs.

Reclamation of the site will conform with industry standards.

Environmental Justice

Substantial or adverse impacts to human health and environment are not expected with the project. Therefore, no disproportionately high or adverse impacts to identified minority or low-income populations would occur. Refer to **Appendix D** for the Environmental Justice analysis.

Noise

Construction of the project would include construction of a highway on a new location and substantial vertical alteration, both of which meet the Federal Highway Administration definition of a Type I project, necessitating the completion of a noise analysis. A Traffic

Noise Analysis was completed for the project by Ulteig Engineers, Inc. Results of the Noise Analysis are pending.

Table 5 - Right of Way Summary

Alternatives	Temporary ROW Needed	Permanent ROW Needed	US Fish & Wildlife Property Interest?	City of Grand Forks/Grand Forks Park District Property Interest?
Alternative A	0 Acres	0 Acres	No	No
Alternative B1.1	0 Acres	78.24 Acres	No	No
Alternative B1.2	0 Acres	82.27 Acres	No	No
Alternative B2.1	0 Acres	83.70 Acres	No	No
Alternative B2.2	0 Acres	89.84 Acres	No	No
Alternative C1.1	0 Acres	91.97 Acres	No	No
Alternative C1.2	0 Acres	98.41 Acres	No	No
Alternative C2.1	0 Acres	91.49 Acres	No	No
Alternative C2.2	0 Acres	98.59 Acres	No	No

Table 6 - Summary of Estimated Costs

Alternative	Estimated Cost
Alternative A	\$0
Alternative B1.1: Signals and Loops without Ability to Accommodate Future Collector-Distributor	\$53,243,227
Alternative B1.2: Signals and Loops with Ability to Accommodate Future Collector-Distributor	\$56,806,762
Alternative B2.1: Modified SPUI without Ability to Accommodate Future Collector-Distributor	\$59,561,822
Alternative B2.2: Modified SPUI with Ability to Accommodate Future Collector-Distributor	\$65,507,807
Alternative C1.1: Signals and Loops without Ability to Accommodate Future Collector-Distributor	\$52,039,883
Alternative C1.2: Signals and Loops with Ability to Accommodate Future Collector-Distributor	\$56,702,569
Alternative C2.1: Roundabouts and Loops without Ability to Accommodate Future Collector-Distributor	\$51,407,658
Alternative C2.2: Roundabouts and Loops with Ability to Accommodate Future Collector-Distributor	\$55,987,669

G. Comments from the Documented CATEX

Comments will be added following review of the draft.

H. Public Concerns / Need for Public Input

Solicitation of views letters were sent to various local, state, and federal agencies with interests within or adjacent to the project area on February 17, 2022. Solicitation of views letters and responses can be found in **Appendix A**.

Public input meetings were held at Hampton Inn and Suites in Grand Forks on June 1, 2022, and January 12, 2023, to discuss the concepts in further detail with the public. The meetings held a formal presentation followed by an open house providing the public an opportunity to comment on the need for the project, suggest alternatives, and identify areas of concern. A pre-recorded presentation and other materials were also made available on June 1, 2022, and January 12, 2023, on the NDDOT website. A press release and newspaper advertisements were used by the NDDOT to announce the date, time, and purpose of the meetings. Comments and responses provided during the public input meetings are summarized in **Table 7 – Summary of Comments/Responses**. The Public Involvement Report (appended by reference) contains a complete table of comments and responses received.

Table 7 - Summary of Comments/Responses

Topic	Comments	Responses
Alternative projects	One commenter indicated a desire to see project funding spent on alternative transportation projects within the region (e.g., new river crossing, Minnesota Ave/4 th Ave corridor improvement).	The scope of this project is limited to studying a new interchange in south Grand Forks.
Four-lane corridor	Two commenters indicated a need for providing a four-lane corridor east to S. Washington Street.	The scope of this project is limited to the interchange and connection to the local roadway network. Roadway expansion to the east is outside the scope of this project.
Controlled access at 38 th Street	Three commenters indicated support for having the intersection at 38 th Street being controlled access rather than restricted. No commenters were provided in favor of restricted access at 38 th .	Comment noted.

32ND AVENUE/US 81B

32nd Avenue/US 81B serves a large majority of commercial activity in Grand Forks. Daily traffic volumes from 2015 along this corridor range from approximately 11,300 vehicles per day west of I-29 to 16,300 vehicles per day east of I-29. The areas surrounding I-29 at 32nd Avenue/US 81B and heading south to 47th Avenue are forecasted to be the largest population and employment growth centers in the city. Specifically, 58 percent of new employment opportunities are expected to occur within one-mile of either the 32nd Avenue/US 81B interchange or the 47th Avenue corridor. By 2040, this amount of growth is expected to result in traffic volumes around 43,000 vehicles per day east of I-29 and 23,000 vehicles per day west of I-29. This results in oversaturated interchange operations, producing long delays and queues by 2040.

Analysis completed for the Macro Level Alternatives Analysis found that the construction of a 47th Avenue interchange would have significant tangible benefits to the 32nd Avenue/US 81B interchange, potentially mitigating the need for costly widening at I-29 east to Columbia Road. The 32nd Avenue/US 81B intersection would experience more than 40 percent traffic reduction under this scenario, where other interchanges experienced far less. This necessitated a need to evaluate different interchange scenarios with and without the 47th Avenue interchange. Alternatives were analyzed under the Existing Interstate Access Scenario (no 47th Avenue interchange), which assumes a six-lane section on 32nd Avenue/US 81B, and the 47th Avenue Interchange Scenario, which assumes a four-lane section on 32nd Avenue/US 81B.

The Merrifield Road/CR 6 Interchange Infrastructure will also be considered later in this chapter but had minimal impacts to the overall operations of 32nd Avenue/US 81B. The combination of the 47th Avenue Interchange and the Merrifield Road/CR 6 Interchange provided similar benefits to 32nd Avenue/US 81B as the 47th Avenue interchange in isolation.

ANALYSIS METHODOLOGY

Analysis for this interchange location used the Value Planning approach detailed previously in this report.

INTERCHANGE ALTERNATIVES

EXISTING INTERSTATE ACCESS SCENARIO

As described above, this scenario does not include any additional interchange infrastructure. This means the future development expected in the southwest metro will be funneled to the 32nd Avenue/US 81B corridor for access onto and across the interstate.

Widen Only Alternative

The Widen Only Alternative (WO) would add one through lane in each direction on 32nd Avenue/US 81B from the 42nd Street west frontage road to east of 38th Street, as well as traffic control at the 42nd Street west frontage road and turn lanes at all four study intersections which would require bridge widening. The WO alternative is treated as the baseline for comparisons against other alternative designs; the true do nothing alternative model broke down and could not accurately replicate queues and delay.

Even with the additional capacity, this alternative was unable to be properly calibrated during the 2040 P.M. peak, with 15.2 percent latent demand. This means more than 1,500 vehicles did not enter the model so their delay has not been incorporated into the overall network delay and is not acceptable for analysis.

Based on the traffic the model could process, long queues, in excess of 1,000 feet are expected at all four study intersections. Levels of service are deficient at all study intersections, excluding the East Ramp intersection. It is important to note that the queues extending onto I-29 are likely not being incorporated into the East Ramp delay.

The estimated cost for this alternative was \$7.7 million which only included widening the bridge and the difference between reconstructing 32nd Avenue/US 81B as a four-lane section and reconstructing and widening as a six-lane section. This planning level cost should be further refined but was used as a baseline cost. Value planning scores for this alternative can be seen in Table 7-17.

Table 7-17: 32nd Avenue/US 81B Widen Only Interchange Alternative (Existing Interstate Access Scenario)

	Results (2040 Conditions)	Score
Local Operations	<ul style="list-style-type: none"> ▪ A.M. Peak Average: 57.1, LOS "E" ▪ P.M. Peak Average: 92.2, LOS "F" 	0*
Mainline Operations	<ul style="list-style-type: none"> ▪ Average A.M. Peak: 12.8, LOS "B" ▪ Average P.M. Peak: 94.4 LOS "F" 	0*
Environmental Impacts	<ul style="list-style-type: none"> ▪ No additional environmental impacts expected. 	8
Safety	<ul style="list-style-type: none"> ▪ Baseline crash potential distribution for alternative comparison: <ul style="list-style-type: none"> » 6.5% Crossing Crash Potential » 62.5% Rear End Crash Potential » 31.0% Sideswipe Crash Potential 	9
Cost	<ul style="list-style-type: none"> ▪ \$7.7 Million** 	10
Total		27

*Score of zero assigned because model could not be calibrated. Not all delay considered.

**Includes planning level costs on a per mile basis.

Consolidated East Ramp

The Consolidated East Ramp (CER) Alternative would add a through lane in each direction as well as realign 42nd Street east of I-29 with the East Ramp. This helps split southbound traffic at 38th Street, a major bottleneck along the corridor. This alternative also incorporates double left turn lanes at 38th Street, a northbound right turn lane, westbound left and a traffic control signal at the 42nd Street west frontage road. It requires bridge widening. This alternative also incorporates two loops in the southeast and southwest quadrants, which helps eliminate crossing conflicts and improves operational efficiency by allowing a two-phase signal controller.

This alternative had 4.7 percent latent demand during the 2040 P.M. peak, which is acceptable for calibration according to FHWA standards. During the 2040 P.M. peak, operations at 42nd Street frontage road and 38th Street are deficient at LOS "E", while the two ramp intersections operate at LOS "D"; delays at the ramp intersections produce long queues onto the interstate. There are no operational concerns during the 2040 A.M. peak hour.

This alternative reduces crossing crash potential by 24.1 percent and rear-end potential by 49.0 percent when compared against the WO alternative. Sideswipe crash potential is increased by 188.6 percent when compared against the Widen Only alternative.

Value planning scores for this alternative can be seen in Table 7-18 with planning level design layout in Figure 7-26.

Table 7-18: 32nd Avenue/US 81B Consolidated East Ramp Interchange Alternative (Existing Interstate Access Scenario)

	Results (2040 Conditions)	Score
Local Operations	<ul style="list-style-type: none"> » A.M. Peak Average: 18.1, LOS "A" » P.M. Peak Average: 62.0, LOS "E " 	5
Mainline Operations	<ul style="list-style-type: none"> » Average A.M. Peak: 11.92, LOS "B" » Average P.M. Peak: 55.1 LOS "F" 	4
Environmental Impacts	<ul style="list-style-type: none"> » No significant new environmental impacts. 3.5 acres of ROW required. 	6
Safety	<ul style="list-style-type: none"> 26.2% increase in crash potential when compared against Widen Only Alternative <ul style="list-style-type: none"> » 24.1% Reduction in Crossing Crash Potential » 49.0% Reduction in Rear End Crash Potential » 188.6% Increase in Sideswipe Crash Potential 	0
Cost	<ul style="list-style-type: none"> » \$30.9 Million 	0
Total		15

Northwest Loop Ramp

The Northwest Loop Ramp (NWL) Alternative incorporates a northwest loop on-ramp for westbound to southbound movements, turn lanes at adjacent intersections and traffic control at the 42nd Street west frontage road. This alternative requires widening the 32nd Avenue/US 82B bridge to accommodate additional through lanes. Due to the posted speeds and the ROW constraints, only a small radius could be constructed. This requires parallel merge lanes to ensure safe and efficient merging.

This alternative had 10.0 percent latent demand during the 2040 P.M. peak, which is not acceptable for calibration according to FHWA standards. Nearly 1,000 vehicles were unable to enter the network during the 2040 P.M. peak. However, based on the vehicles processed, the 42nd Street west frontage roads and 38th Street intersections were deficient at LOS “F” with the ramp intersections operating at LOS “E”. Queues at the ramp intersection extend onto the interstate, completely blocking all through lanes.

During the 2040 A.M. peak, only the 38th Street intersection is deficient at LOS “E”. There are no queueing concerns.

Value planning scores for this alternative can be seen in Table 7-19 with planning level design layout in Figure 7-27.

Table 7-19: 32nd Avenue/US 81B Northwest Loop Ramp Interchange Alternative (Existing Interstate Access Scenario)

	Results (2040 Conditions)	Score
Local Operations	» A.M. Peak Average: 39.1, LOS “D” » P.M. Peak Average: 99.4, LOS “F”	0*
Mainline Operations	» Average A.M. Peak: 13.3, LOS “B” » Average P.M. Peak: 54.4, LOS “F”	0*
Environmental Impacts	» No significant environmental impacts. Two acres of ROW required and some access revisions.	6
Safety	14.8% increase in crash potential when compared against Widen Only Alternative » 128.2% Increase in Crossing Crash Potential » 16.4% Reduction in Rear End Crash Potential » 53.6% Increase in Sideswipe Crash Potential	4
Cost	» \$27.8 Million	1
Total		11

*Score of zero assigned because model not calibrated. Not all delay considered.

Southwest Loop Ramp

The Southwest Loop Ramp (SWL) Alternative incorporates a southwest loop off-ramp for southbound to eastbound movements, turn lanes at adjacent intersections and traffic control at 44th Street. This alternative requires widening the 32nd Avenue/US 81B bridge to accommodate additional through lanes and access revisions to the 42nd Street west frontage road which allowed for a RIRO access on the northside of 32nd Avenue/US 81B but closed the access on the southside.

This alternative had 3.1 percent latent demand during the 2040 P.M. peak, which is acceptable for calibration according to FHWA standards. During the 2040 P.M. peak, operations at the East Ramp are deficient at LOS “E” with queues that extend onto the interstate. The 38th Street and 44th Street intersections are deficient at LOS “F” and LOS “E” respectively. The 44th Street intersection would be improved with a double left-turn lane. However, that would require two receiving lanes which would have building impacts. At this time, a single left-turn lane was analyzed.

During the 2040 A.M. peak, all intersections operate at LOS “C” or better except the 38th Street intersection which operates at LOS “E”. There are no queueing concerns at the ramp intersections.

The SWL Alternative reduces crossing crash potential by 42.1 percent and rear-end crash potential by 40.2 percent. Sideswipe crash potential is increased 88.3 percent.

Value planning scores for this alternative can be seen in Table 7-20 with planning level design layout in Figure 7-28.

MICRO LEVEL ALTERNATIVES ANALYSIS

Table 7-20: 32nd Avenue/US 81B Southwest Loop Interchange Alternative (Existing Interstate Access Scenario)

	Results (2040 Conditions)	Score
Local Operations	» A.M. Peak Average: 27.9, LOS "C" » P.M. Peak Average: 57.6, LOS "E"	5
Mainline Operations	» Average A.M. Peak: 13.2, LOS "B" » Average P.M. Peak: 23.9, LOS "D"	7
Environmental Impacts	» No significant environmental impacts. Two acres of ROW required and some access revisions.	6
Safety	0.5% decrease in crash potential when compared against Widen Only Alternative » 42.1% Reduction in Crossing Crash Potential » 40.2% Reduction in Rear End Crash Potential » 88.3% Increase in Sideswipe Crash Potential	10
Cost	» \$23.5 Million	5
Total		33

Diverging Diamond Interchange

The Diverging Diamond Interchange (DDI) Alternative requires the two directions of traffic on 32nd Avenue/US 81B to cross to the opposite side of the road under the I-29 bridge. This allows left-turning and right-turning traffic to perform a free flow movement onto the interstate on-ramp. The free-flowing movements reduce the signal phases to two at each intersection, significantly reducing delays. The right-turn slip ramp on the southbound I-29 on-ramp requires access management at the 42nd Street west frontage road. This alternative requires widening the 32nd Avenue/US 81B bridge to accommodate additional through lanes. A backage road was configured with a signal incorporated at 44th Street.

This alternative had 6.0 percent latent demand during the 2040 P.M. peak, which is not acceptable for calibration according to FHWA standards. More than 600 vehicles were unable to enter the network during the 2040 P.M. peak. However, based on the vehicles processed, the West Ramp intersection and 38th Street intersection were deficient with LOS "E" during the 2040 P.M. peak. Queues at the West Ramp and East Ramp extend back onto the interstate. During the 2040 A.M. peak all intersections operate at LOS "D" or better with no queuing concerns. The DDI alternative increases crossing crash potential by 23.7 percent and sideswipe crash potential by 18.0 percent but decreases rear end crash potential by 9.4 percent.

Value planning scores for this alternative can be seen in Table 7-21: 32nd Avenue/US 81B Diverging Diamond Interchange Alternative (Existing Interstate Access Scenario) with planning level design layout in Figure 7-29.

Table 7-21: 32nd Avenue/US 81B Diverging Diamond Interchange Alternative (Existing Interstate Access Scenario)

	Results (2040 Conditions)	Score
Local Operations	» A.M. Peak Average: 23.2, LOS "C" » P.M. Peak Average: 50.8, LOS "D"	0*
Mainline Operations	» Average A.M. Peak: 13.3, LOS "B" » Average P.M. Peak: 77.0, LOS "F"	0*
Environmental Impacts	» No significant environmental impacts. Two acres of ROW required and some access revisions.	6
Safety	1.3% increase in crash potential when compared against Widen Only Alternative » 23.7% Increase in Crossing Crash Potential » 9.4% Reduction in Rear End Crash Potential » 18.0% Increase in Sideswipe Crash Potential	9
Cost	» \$22.1 Million	6
Total		21

*Score of zero assigned because model not calibrated. Not all delay considered.

Diverging Diamond Partial Cloverleaf

Additional analysis was completed for the 2040 P.M. peak hour using a diverging diamond partial cloverleaf design, shown in Figure 7-23. This uses a diverging diamond interchange concept with bypass lanes to a northwest loop ramp and southeast loop ramp. It would require access control at the 42nd Street west frontage road, double left-turn lanes on all approaches at 38th Street and would require significant bridge widening. This design has similar free flow movements and signal phase efficiency as the DDI alternative.

This alternative was only analyzed under the 2040 P.M. peak hour to determine if further analysis should be completed. With 4.7 percent latent demand it was technically calibrated. However, the 44th Street and 38th Street intersections were still deficient and queuing onto I-29 still occurred. Since this alternative did not have acceptable operations, no further analysis was completed.

Figure 7-23: Diverging Diamond Partial Cloverleaf Alternative (Existing Interstate Access Scenario)



Summary of Alternatives Under Existing Interstate Access Scenario

The growth areas planned for the southwest metro result in more than 160 percent growth on 32nd Avenue/US 81B as this corridor is the only access across and onto I-29. This growth results in extreme congestion, to an extent where three of the five alternatives (WO, NWL, DDI) analyzed cannot process at least 95 percent or more of projected 2040 P.M. peak hour traffic, resulting in the inability to properly calibrate the alternatives. The remaining two alternatives that meet calibration standards do not meet local or mainline operations standards, with deficient intersection operations and queues onto the interstate. **None of the alternatives studied under the Existing Interstate Access Scenario, without a 47th Avenue interchange, meet the established PNS because they cannot improve operations to an acceptable level.**

The SWL Alternative scored highest based on the value planning criteria. It was able to accept 97 percent of the forecasted volumes for 2040 P.M. peak but provides deficient local operations. It improves crash potential but does require access management at the 42nd Street west frontage road. The summary of value planning scores is shown in Table 7-22.

Table 7-22: Summary of 32nd Avenue/US 81B Interchange Alternatives Under Existing Interstate Access Scenario

Alternative	Local Operations	Mainline Operations	Environmental Impacts	Safety	Cost	Technical Total	Technical Rank
WO	0	0	8	9	10	27	2
CER	5	4	6	0	0	15	4
NWL	0	0	6	4	2	12	5
SWL	5	7	6	10	5	33	1
DDI	0	0	6	9	6	21	3

47TH AVENUE INTERCHANGE SCENARIO

The 47th Avenue interchange would likely have significant impacts on 32nd Avenue/US 81B, expected to reduce traffic on 32nd Avenue/US 81B by more than 40 percent. The Spot Improvement Alternative was analyzed specifically for the 47th Avenue Interchange Scenario. This alternative includes

- At 38th Street, extend the eastbound right-turn lane (435 feet, full width) and install double left-turn lanes on the eastbound, westbound and southbound approaches.
- At the East Ramp, a double right-turn lane on the northbound off-ramp.
- Traffic control signal and access modification at the 42nd Street west frontage road intersection.
- Queue flushing on the off-ramps
- Pedestrian crossing enhancements at the ramp intersections that includes pedestrian actuation and prohibits right-turns.
- Reconstruct or major rehabilitation of pavement from the East Ramp to Columbia Road.

Under this alternative, all study intersection are LOS “D” or better; the ramp intersections operate at LOS “C” or better during both peak hours through 2040. This alternative would minimize queueing onto the interstate and improve traffic flow, which should mitigate some of the most prevalent crash trends. The signal at the 42nd Street west frontage road and improvements to the existing signal timing should improve pedestrian crossing safety. This analysis suggests constructing a 47th Avenue interchange would mitigate almost all improvements necessary on 32nd Avenue/US 81B.

Value planning scores for this alternative can be seen in Table 7-23 with planning level design layout in Figure 7-30.

Table 7-23: 32nd Avenue/US 81B Spot Improvement Interchange Alternative Under 47th Avenue Interchange Scenario

	Results (2040 Conditions)	Score
Local Operations	<ul style="list-style-type: none"> ▪ A.M. Peak Average: 16.7, LOS “B” ▪ P.M. Peak Average: 31.9, LOS “C” 	7
Mainline Operations	<ul style="list-style-type: none"> ▪ Average A.M. Peak: 9.6, LOS “A” ▪ Average P.M. Peak: 18.6, LOS “C” 	8
Environmental Impacts	<ul style="list-style-type: none"> ▪ No additional environmental impacts expected. 	8
Safety	<ul style="list-style-type: none"> ▪ No change in crash potential expected. <ul style="list-style-type: none"> » 15.0% Crossing Crash Potential » 33.2% Rear End Crash Potential » 51.8% Sideswipe Crash Potential 	6
Cost	<ul style="list-style-type: none"> ▪ \$700,000 plus the cost of interchange at 47th Avenue (discussed in next chapter) 	10
Total		39

Other Alternatives

Other interchange alternatives were studied under the 47th Avenue Interchange Scenario, which reduces traffic on 32nd Avenue/US 81B by more than 40 percent. These alternatives do provide some benefits to local and mainline operations and safety. Brief descriptions are provided below with a summary table and layouts at the end of this chapter.

Consolidated East Ramp

The Consolidated East Ramp Alternative (CER) was identified in the 2040 LRTP but could not be cost constrained. It would realign 42nd Street east of I-29 with the East Ramp. This helps split southbound traffic at 38th Street, which is a major bottleneck along the corridor. A signal was included for 42nd Street west frontage road. During the 2040 P.M. peak the 38th Street intersection operates deficiently at LOS “E” with long queues on the minor approaches. No queueing or delay concerns during the 2040 A.M. peak.

This alternative comes at a cost of \$15.7 million, plus the cost of the interchange at 47th Avenue, estimated between \$23.2 and \$28.5 million, discussed in the next section.

Value planning scores for this alternative can be seen in Table 7-24 with planning level design layout in Figure 7-31.

Northwest Loop Ramp

The Northwest Loop Ramp Alternative (NWL) adds a loop ramp for the westbound to southbound movements onto I-29 in the northwest quadrant. Due to the posted speeds and the ROW constraints, only a small radius could be constructed. This requires parallel merge lanes to ensure safe and efficient merging, which would likely be incompatible with a 47th Avenue interchange. The addition of the northwest loop helps eliminate crossing conflicts by converting a left-turn to a free right. The right-turn slip ramp on the southbound I-29 on-ramp requires access management at the 42nd Street west frontage road. A backage road was configured with a signal incorporated at 44th Street. During the 2040 P.M. peak all intersections operate efficiently, including 38th Street. However, there are long queues anticipated on the minor approaches at 38th Street. No queuing or delay concerns during the 2040 A.M. peak.

This alternative comes at a cost of \$14.2 million, plus the cost of the interchange at 47th Avenue, estimated between \$23.2 and \$28.5 million, discussed in the next section.

Value planning scores for this alternative can be seen in Table 7-24 with planning level design layout in Figure 7-32.

Southwest Loop Ramp

The Southwest Loop Ramp Alternative (SWL) adds a loop ramp for the southbound to eastbound movements off of I-29 in the southwest quadrant. This configuration supports more than 400 vehicles during the 2040 P.M. peak hour, eliminating one signal phase and permitting right-turn-on-reds to improve through-put. No queueing is expected on the interstate ramps, but large queues build up at 38th Street and the 42nd Street west frontage road. A signal was included for 42nd Street west frontage road. There are some queueing concerns on the minor approaches at 38th Street. All other intersections operate effectively at LOS "D" or better. No queueing or delay concerns during the 2040 A.M. peak.

This alternative comes at a cost of \$11.0 million, plus the cost of the interchange at 47th Avenue, estimated between \$23.2 and \$28.5 million, discussed in the next section.

Value planning scores for this alternative can be seen in Table 7-24 with planning level design layout in Figure 7-33.

Diverging Diamond Interchange

The Diverging Diamond Interchange Alternative (DDI) requires the two directions of traffic on 32nd Avenue/US 81B to cross to the opposite side of the road over I-29. This allows left-turning and right-turning traffic to perform a free flow movement onto the interstate on-ramp. The free-flowing movements reduce the signal phases to two at each intersection, significantly reducing delays. The right-turn slip ramp on the southbound I-29 on-ramp requires access management at the 42nd Street west frontage road. A backage road was configured with a signal incorporated at 44th Street. All intersections operate efficiently during the 2040 A.M. and P.M. peak. There are some queuing issues on the minor approaches at 38th Street during the 2040 P.M. peak.

This alternative comes at a cost of \$8.5 million, plus the cost of the interchange at 47th Avenue, estimated between \$23.2 and \$28.5 million, discussed in the next section.

Value planning scores for this alternative can be seen in Table 7-24 with planning level design layout in Figure 7-34.

MICRO LEVEL ALTERNATIVES ANALYSIS

Table 7-24: 32nd Avenue/US 81B Alternatives Under 47th Avenue Interchange Scenario

	SI		CER		NWL		SWL		DDI	
	Results	Score	Results	Score	Results	Score	Results	Score	Results	Score
Local Operations	» A.M. Peak: 16.7, LOS "B" » P.M. Peak Average: 31.9, LOS "C"	7	» A.M. Peak: 18.2, LOS "B" » P.M. Peak Average: 37.0, LOS "D"	7	» A.M. Peak: 16.1, LOS "B" » P.M. Peak Average: 24.1, LOS "C"	7	» A.M. Peak: 16.1, LOS "B" » P.M. Peak Average: 33.4, LOS "C"	7	» A.M. Peak: 13.9, LOS "B" » P.M. Peak Average: 23.5, LOS "C"	8
Mainline Operations*	» A.M. Peak: 9.6, LOS "A" » P.M. Peak: 18.6, LOS "C"	8	» A.M. Peak: 14.5, LOS "B" » P.M. Peak: 19.2, LOS "C"	8	» A.M. Peak: 13.3, LOS "B" » P.M. Peak: 18.4, LOS "C"	8	» A.M. Peak: 13.5, LOS "B" » P.M. Peak: 18.0, LOS "C"	8	» A.M. Peak: 13.0, LOS "B" » P.M. Peak: 18.1, LOS "C"	8
Environmental Impacts	» No additional environmental impacts expected.	8	» 3.5 Acres of ROW required. No access changes.	6	» 2 Acres of ROW required. Access management at 42 nd Street west frontage road.	6	» 2 Acres of ROW required. No access changes.	6	» 2 Acres of ROW required. Access management at 42 nd Street west frontage road.	6
Safety	Baseline Crash Potential Distribution for Comparison » 15.0% Crossing » 33.2% Rear End » 51.8% Sideswipe	6	43.2% Increase in Crash Potential Compared to SI » 140.9% Increase in Crossing Crash Potential » 40.5% Decrease in Rear End Crash Potential » 82.2% Increase in Sideswipe Crash Potential	0	4.1% Decrease in Crash Potential Compared to SI » 0.9% Decrease in Crossing Crash Potential » 10.5% Decrease in Rear End Crash Potential » 0.3% Decrease in Sideswipe Crash Potential	9	5.0% Decrease in Crash Potential Compared to SI » 42.2% Increase in Crossing Crash Potential » 32.0% Decrease in Rear End Crash Potential » 4.9% Increase in Sideswipe Crash Potential	10	20.0% Increase in Crash Potential Compared to SI » 130.9% Increase in Crossing Crash Potential » 7.6% Increase in Rear End Crash Potential » 9.5% Increase in Sideswipe Crash Potential	5
Cost	» \$700,000	10	» \$15.7 Million	0	» \$14.2 Million	1	» \$11.0 Million	3	» \$8.5 Million	5
Total	39		21		31		34		32	
Rank	1		5		4		2		3	

*Mainline operations does not incorporate friction between 32nd Avenue and 47th Avenue. This is discussed in greater detail in the next section.

47TH AVENUE

During the Macro Level Analysis completed for this study, the 47th Avenue interchange was studied to address future long-term development in southern Grand Forks. This analysis found an interchange at this location would reduce vehicle hours traveled by 4.4 million hours from 2025 to 2040 and vehicle miles traveled by 53.3 million miles from 2025 to 2040. This interchange is also estimated to reduce traffic on 32nd Avenue/US 81B by 40.3 percent, which is likely significant enough to prevent widening on 32nd Avenue/US 81B. However, the analysis also estimated a 21 percent increase in traffic on I-29. This increase in traffic on mainline I-29 may present merging, weaving and diverging challenges. Unlike analysis completed for other interchanges in this report, impacts between 32nd Avenue/US 81B and the 47th Avenue interchange alternatives were analyzed using the existing 32nd Avenue/US 81B on- and off-ramp configurations. Four alternatives were feasible based on the criteria established in this report.

- Traditional Diamond Interchange: A standard diamond interchange on the 47th Avenue alignment was considered the base alternative.
- Diamond with South Loops Interchange: A standard diamond interchange with a southeast loop ramp and southwest loop ramp on the 47th Avenue alignment. This alternative split the diverging movements to minimize the congestion between the 32nd Avenue/US 81B on-ramp and the 47th Avenue off-ramp. This provided improved operations at the ramp intersections by reducing the number of signal phases.
- Shifted Diamond with South Loops Interchange: A standard diamond interchange with a southeast loop on-ramp and southwest loop off-ramp shifted 0.25 miles south. This alternative also splits the diverging movements to minimize congestion but increases the spacing to allow more time for drivers to make the lane changes necessary.
- Shifted Diamond with No Business Impacts Interchange: This alternative is shifted 0.25 miles south and includes a southwest loop ramp for the on- and off-ramps and southeast loop on-ramp. This alternative avoids impacting the campground south of 47th Avenue and increases spacing between the 32nd Avenue/US 81B on-ramp and the 47th Avenue off-ramp.

ANALYSIS METHODOLOGY

These four alternatives were analyzed and presented below using the Value Planning approach detailed at the beginning of this report. The 47th Avenue interchange analysis is slightly different than the baseline methodology because it is a new interchange, with no existing conditions to compare.

MAINLINE OPERATIONS

Because of concerns regarding the I-29 mainline due to spacing and higher volumes, an alternative mainline analysis approach was used. Mainline operations for the 47th Avenue interchange analysis refers to the operations of I-29 between the merge and diverge points of 32nd Avenue/US 81B and 47th Avenue, including the 500-foot sections upstream and downstream of the 32nd Avenue/US 81B and 47th Avenue intersections. This change was made for two reasons: first, none of the alternatives analyzed on 47th Avenue found unique or deficient lane densities on the 500-foot section upstream of off-ramp and downstream of on-ramps; second, the nearly 14,000 ADT increase on I-29 associated with the 47th Avenue interchange could have capacity impacts outside of the interchange influence areas. Similar to the baseline methodology for mainline operations, the northbound and southbound densities were averaged to provide one score.

COST

Typically, the interchange alternatives would be scored using a distribution between highest cost alternative and lowest cost alternative. The Southwest Loop Alternative (SWL) for the 32nd Avenue/US 81B alternative under the Existing Interstate Access Scenario was the prioritized alternative based on technical criteria. The SWL was included in the range of costs to provide valuable context related to the true impacts of a 47th Avenue interchange; it has a cost of \$23.5 million. The range of costs was scored using the Cost scoring criteria table established in the methodology section above.

INTERCHANGE ALTERNATIVES

Analysis presented below was completed using ADT forecasts from the 47th Avenue Interchange Scenario.

TRADITIONAL DIAMOND ALTERNATIVE

The Traditional Diamond Alternative (TD) is a standard diamond interchange with signals at the East Ramp, West Ramp and 38th Street intersections. It operates at LOS “D” or better for both 2040 A.M. and P.M. peak hours. There are no queueing concerns that would impact I-29. This alternative provides spacing challenges between the 32nd Avenue/US 81B southbound on-ramp and the 47th Avenue off-ramp, which results in some lane densities that fall to LOS “D” during the 2040 P.M. peak. This alternative will require relocation to the campground in the southwest quadrant but the least amount of right-of-way at 61 acres. Value planning scores for this alternative can be seen in Table 7-25 with planning level design layout in Figure 7-36.

Table 7-25: 47th Avenue Traditional Diamond Alternative

	Results (2040 Conditions – 47 th Avenue Interchange Scenario)	Score
Local Operations	<ul style="list-style-type: none"> ▪ A.M. Peak Average: 14.9, LOS “B” ▪ P.M. Peak Average: 32.6, LOS “C” 	7
Mainline Operations	<ul style="list-style-type: none"> ▪ A.M. Peak Average: 14.4, LOS “B” ▪ P.M. Peak Average: 29.3, LOS “D” 	7
Environmental Impacts	<ul style="list-style-type: none"> ▪ Limited ecological impacts with mitigation possible. Business impacts and relocation necessary. 63 acres of ROW needed. 	6
Safety	<ul style="list-style-type: none"> ▪ Baseline crash potential distribution for alternative comparison: <ul style="list-style-type: none"> » Crossing: 9.4% of total estimated crash potential » Rear End: 81.2% of total estimated crash potential » Lane Change: 9.4% of total estimated crash potential 	0
Cost	<ul style="list-style-type: none"> ▪ \$24.6 Million 	5
Total		25

DIAMOND WITH SOUTH LOOPS ALTERNATIVE

The Diamond with South Loops Alternative (DL) is a diamond interchange with a southeast loop ramp for eastbound to northbound on-ramp movements and a southwest loop ramp for southbound to eastbound off-ramp movements. By removing left-turns, some crossing conflicts are eliminated, as well as enabling the traffic control signal to operate with reduced phases, improving efficiency. This alternative operates effectively during both 2040 A.M. and P.M. peak hours and does not have queueing concerns. This alternative has the lowest estimated crash potential, as well as providing acceptable levels of service for local operations, but does require business impacts and 87 acres of ROW needed, the most of all four build alternatives. As for mainline operations, this alternative does result in some lane densities between 32nd Avenue/US 81B and 47th Avenue falling to LOS “D” during the 2040 P.M. peak. Value planning scores for this alternative can be seen in Table 7-26 with planning level design layout in Figure 7-37.

Table 7-26: 47th Avenue Diamond with South Loops Alternative

	Results (2040 Conditions – 47 th Avenue Interchange Scenario)	Score
Local Operations	<ul style="list-style-type: none"> ▪ A.M. Peak Average: 12.0, LOS “B” ▪ P.M. Peak Average: 15.3, LOS “B” 	9
Mainline Operations	<ul style="list-style-type: none"> ▪ A.M. Peak Average: 14.8, LOS “B” ▪ P.M. Peak Average: 29.3, LOS “D” 	6
Environmental Impacts	<ul style="list-style-type: none"> ▪ Limited ecological impacts with mitigation possible. Business impacts and relocation necessary. 63 acres of ROW needed. 	6
Safety	<ul style="list-style-type: none"> ▪ 59.4% Reduction in Crash Potential when Compared Against Diamond <ul style="list-style-type: none"> » 29.1% reduction in crossing crash potential » 68.1% reduction in rear end crash potential » 15.0% reduction in sideswipe crash potential 	10
Cost	<ul style="list-style-type: none"> ▪ \$27.2 Million 	1
Total		32

In this report there is only a detailed 2015 cost estimate for the Diamond with South Loops Alternative. As the Diamond with South Loops and Mixing Lane Alternative is the most expensive option, the difference between these two estimates (\$1.3 million) was added to the detailed cost estimate for the Diamond with South Loops Alternatives.

DIAMOND WITH SOUTH LOOPS AND MIXING LANES ALTERNATIVE

The Diamond with South Loops and Mixing Lanes Alternative (DLM) is the same interchange configuration as above but includes mixing lanes (also referred to as auxiliary lanes, speed-change lane or acceleration lane) between 32nd Avenue/US 81B and 47th Avenue to improve lane density during the peak hours. This requires about 1,000 feet of extra lane length for each direction of traffic on I-29. These mixing lanes would keep lane densities at LOS “A” during the 2040 A.M. peak and LOS “C” during the 2040 P.M. peak. Local operations, environmental impacts and safety remain unchanged. Value planning scores for this alternative can be seen in Table 7-27. Planning level designs at the interchange are similar to Figure 7-37.

Table 7-27: 47th Avenue Diamond with South Loops and Mixing Lanes Alternative

	Results (2040 Conditions – 47 th Avenue Interchange Scenario)	Score
Local Operations	<ul style="list-style-type: none"> ▪ A.M. Peak Average: 12.0, LOS “B” ▪ P.M. Peak Average: 15.3, LOS “B” 	9
Mainline Operations	<ul style="list-style-type: none"> ▪ A.M. Peak Average: 10.9, LOS “A” ▪ P.M. Peak Average: 18.8, LOS “C” 	8
Environmental Impacts	<ul style="list-style-type: none"> ▪ Limited ecological impacts with mitigation possible. Business impacts and relocation necessary. 63 acres of ROW needed. 	6
Safety	<ul style="list-style-type: none"> ▪ 59.4% Reduction in Crash Potential when Compared Against Diamond <ul style="list-style-type: none"> » 29.1% reduction in crossing crash potential » 68.1% reduction in rear end crash potential » 15.0% reduction in sideswipe crash potential 	10
Cost	<ul style="list-style-type: none"> ▪ \$28.5 Million 	0
Total		33

SHIFTED DIAMOND WITH SOUTH LOOPS ALTERNATIVE

The Shifted Diamond with South Loops Alternative (SDL) is the same geometric design as the South Loops Interchange Alternative, just shifted 0.25 miles south. This improves spacing between the 32nd Avenue/US 81B interchange. This alternative operates effectively both on local and mainline operations. However, during the 2040 P.M. peak, some lane densities fall to LOS “D”. This alternative improves estimated crash potential, when compared against the Diamond Interchange. It also impacts the campground and will require a buyout and 78 acres of ROW needed. Value planning scores for this alternative can be seen in Table 7-28 with planning level design layout in Figure 7-38.

Table 7-28: 47th Avenue Shifted Diamond with South Loops Alternative

	Results (2040 Conditions – 47 th Avenue Interchange Scenario)	Score
Local Operations	<ul style="list-style-type: none"> ▪ A.M. Peak Average: 11.7, LOS “B” ▪ P.M. Peak Average: 14.5, LOS “B” 	9
Mainline Operations	<ul style="list-style-type: none"> ▪ A.M. Peak Average: 14.2, LOS “B” ▪ P.M. Peak Average: 26.8, LOS “D” 	7
Environmental Impacts	<ul style="list-style-type: none"> ▪ Limited ecological impacts with mitigation possible. Business impacts and relocation necessary. 78 acres of ROW needed. 	5
Safety	<ul style="list-style-type: none"> ▪ 57.5% Reduction in Crash Potential when Compared Against Diamond <ul style="list-style-type: none"> » 34.8% reduction in crossing crash potential » 66.7% reduction in rear end crash potential » 1.4% reduction in sideswipe crash potential 	» 9
Cost	<ul style="list-style-type: none"> ▪ \$27.6 Million 	1
Total		31

SHIFTED DIAMOND WITH NO BUSINESS IMPACTS

The Shifted Diamond with No Business Impacts Alternative (SNI) shifts the interchange alignment 0.25 miles south and folds the southbound off-ramp to eliminate the business impacts. This alternative operates effectively during both 2040

A.M. and P.M. peak hours with no queueing concerns that would impact I-29. It improves crash potential when compared against the Diamond Interchange alternative with effective local and mainline operations. Eliminating the business impacts and low ROW needed helps this alternative score high in the Environmental Impacts category and Cost. Value planning scores for this alternative can be seen in Table 7-29 with planning level design layout in Figure 7-39.

Table 7-29: 47th Avenue Shifted Diamond with No Business Impacts Alternative

	Results (2040 Conditions – 47 th Avenue Interchange Scenario)	Score
Local Operations	<ul style="list-style-type: none"> ▪ A.M. Peak Average: 11.4, LOS “B” ▪ P.M. Peak Average: 16.9, LOS “B” 	9
Mainline Operations	<ul style="list-style-type: none"> ▪ A.M. Peak Average: 14.3, LOS “B” ▪ P.M. Peak Average: 26.7, LOS “D” 	7
Environmental Impacts	<ul style="list-style-type: none"> ▪ Limited ecological impacts with mitigation possible. No business impacts. 59 acres of ROW needed. 	6
Safety	<ul style="list-style-type: none"> ▪ 56.9% Reduction in Crash Potential when Compared Against Diamond <ul style="list-style-type: none"> » 12.7% increase in crossing crash potential » 70.2% reduction in rear end crash potential » 11.4% reduction in sideswipe crash potential 	9
Cost	<ul style="list-style-type: none"> ▪ \$23.2 Million 	10
Total		41

SUMMARY OF ALTERNATIVES

The Shifted Folded Southbound Off-Ramp Interchange Alternative scored highest on the Value Planning analysis with strong scores in local and mainline operations, safety and low cost. It does not require impacts which improves its environmental impact score relative to other alternatives for 47th Avenue.

The value planning scores summary for 47th Avenue interchange alternatives is shown in Table 7-30.

Table 7-30: Summary of 47th Avenue Interchange Alternatives

Alternative	Local Operations	Mainline Operations	Environmental Impacts	Safety	Cost	Technical Total	Technical Rank
TD	7	7	6	0	5	25	5
DL	9	6	6	10	1	32	3
DLM	9	8	6	10	0	33	2
SDL	9	7	5	9	1	31	4
SNI	9	7	6	9	10	41	1

STEERING COMMITTEE RANKING

As part of the Value Planning workshop, the Steering Committee was asked to rank the alternatives; the Diamond with South Loops and Mixing Lanes and the Shifted Diamond with No Business Impacts were tied with 33.3 percent of the Steering Committee ranking each as their first choice.

those improvements included in the I-29 Corridor Study, none are currently cost constrained in the GF-EGF MPO Long Range Transportation Plan (LRTP).

NEEDS COMPARISON

Comparing needs for different improvements can be a very complicated process. For example, how do you compare a railroad grade separation improvement to a new interchange to a new loop? A railroad grade separation generates major delays but only occurs a few times per day, mostly during off-peak periods. A new interchange may provide massive relief for several hours of the day but may not be needed for several years.

The current Transportation Improvement Program (TIP) process utilizes a project scoring and ranking process. A more technically based project specific evaluation process was needed to support the I-29 Corridor Study Implementation Plan. To assess needs, a five point needs index was developed to show relative need. This starts with the technical information compiled in this study and other studies as necessary to compare quantified benefits. Quantified benefits incorporate vehicle hours of delay, vehicle miles travelled and crash reduction factors. For example, the 2040 yearly quantified benefits for an interchange at 47th Avenue is \$3.2 million and for a railroad grade separation at 42nd Street and DeMers Avenue is \$0.6 million. Where quantified benefits were not readily available, level of service and railroad crossing exposure were compared.

This information was used to provide an educated estimate of need for every improvement over \$1 million for existing, 2025 and 2040 time periods. This information will be refined by the Steering Committee. The results are illustrated in Table 8-2.

Table 8-2: Needs by Year

Location	Improvement	Need			Notes
		Existing	2025	2040	
North Washington Street/CR 11/US 81	Interchange and Access Improvements	0	0.5	1	The Washington Street improvements are preventive in nature and not based on quantified deficiencies.
Gateway Drive/US 2	Interchange Improvements	1	2	5	The Gateway Drive interchange operates at LOS "F" by 2040.
	Railroad Grade Separation	2	2.5	3	Queuing onto the interstate when train events and peak hours coincide. The railroad grade separation has a crossing exposure of 245,000 by 2040.*
DeMers Avenue/ND 297	Interchange Improvements	2	4	5	The DeMers Avenue interchange operates at LOS "E" by 2025 and LOS "F" by 2040.
	42nd Street Railroad Grade Separation	3	3.5	4	The grade separation has a yearly quantified benefit of \$0.6 million dollars by 2040 and crossing exposure of 749,700 by 2040.*
32nd Avenue/US 81B	New Interchange at 47th Avenue	2	5	5	32nd Avenue Operates at LOS "F" by 2025, has a yearly quantified benefit of \$3.2 M by 2040.
Merrifield Road/CR 6	New Interchange	2.5	3	3.5	The Merrifield Interchange has a yearly quantified benefit of 2.4 million dollars by 2040.

0 = No need, 5 = Greatest Need

* Based on previous study, may require updating

LONG RANGE: 2031-2040+

This stage represents year 11 and beyond the current TIP and extends to the life of the current 2040 Long Range Transportation Plan (LRTP). Figure 8-6 demonstrates the long-range phase of project development efforts required to implement the I-29 Corridor Study.

Costs shown demonstrate a year of expenditure estimate to the mid-range of the phase for which construction is anticipated per the I-29 Corridor Study. Projects in the mid-range are adjusted to YOE of 2036. Table 8-3 demonstrates a more descriptive dialogue of the implementation efforts needed at each phase of implementation for the most significant projects. Table 8-3 should be treated as a tentative set of actions needed to address needs identified by the I-29 Corridor Study. As additional planning and programming efforts unfold beyond the completion of the I-29 Corridor Study, these assumptions may change.

STAGES OF PROJECT DEVELOPMENT & DELIVERY

The I-29 Implementation Plan assists with stratifying the stage of planning and project development required to deliver each of the above mentioned projects. This is specifically important for more of the complex projects and for those projects which will require additional scoping to move out of the planning phase and deeper into advanced project development. The Implementation Plan has been developed around the following generalized Stages of Project Delivery:

- **Planning & Environmental (Preliminary Engineering/Scoping):** Reflects additional planning or project level scoping to continue to define and delineate alternatives and project feasibility. This phase also includes the transition into the development of relevant environmental documentation. In many cases, the alternatives developed as part of the I-29 Corridor Study are assumed to be ready to move further into project development (i.e. environmental/NEPA). In the case of interchanges at 47th Avenue and Merrifield Road/CR 6, this phase includes completion of an IJR. However, some of these actions may not result in a signed environmental document until such time as Federal funds are programmed, or FHWA fiscal constraint requirements can be met.
- **Right-of-Way, Design and Construction (Advanced Project Development):** Reflects efforts following completion of a signed environmental document. These are stages of advanced project development involving actual final design and right of way. Included in this phase would also be efforts to secure final programming (or project selection). Advanced project development includes the construction phase.

The implementation plan will assign one of these two general categories to identified improvements listed in the I-29 Corridor Study. Smaller less significant projects which will likely fit more easily into the GF-EGF TIP or move quickly in the first phase or two are not noted. For more complex projects, the transition through these stages is more gradual, and more thoughtfulness is needed on how these projects continue to transition out of planning and further into project development.

32ND AVENUE/US 81B NEEDS

Due to the major investment needed at 32nd Avenue/US 81B, and the coordinated needs between 32nd Avenue/US 81B and 47th Avenue, additional analysis was completed to determine the approximate thresholds where 32nd Avenue/US 81B begins to breakdown. This analysis increased the modeled traffic volumes based on linear growth between the existing and approved 2025 ADT projections and then between the approved 2025 ADT and 2040 ADT projections.

- According to the 2025 P.M. peak hour analysis, deficiencies along the corridor emerged. However, there are key issues that emerge before 2025.
 - » At around 40 percent (2019) of the growth between 2015 and 2025, deficient operations are expected at 38th Street.
 - » By 70 percent (2022) of the growth between 2015 and 2025, the northbound off-ramp begins to queue onto the interstate.
 - » By 2025, deficient operations are expected at the West Ramp, East Ramp and 38th Street intersections during the P.M. peak hour.

- With the Spot Improvements on 32nd Avenue/US 81B, 2025 operations are improved to LOS “D” across the corridor. However, as growth continues capacity constraints on the overpass bridge begin to emerge around 2030, or 30 percent of growth expected between 2025 and 2040. The capacity constraints result in deficient operations at the West Ramp intersection and queues onto the interstate.

Figure 8-2: 2015 to 2025 Growth Thresholds with Existing Configuration on 32nd Avenue/US 81B

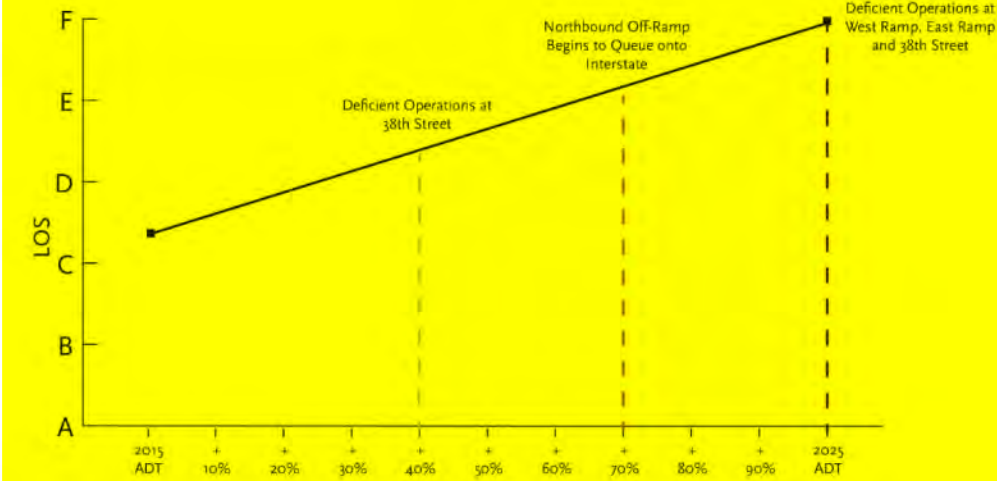
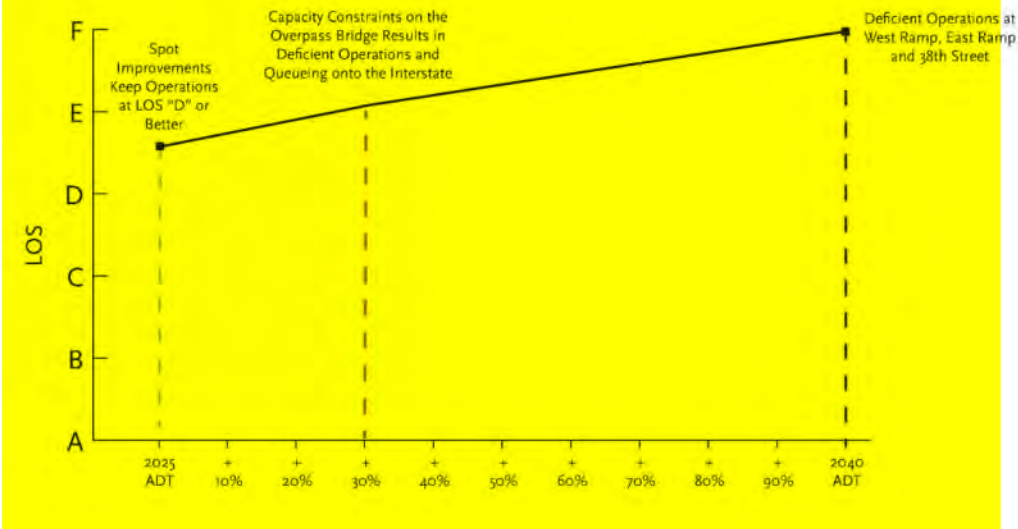


Figure 8-3: 2025 to 2040 Growth Thresholds with Spot Improvements on 32nd Avenue/US 81B



ANCILLARY INVESTMENTS TO SUPPORT 47TH AVENUE INTERCHANGE

As noted, the Implementation Plan for the I-29 Corridor Study is not cost constrained. Further, it is a demonstration of needed improvements more narrowly focused on the I-29 Corridor and adjacent systems. To that end, development of a future interchange at 47th Avenue will require substantial additional investment in local roadways. In current year dollars, total needs to provide local roadway system to support 47th Avenue is estimated at nearly \$17.0 million. This system of roadways is shown as part of Figure 8-1 and Figure 8-4, and includes extension and/or completion of 34th Street, 38th Street,

Figure 7-36: Traditional Diamond Interchange Alternative for 47th Avenue

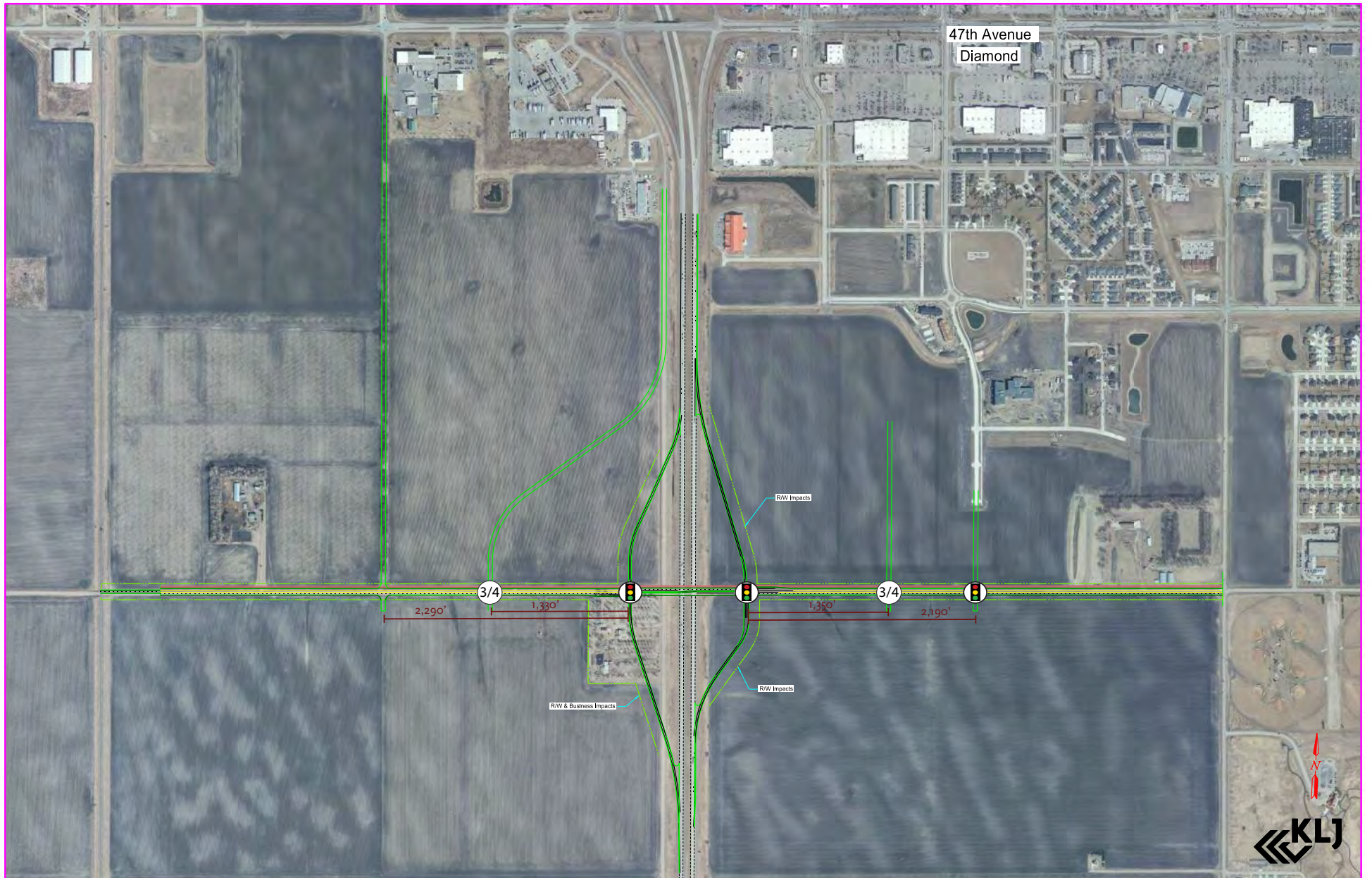


Figure 7-37: Diamond with South Loops Interchange Alternative for 47th Avenue

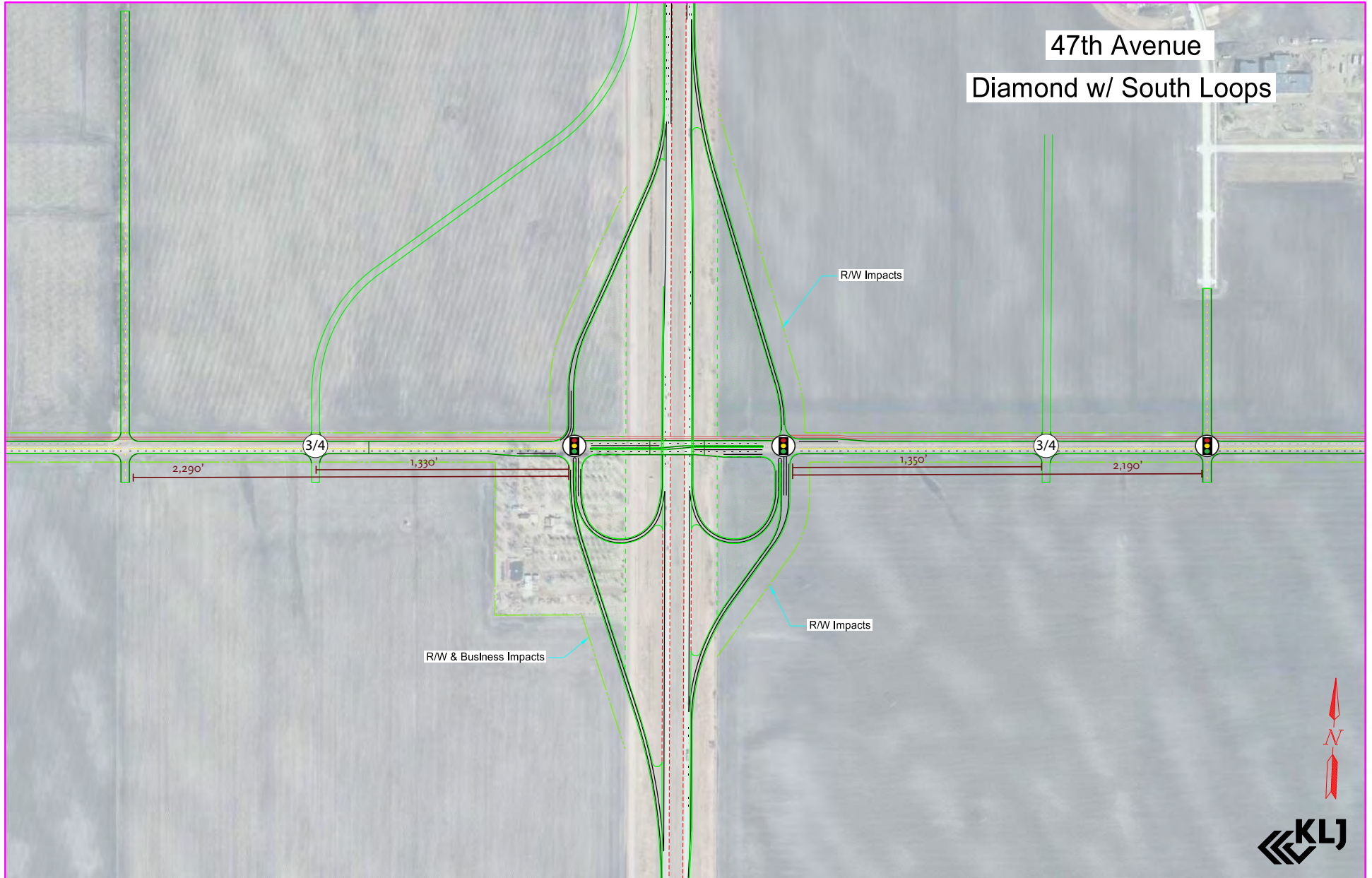
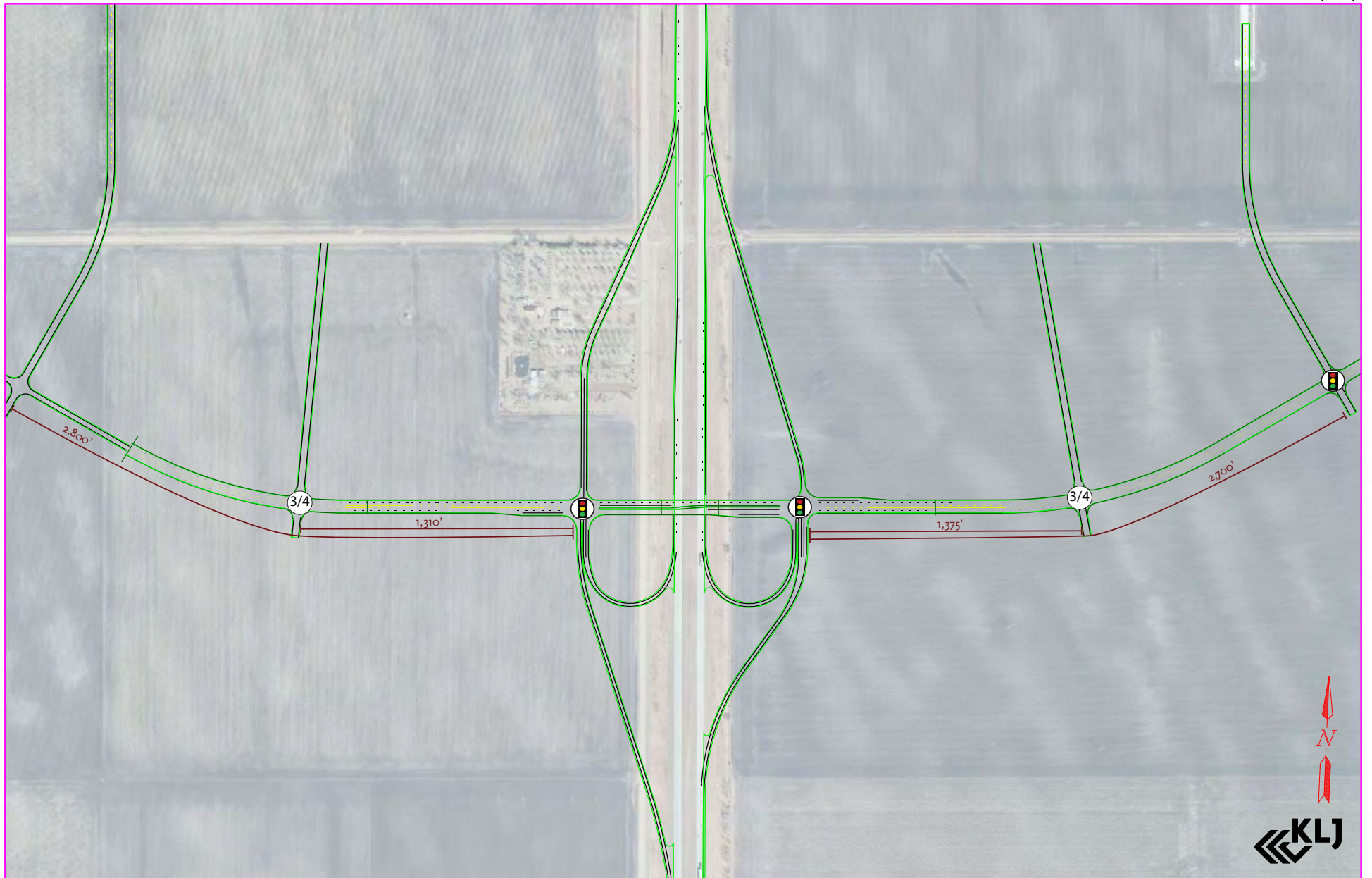
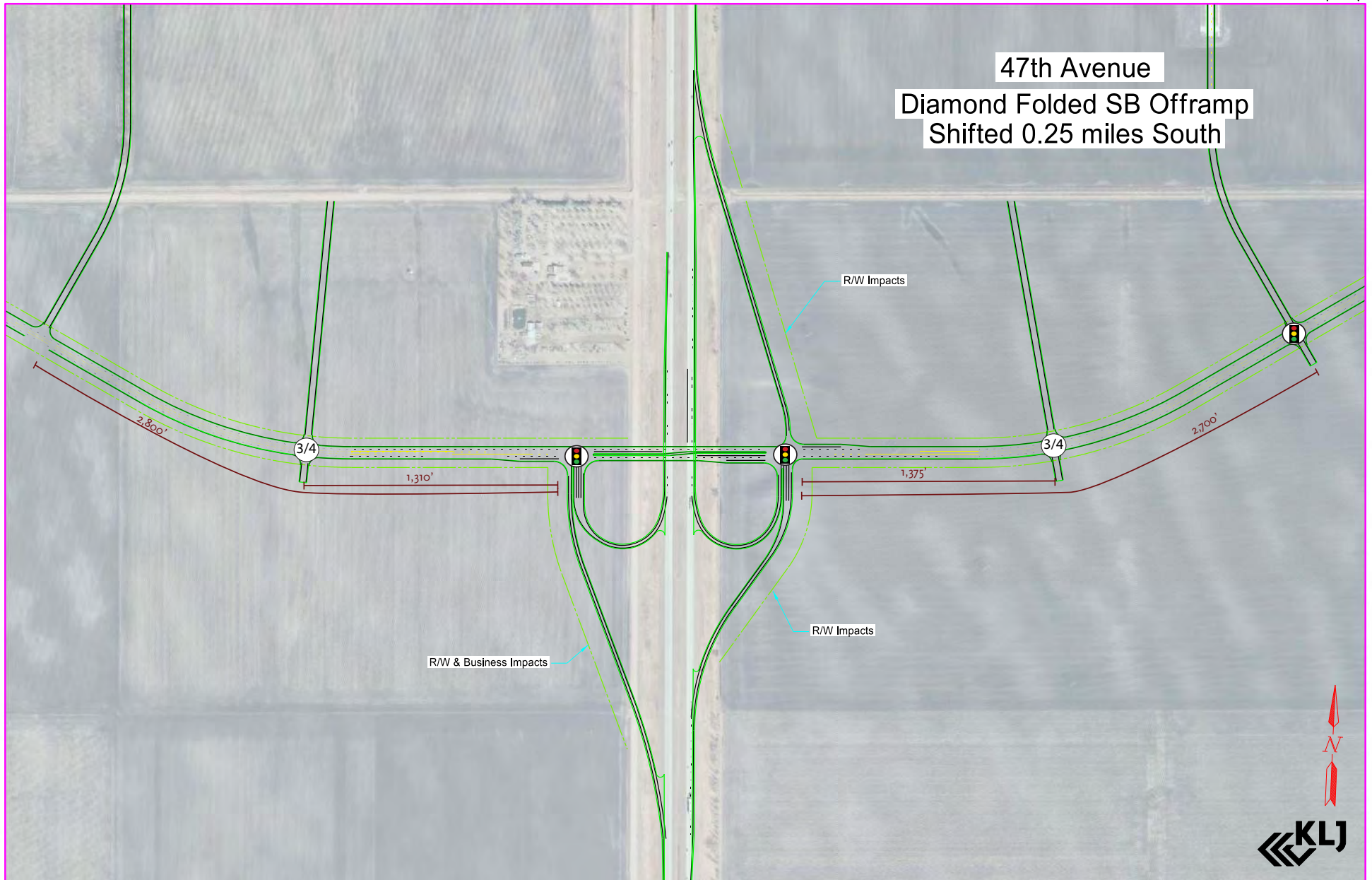


Figure 7-38: Shifted Diamond with South Loops Interchange Alternative for 47th Avenue

Concept Only





TRAFFIC OPERATIONS STUDY

PCN 21884, HEU-6-081(094)940, Grand Forks 32nd Ave S between I-29 and 20th St



Prepared By:
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
PROGRAMMING DIVISION
TRAFFIC OPERATIONS SECTION

Principal Author:
Christopher L. Holzer, P.E.
August 2018

This document was originally issued and sealed by Christopher L. Holzer, PE #6528, on 8/23/2018 and the original document is stored at the North Dakota Department of Transportation.

CAPACITY ANALYSIS

A capacity analysis was performed using Synchro/SimTraffic software (version 9.2). **Table 3** lists the level of service (LOS) thresholds, **Table 4** on the next page shows the capacity results, and **Appendix F** has the software print-out sheets.

Table 3 - LOS Thresholds	
LOS	Signalized Delay (sec/veh)
A	≤ 10
B	> 10-20
C	>20-35
D	>35-55
E	>55-80
F	>80
-LOS = Level of Service -Values from 2016 HCM Exhibit 19-8. -If $v/c > 1.0$ then LOS = F.	

AM Peak

With the proposed improvements and either 2018 or 2038 traffic volumes, all intersections are shown to operate with intersection LOS C or better. The capacity results do not shown any extremely long queue lengths.

PM Peak with 2018 Traffic Volumes

With the proposed improvements all intersections are shown to operate with acceptable intersection LOS D or better. The below three intersections are shown to have a long queue length:

32nd Ave S & 38th St

SB queue lengths are shown to be 850ft. In the simulation program SB to EB left-turners back-up out of the left turn bay and then cause left, through, and right turners to all stack in one long line rather than 3 separate lines. This may not actually happen in real life, because the SB to EB left turn lane is striped, rather than delineated with raised curb, so vehicles can likely sneak past each other to get into their desired lanes, rather than queue in one long line.

32nd Ave S & 34th St

The NB queue length is shown to be 575ft. This is due to high volumes in general at this intersection and needing to pick a certain movement(s) to receive less green time.

32nd Ave S & 20th St

The SB queue length is shown to be 575ft. This intersection had a queueing issue similar to 38th St, with vehicles stacking in one long line rather than 3 separate lines.

PM Peak with 2038 Traffic Volumes

Except for the 38th St, 34th St, and Columbia Rd intersections, all intersections are shown to operate with acceptable intersection LOS D or better. The 38th St, 34th St, and Columbia Rd intersections are shown to operate with intersection LOS E or F and long queue lengths. Two possible future improvements that have been discussed in previous documents are to widen 32nd Ave S to three EB/WB through lanes or to install an interchange on I-29 farther south of 32nd Ave S. **It is recommended** to monitor traffic volumes to see if they increase as projected.

Table 4 - Grand Forks 32nd Ave S Capacity Results

Year	Conditions	I-29 SB				I-29 NB				38th St					34th St					31st St					Columbia					24th St				20th St					Corridor
		EB	WB	SB	Inter	EB	WB	NB	Inter	EB	WB	NB	SB	Inter	EB	WB	NB	SB	Inter	EB	WB	NB	SB	Inter	EB	WB	NB	SB	Inter	EB	WB	NB	Inter	EB	WB	NB	SB	Inter	Delay / EB TT / WB TT
2018	AM Peak Ex Cond	A	A	C	B	A	A	B	A	B	B	C	C	B	C	B	C	C	B	A	A	C	C	A	B	C	C	C	C	A	A	B	A	A	B	C	C	B	39.6 sec 254sec (4.2 minutes) 248sec (4.1 minutes)
	AM Peak Rev Cond	A	A	C	B	A	A	B	A	B	B	C	C	B	B	B	C	B	B	A	A	B	C	A	B	B	C	C	C	A	A	C	A	A	B	C	C	B	38.9 sec 247sec (4.1 minutes) 251sec (4.1 minutes)
	PM Peak Ex Cond	B	B	C	B	A	A	C	A	C	C	D	F	D	C	C	D	E	C	A	B	D	D	B	D	C	D	D	D	A	A	D	B	A	B	D	D	C	68.5 sec 298sec (5.0 minutes) 297sec (5.0 minutes)
	PM Peak Rev Cond	B	B	B	B	A	A	C	A	C	C	D	E	D	C	C	E	D	C	B	B	C	D	B	C	C	E	D	D	B	A	C	B	B	C	D	D	C	65.9 sec 290sec (4.8 minutes) 293sec (4.9 minutes)
2038	AM Peak Ex Cond	A	A	C	B	A	A	B	A	B	B	D	C	C	C	B	C	C	C	A	A	C	C	A	C	C	D	C	C	A	A	B	A	B	C	C	C	C	51.0 sec 273sec (4.5 minutes) 294sec (4.9 minutes)
	AM Peak Rev Cond	B	A	C	B	A	A	B	A	B	D	C	D	C	C	C	C	B	C	A	A	B	C	A	C	D	C	C	A	A	B	A	B	C	C	C	C	50.7 sec 264sec (4.4 minutes) 297sec (4.9 Minutes)	
	PM Peak Ex Cond	B	C	C	C	A	A	F	C	D	C	D	F	E	E	C	D	F	E	B	B	E	D	C	D	F	D	F	E	A	B	D	B	B	C	E	F	D	111.3 sec 371sec (6.2 minutes) 361sec (6.0 minutes)
	PM Peak Rev Cond	C	C	B	C	A	B	F	C	D	D	F	F	F	E	C	F	E	E	B	B	D	D	C	C	E	F	F	E	B	B	D	B	B	D	F	D	D	115.9 sec 388sec (6.4 minutes) 357sec (5.9 minutes)

-Values shown are LOS, Delay (sec), and 95th Percentile Queue Length (ft).

-LOS values of E or F are highlighted yellow.

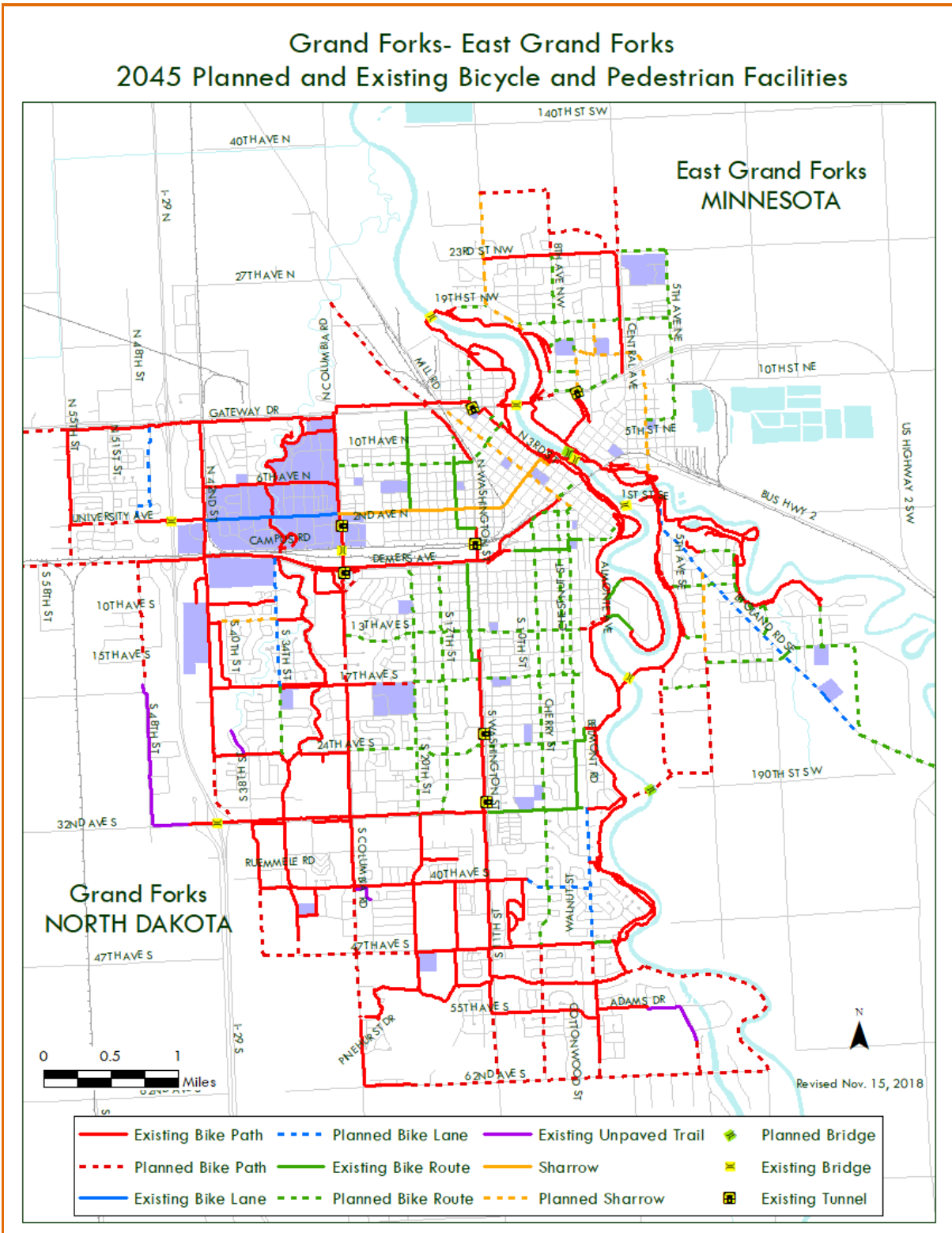
-Queue lengths 300ft or longer are highlighted blue and queue lengths 500ft or longer are highlighted red.

-The 2018 signal timings were used for both the 2018 and 2038 analyses.

-TT = Average Travel Time Through the Corridor.

23 USC § 409 Documents
NDDOT Reserves All Objections

2. Existing Bicycle and Pedestrian Facilities Map



One-Way Cash Fare*

Adult	\$1.50
K-12 Student	\$0.75
Reduced Fare**	\$0.60

10-Ride Cards

Adult	\$13.00
K-12 Student	\$6.50
Reduced Fare**	\$5.25

*Exact fare required

**Seniors age 62+, Medicare card holders, and persons with disabilities

Fixed Period Passes

1-Day Pass	\$5.00
14-Day Pass	\$18.00
31-Day Pass	\$35.00

Transfers are free for use on the next connecting bus. Ask for a transfer upon boarding. Not valid on the same bus. Valid at transfer locations only. One time use.

Children age 5 and under ride free

UND Students ride free with student ID

Northland College students ride free with student ID and bus pass issued by Northland

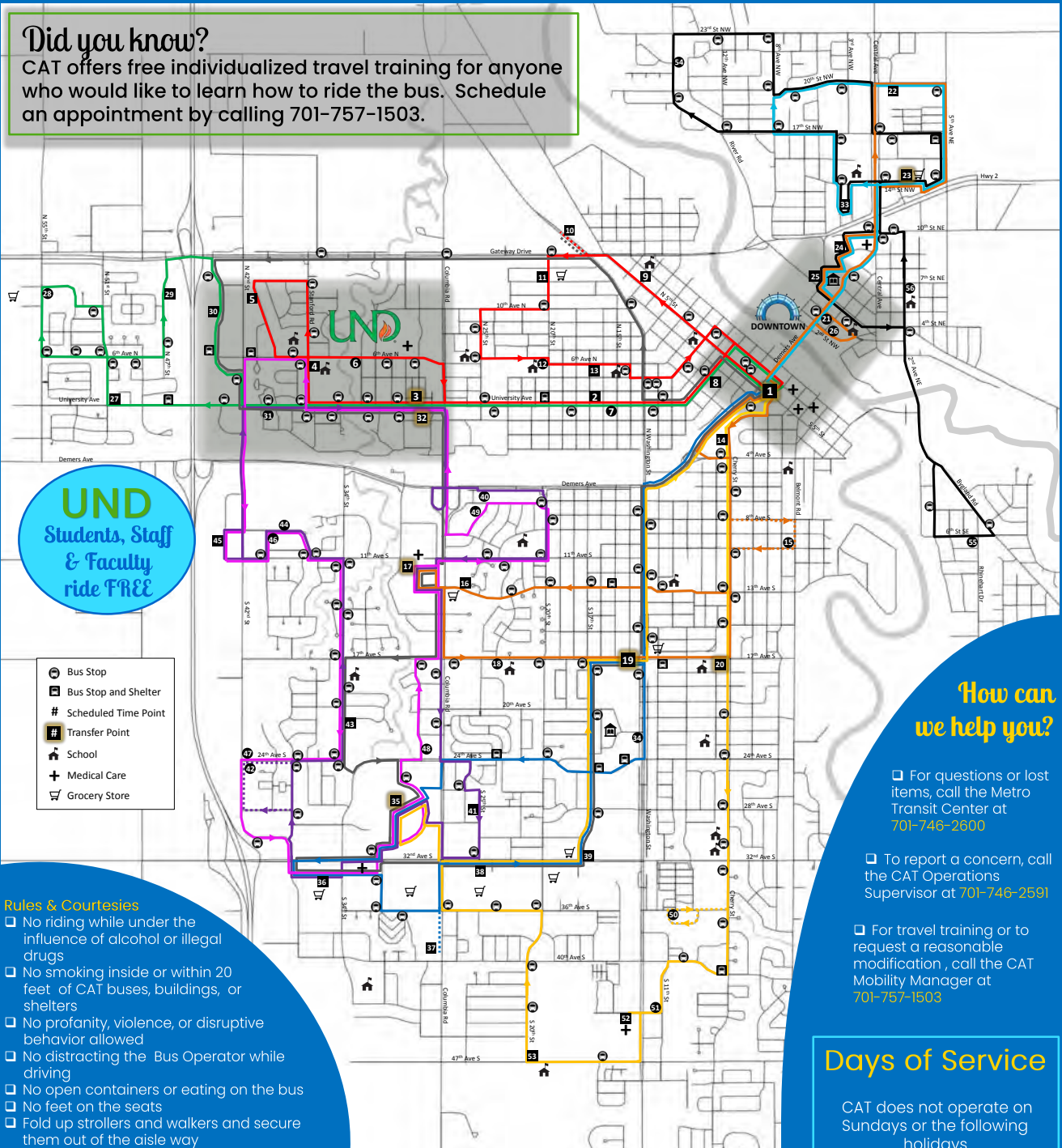
NOTE: Fare cards are non-refundable. Do not scratch or bend. Rechargeable fare media available for purchase at the Metro Transit Center.

For Your Safety

- Call 911 in case of emergency
- Be aware of your surroundings
- Remain seated while the bus is moving
- Do not walk in front of the bus
- Stay back from the painted yellow line
- Dress appropriately for adverse weather conditions
- If you see something suspicious, report it to the proper authority

Did you know?

CAT offers free individualized travel training for anyone who would like to learn how to ride the bus. Schedule an appointment by calling 701-757-1503.



UND
Students, Staff
& Faculty
ride FREE

- Bus Stop
- Bus Stop and Shelter
- Scheduled Time Point
- Transfer Point
- School
- Medical Care
- Grocery Store

Rules & Courtesies

- No riding while under the influence of alcohol or illegal drugs
- No smoking inside or within 20 feet of CAT buses, buildings, or shelters
- No profanity, violence, or disruptive behavior allowed
- No distracting the Bus Operator while driving
- No open containers or eating on the bus
- No feet on the seats
- Fold up strollers and walkers and secure them out of the aisle way
- Shirt and shoes or other footwear required
- Passengers must maintain appropriate, reasonable personal hygiene
- Limit carry-on items to one armload or the equivalent of two grocery bags
- Have your bus fare ready before boarding
- Use earphones to listen to music
- Small animals may be transported in a carrier
- Service animals are welcome on board

How can we help you?

- For questions or lost items, call the Metro Transit Center at 701-746-2600
- To report a concern, call the CAT Operations Supervisor at 701-746-2591
- For travel training or to request a reasonable modification, call the CAT Mobility Manager at 701-757-1503

Days of Service

CAT does not operate on Sundays or the following holidays

- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Day

We are committed to providing you with clean, safe, and reliable transportation.



Track buses and plan trips with the CAT Prowler app

www.rideCAT.org



Metro Transit Center
450 Kittson Ave
Grand Forks, ND 58201
701-746-2600

2045 Plan: Illustrative Projects

Project Number	Roadway	Location	Project Type	Project Description	Lead Agency	Prioritization Score	Current Cost
DIS-035	Columbia Rd	14th Ave S to 24th Ave S	Discretionary	Reconstruct to variable 5-lane to 6-lane roadway with 11 ft lanes, replacement of signing, signals, lights, construction of shared use path and replacement of sidewalks	City of Grand Forks	62.5	\$12,750,000
DIS-047	42nd Street	North of DeMers Avenue	Discretionary	Railroad Grade Separation	City of Grand Forks	50	\$40,000,000
REP-040	32nd Avenue South	South Washington Street to South 10th Street	State of Good Repair	Reconstruct	City of Grand Forks	47.5	\$989,880
DIS-011	42nd Street/32nd Avenue South	East of I - 29	Discretionary	Ramp Realignment	City of Grand Forks	47.5	\$16,000,000
DIS-031	South Columbia Road/South Washington Street	47th Avenue South to 62nd Avenue South/SED to 62nd Avenue South	Discretionary	Reconstruct	City of Grand Forks	47.5	\$12,000,000
DIS-032	32nd Ave	48th St to 52nd St	Discretionary	Urban to Rural transition improvement: Expand to 4 lanes	City of Grand Forks	47.5	\$1,391,851
REP-158	Minnesota Avenue	4th Avenue South to Bridge	State of Good Repair	Reconstruct	City of Grand Forks	45	\$1,079,869
REP-074	N 36th Street	18th Avenue North to RR Tracks	State of Good Repair	Reconstruct	City of Grand Forks	40	\$480,000
REP-075	N 36th Street	Gateway Drive (US 2) to RR Tracks	State of Good Repair	Reconstruct	City of Grand Forks	40	\$960,000
DIS-037	47th Avenue South & I - 29 Interchange	West of Columbia Road	Discretionary	New 2 Lane Road Extension and New Interchange with I - 29	City of Grand Forks	40	\$46,000,000
DIS-016	Mill Spur Railway	Gateway Dr to University Ave	Discretionary	Implement warning devices, gates and flashers, crossing Closures and median improvements and landscape and trail improvements	City of Grand Forks	35	\$3,229,000
REP-039	32nd Avenue South	South 48th Street to I-29	State of Good Repair	Concrete Pavement Rehabilitation (CPR) and Grind	City of Grand Forks	32.5	\$1,799,782

TIP SCORING SHEETS



0= No
1= Yes

State Highway

Project Number

Project Name Construction Project to Address Congestion on Bus US81/32nd Ave s

MPO SCORING SHEET FOR EACH PROJECT

Goal 1	Economic Vitality	Expected Weight (%)=	15
Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objectives		
	1.1 Recognize and identify investments that support current & future state highway network development plan	1	2.50
	1.2 Focus on highway network expansion and prime corridors in areas that are contiguous to current and future developed areas	1	2.50
	2 Enhance the state's economic competitiveness through the movement of goods and services	1	2.50
	3 Support efficient local and state highway, multimodal terminal connections for freight and rail movement	1	2.50
	4 Work located on identified truck route or identified in Freight Study	1	2.50
	5 Consistent with regional or state economic development plans	0	0.00
Total			12.50
Goal 2	Security	Expected Weight (%)=	5
Increase the security of the transportation system for motorized and non-motorized users		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Identify and maintain security of critical street and highway system assets.		
	1.1 Coordinate with regional emergency/security/hazardous materials movement	1	0.71
	1.2 Evaluate and manage the security of the transportation network, especially in critical areas	1	0.71
	1.3 Coordinate/improves Bridge Closure Management Plan	0	0.00
	1.4 Coordinate/improves Special Events Management Plan	1	0.71
	2 Support state and regional emergency, evacuation, and security plans.		
	2.1 Consistent with regional emergency and security planning system (ITS Regional Architecture)	1	0.71
	2.2 Provide necessary security training and equipment to monitor the security of the transportation infrastructure	0	0.00
2.3 Coordinate with safety/security agencies of the state to prevent harmful activities	0	0.00	
Total			2.86
Goal 3	Accessibility and Mobility	Expected Weight (%)=	10
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion delays	1	1.67
	2 Provides acceptable LOS for all state highways, intersection and facilities as recommended in LRTPs	1	1.67
	3 Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes	0	0.00
	4 consistent with state access control regulations	1	1.67
	5 Enhances the range of freight service options available to regional business	1	1.67
	6 Implements recommendations in ADA, railroad or any other ROW transition plans	1	1.67
Total			8.33

Goal 4	Environmental/Energy/QOL		Expected Weight (%)=	10
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.</i>		
	1.1	<i>Implements context sensitive solutions</i>	1	1.67
	1.2	<i>Address EJ analysis process</i>	1	1.67
	1.3	<i>Avoids or minimize impacts to wetlands or other natural habitats or cultural/historic resources</i>	1	1.67
	1.4	<i>Incorporates innovative stormwater management techniques</i>	0	0.00
	2	<i>Maintain and improve quality of life along streets and highways</i>	1	1.67
	3	<i>Maintain and improve regional air quality by promoting nonmotorized travel</i>	0	0.00
			Total	6.67

Goal 5	Integration and Connectivity		Expected Weight (%)=	10
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from regional land use plans.</i>		
	1.1	<i>Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps.</i>	0	0.00
	1.2	<i>Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).</i>	1	1.67
	2	<i>Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs</i>		
	2.1	<i>Invest in signage techniques to reduce excessive travel delays and traffic congestion</i>	0	0.00
	2.2	<i>Maximize direct travel trips between states</i>	0	0.00
	2.3	<i>Maintain and update street and highway functional classification consistent with FHWA guidelines</i>	0	0.00
	2.4	<i>Address last segment/link of corridor</i>	0	0.00
			Total	1.67

Goal 6	Efficient System management		Expected Weight (%)=	10
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Implement best practice programming and innovative financing alternatives</i>		
	1.1	<i>Identify potential source of budget for year-round maintenance</i>	0	0.00
	1.2	<i>Provide an efficient and cost-effective motorized transport system</i>	1	1.25
	1.3	<i>Improving operations without adding through capacity</i>	0	0.00
	2	<i>Involve all local partners in the transportation planning process.</i>	1	1.25
	3	<i>Cooperate across jurisdictional boundaries to create an integrated transportation network.</i>	1	1.25
	4	<i>Maintain and update the regional ITS architecture</i>		
	4.1	<i>Enhances interoperability among modal equipment and technologies</i>	1	1.25
	5	<i>Demonstrates analysis of project risk in implementation</i>	1	1.25
6	<i>Includes specific evaluation method to provide a measurement of effectiveness by collecting real time traffic data</i>	0	0.00	
			Total	6.25

Goal 7	System Preservation		Expected Weight (%)=	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Cost effectively preserve, maintain and improve the existing transportation network systems and capacity		
	1.1	Utilize pavement management system results	0	0.00
	1.2	Emphasizes system rehabilitation rather than expansion	0	0.00
	1.3	Incorporate cost-effective maintenance and technologies new to the MPO area	0	0.00
	1.4	Preserve railroad ROW or other existing ROW	1	2.50
	2	Contributes to better system maintenance	0	0.00
	3	Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.	0	0.00
			Total	2.50

Goal 8	Safety		Expected Weight (%)=	10
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Address locations identified as high crash locations in LRTP and review crash data to improve roadway design and traffic control elements	1	1.11
	2	Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in highways	1	1.11
	3	Consistent with Strategic local and regional Highway Safety Plan		
	3.1	Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts	0	0.00
	3.2	Ensure that roadway design and traffic control elements support appropriate and safe speeds	1	1.11
	3.3	Improve sight distance at signalized and un-signalized intersections	0	0.00
	3.4	Improve the roadway and driving environment to better accommodate drivers' needs	1	1.11
	3.5	Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists	0	0.00
	4	Enhances public safety of nonmotorized users	0	0.00
	5	Enhances safe and well-designed route to school zones and college campuses	0	0.00
			Total	4.44

Goal 9	Resiliency and Reliability		Expected Weight (%)=	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Reduce state highway system vulnerability to snow and storm water		
	1.1	Maintain passable highways under all reasonable weather conditions	1	1.25
	1.2	Strategically design and maintain state highway system to operate under all reasonable weather conditions	0	0.00
	1.3	Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction	1	1.25
	2	Support the region's resilience and travel reliability through efficient detour and evacuation routes		
	2.1	During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or	0	0.00
	2.2	Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during incidents	1	1.25
	2.3	Provide auxiliary power sources to operate traffic signals when mainline power is interrupted	1	1.25
	2.4	Maintain on-time project performance and implementation	1	1.25
	2.5	Improve engagement of transportation system, across and between modes, partners and stakeholders	0	0.00
			Total	6.25

Goal 10	<i>Travel & Tourism</i>		Expected Weight (%)=	5
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Maintain convenient and intuitive state highway access to major activity centers and tourist spots</i>		
	1.1	<i>Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Forks</i>	1	1.00
	1.2	<i>Identify, coordinate, and communicate traffic plans for statewide simultaneous events</i>	1	1.00
	1.3	<i>Establish partnerships to foster tourism activities within state</i>	0	0.00
	2	<i>Enhance safety /easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area</i>	1	1.00
	3	<i>Provides landscaping/streetscaping or similar amenities</i>	0	0.00
			Total	3.00

**URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET**

DATE:11/8/2023

PRIORITY#2-2027

Regional: (Y)/N

Urban Roads: Y/(N)

City: Grand Forks Street: Bus US 81/S Washington St (1st Ave N to 8th Ave N) for 2027

County: Grand Forks

Length:~0.5 miles

Proposed Improvement: Reconstruction of Bus US 81/S Washington St from 1st Ave N to 8th Ave N.

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W MISC	Utility	Constr.	Bridges	Non- Participating	Total
1,356	904	299		9,040			11,599

Present Road: Surface Width? 60'

Surface Type? Asphalt overlay over concrete

On Street Parking Allowed? _____ Present: (No) One Side Both Sides Angle Parallel
Proposed: (No) One Side Both Sides Angle Parallel

Proposed Improvements	
ADT Present: ~15,000-19,500 Yr: 2021	Travel Way Width : 60'
ADT Design: ~16,000-25,000 Design year 2045	No. of Lanes: 5
Design Speed: 35 MPH	Roadway Width: 60'
Maximum Curve: _____	Min. R/W Width:80'
Maximum Grade: _____	

Right of Way	
Will Additional ROW or easement be acquired? Likely	ROW acquisition by: City (DOT)
Has any ROW easements been acquired since 7-1-72: Likely	ROW Condemnation by: City (DOT)
Est. No. of occupied family dwelling to be displaced? None Anticipated	
Est. No. business to be displaced? None Anticipated	

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Impacts

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

Will there be any impacts to 4(f) or 6(f) properties: None Anticipated

Airports: None Public Hearings: Maybe

Environmental Classification (Cat-Ex, EA, EIS):PCE or DCE

Transportation Enhancements: Will be determined during the NEPA phase

Intermodal: Will be determined by the NEPA phase

Pedestrian Needs: Will be determined during the NEPA phase

Railroads Crossings

RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
None						

Purpose and Need Statement:

This segment of road was originally constructed in two phases in 1924 and 1936, widened in 1970, with numerous overlays including the most recent in 2018. The pavement is currently in relatively good condition as it was overlaid in 2018. However, the underlying concrete is deteriorating which is likely the cause of accelerating the 2018 asphalt mill and overlay project from 2020 because of the rapid rate of deterioration. At the time of the proposed project, the current asphalt overlay will be nine years old.

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section?
This portion of N Washington was originally constructed in two phases in 1924 and 1936, widened in 1970, with numerous overlays including the most recent one in 2018.
2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?
There are four through lanes (two in each direction) and a shared left turn lane. The lanes are approximately 12' wide.

3. What is the condition of the pavement section?
 - A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
 - B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.

Being overlaid in 2018, the pavement is still in relatively good condition. However, it should be noted that the 2018 asphalt mill and overlay was accelerated from 2020 due to the rapid deterioration of the pavement. A pavement condition index and International Roughness Index analysis was completed in 2021. The average PCI value was 89 for both NB and SB lanes, and the average IRI values was 98 in/mi for both NB and SB lanes.

4. Any existing geometric concerns?

This section of N Washington has a minor curve in the roadway. There are buildings that are located close to the roadway which could provide visibility issues.
5. Are there any access points to adjoining properties that present a special concern?

There are multiple access points for a number of businesses adjacent to Bus US 81/N Washington St. KLJ engineering lead a traffic study that further examined the impact of these access points. The large quantity of access presents a concern for both vehicles merging onto and traveling on Bus US 81/Washington St. There will likely be considerations to eliminate access points where it is possible and makes sense.
6. Are there any existing sidewalks or shared use path in place?

There are existing sidewalks on both sides of the road. There are several locations where street light poles, signs and traffic signals are located in the sidewalks. The condition of these facilities is unknown and will need to be determined during the project development phase. During the project development, the NDDOT reviews current ADA requirements based on the type of project and identifies ADA deficiencies. Once identified, corrective actions are included into the plans as per the requirements of ADA. Per the 2050 MTP Long Term Pedestrian and Bicycle facilities recommendations there are no additional facilities planned for this location.
7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?

The condition of the existing storm sewer is unknown. The majority of the storm sewer located on N Washington is at the end of the line consisting primarily of catch basins and catch basin leads, which then leads to a trunk storm sewer line on N 14th St at 7th Ave N. The condition is unknown and catch basins and leads may need to be relocated, replaced, removed, or added based on project needs.

8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?

The condition of the city's sanitary sewer and watermain are unknown and will require more evaluation. The sanitary sewer typically crosses Washington at the alleys and the waterline crosses N Washington along the avenues. The waterlines are likely all PVC in material and 8" diameter pipes, with exception being on 8th Ave N which is 16" diameter. Installation dates for waterlines vary from 1988 to 2004. The sanitary sewer lines also vary in sizes, age, and material, ranging from 12"-18" diameter. The sewer pipes were installed in 2000 and 1975, with older aged pipes being comprised of VCP material, and the newer pipes being PVC or CIPP lined VCP pipes. The watermain and sanitary sewer do not parallel N Washington.
9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?

The street lighting consists of 250W HPS mounted on 40' tall davit arm style light poles installed on both sides of the road with staggered spacing. Material and age of the lighting system is currently unknown and will need further evaluation. Consideration should likely be made in replacing the street lighting to remove them from the sidewalk.
10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?

The intersection of N Washington St and 2nd Ave N, the intersection of N Washington St and University Ave, and the intersection of N Washington St and 5th Ave N. All three of these signals were installed in or around 1976 and will be 50 years old at the time of the proposed project. None of the intersections in this project were located on the 2021 Urban High Crash Intersection List. The Regional Traffic Signal Rehabilitation project checked signal warrants and determined that the signals at 2nd Ave N and 5th Ave N were not warranted. The 2nd Ave N signal was recommended for removal, and the signal at 5th Ave N was recommended for replacement due to sight line issues with the building in the SE corner of the intersection. If it is determined that additional turn lanes are needed at these signals, they will likely require significant expenditures for right of way acquisition.

Remarks:

City Engineer: Allen R. [Signature]

Date: 11/15/23

District Engineer: Edward Partish

Date: 11/16/23

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

2025-2028 TIP
 Cost Estimating Basis

10/6/2023

2023 Project Cost History

Urban Projects

Base Construction Costs 2023

Costs are per mile

Street N Washington St/Hwy 81
 To/From 1st Ave N to 8th Ave N
 Type Reconstruction

	<u>Surfacing</u>
Construction & CE Only	\$17,000,000
Total Cost	\$20,000,000
Assumption	
CE is 10% of Construction	
Base Construction	\$15,454,545
Total Cost/Base Const	129.4%
Design Engineering	15%
Construction Engineering	10%
ROW/MISC	3.3%

Year of Expenditure	2027
Length (ft)	2,630
Length (mi)	0.5
Base Const Cost/mi	\$15,454,545
Inflated Const Cost/mi 4%	\$9,040,000
Const Cost	\$9,040,000
Design Eng	\$1,356,000
Const Eng	\$904,000
ROW/MISC	\$299,000
<hr/>	
Total Project Cost	\$11,599,000

Construction Cost Breakdown	
Contract Bond	1%
Mobilization	10%
Traffic Control	5%
Erosion Control	5%
Pavement	74%
Signing/Striping	5%
	100%

Base Const Cost Breakdown	
Contract Bond	\$90,400
Mobilization	\$904,000
Traffic Control	\$452,000
Erosion Control	\$452,000
Pavement	\$6,689,600
Signing/Striping	\$452,000
<hr/>	
Const Total	\$9,040,000

*Cost is doubled due to 4-lane reconstruct

Reconstruct Bus US 81/N Washington St (1st Ave N to 8th Ave N) - 2027



Legend

- Boundary City Limit
- Boundary Gray Area
- Address Labels
- Road Labels

Notes

1,000.0 0 500.0 1,000.0 Feet

NAD_1983_StatePlane_North_Dakota_North_FIPS_3301_Feet
 City of Grand Forks GIS

All dimensions, descriptions, measurements, boundaries and data contained in this nonstandard document are included for general information only. No warranties or covenants are made or given by the City of Grand Forks. Any user must confirm the accuracy of the same with official records, and/or by survey.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

PEDESTRIAN NETWORK: LONG TERM VISION

The Pedestrian Network map shown on the following page represents the long-term vision for regional pedestrian access. It aims to provide a connected network of pedestrian facilities that provide a comfortable experience for a wide array of users. The recommendations expand the existing network with a focus on improvements to destinations most likely to be accessed by people walking and/or using transit.

Network recommendations reflect:

- Updated project recommendations from previous plans
- Addressing regional barriers such as major roadways, railroads, and the river
- Gaps in the sidewalk/pedestrian network
- Opportunities to improve pedestrian crossings of roadways and other regionally significant barriers



Sidewalks & Sidewalks Gaps

- The sidewalk network is the largest component of the multimodal network
- A network of direct pedestrian paths encourages walking and reduces delay
- Filling sidewalk gaps or removing barriers between segments of existing sidewalk can greatly expand the pedestrian network



Mid-block Crossing Improvements

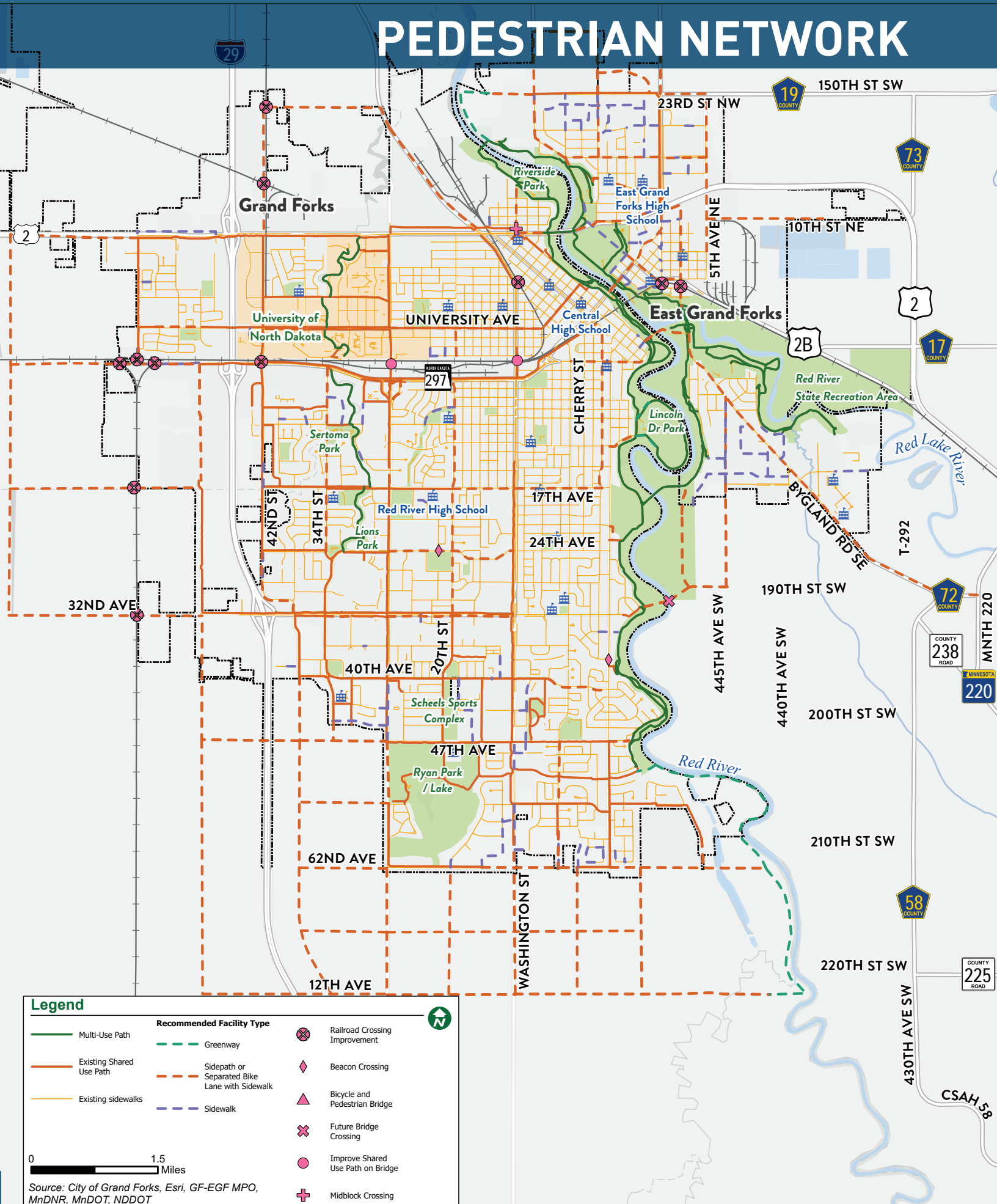
- Pedestrian crossings across a roadway are a critical part of any pedestrian network
- Mid-block crossings should be used at places with high amounts of pedestrian traffic, such as mid-block transit stops, plazas, or building entrances
- Pair with other treatments such as enhanced crossings, median crossings islands, and curb extensions



Shared Use Paths / Multi Use Paths

- Physically separated from motor vehicle traffic by an open space or barrier.
- Most shared use paths are designed for two-way travel and can serve a variety of non-motorized users. Paint marking and signage can be used to separate/direct walking and biking traffic.
- They may be located within roadway right-of-way or an independent right-of-way

RECOMMENDED PEDESTRIAN NETWORK



Legend

	Multi-Use Path		Recommended Facility Type		Railroad Crossing Improvement
	Existing Shared Use Path		Sidepath or Separated Bike Lane with Sidewalk		Beacon Crossing
	Existing sidewalks		Sidewalk		Bicycle and Pedestrian Bridge
					Future Bridge Crossing
					Improve Shared Use Path on Bridge
					Midblock Crossing

0 1.5 Miles

Source: City of Grand Forks, Esri, GF-EGF MPO, MnDNR, MnDOT, NDDOT

BICYCLE NETWORK: LONG TERM VISION

The Bike Network map shown on the following page represents the long-term vision for a high quality, connected regional network of bicycle facilities network. The recommendations build on the existing network, and broadens the spectrum of bicycle facility types in the region. Network recommendations reflect:

- Updated project recommendations from previous plans
- Addressing bike network gaps and regional barriers such as major roadways, railroads, and the river
- The latest national and local guidance on all-ages-and-abilities bicycle facility types
- Opportunities for enhanced bike routes on low-traffic neighborhood streets

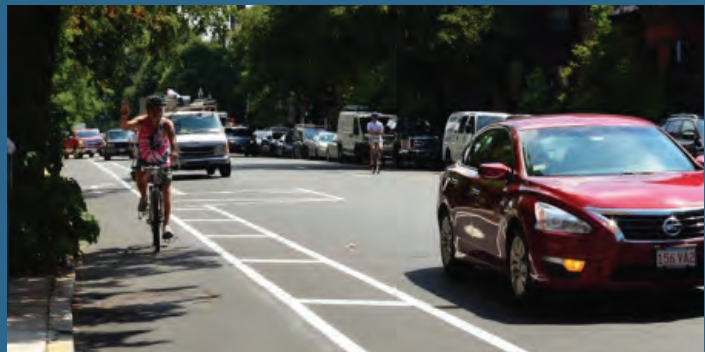
Bicycle Boulevards

- Shared roadway designed to prioritize bicycle traffic on low-volume, low-speed streets such as local and residential streets.
- Often paired with signs, pavement markings, traffic calming and diversion treatments, and intersection modifications.



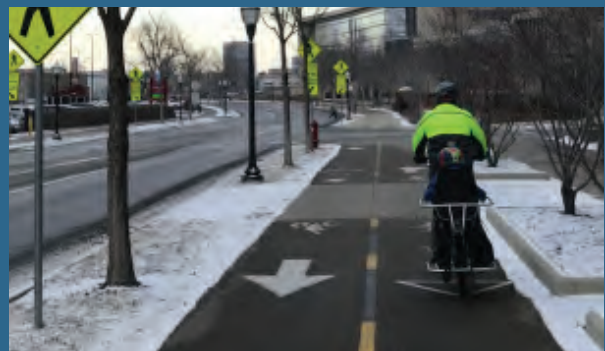
Bike Lanes & Buffered Bike Lanes

- On-road bike lanes use pavement markings and signs to designate exclusive space for bicyclists.
- Buffered bike lanes provides increased horizontal separation between bicyclists, travel lanes, and/or parking lanes.
- Buffers can be a double solid white line or a solid line along with a broken line.



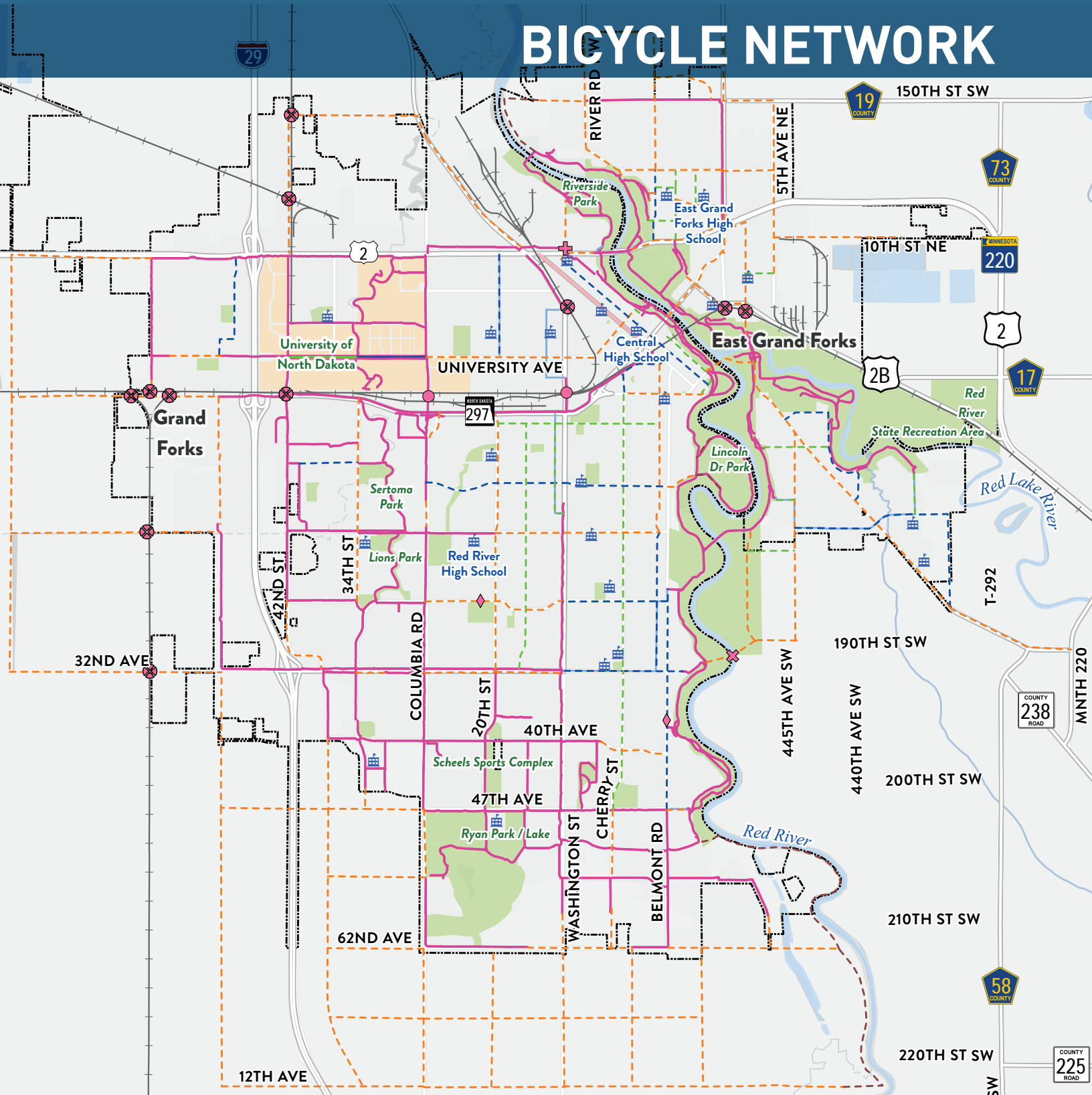
Separated Bike Lanes & Sidepaths

- Also known as cycle tracks and/or protected bike lanes.
- Bike-only facilities located within or directly adjacent to a roadway. If paired with sidewalks, sidepaths are typically placed between the roadway and walking path, and separated from the walking path by a buffer.
- Separated vertically and horizontally with element such as flexible post delineators, curb, bollards, raised medians, parked motor vehicles, landscaping, and/or other physical objects.



Photos courtesy of MnDOT

RECOMMENDED BICYCLE NETWORK



Legend

Recommended Bike Facilities

- Buffered Bike Lane
- Conventional Bike Lane
- Greenway
- Sidepath or Separated Bike Lane with Sidewalk

Existing Bike Facilities

- Multi-Use Path
- Bike Route
- Bike/Bus Lane
- Sharrow
- Conventional Bike Lane

- ◆ Beacon Crossing
- ▲ Bicycle and Pedestrian Bridge
- ✕ Future Bridge Crossing
- Improve Shared Use Path on Bridge
- + Midblock Crossing
- ⊗ Railroad Crossing Improvement



Source: City of Grand Forks, Esri, GF-EGF MPO, MnDNR, MnDOT, NDDOT

One-Way Cash Fare*

Adult	\$1.50
K-12 Student	\$0.75
Reduced Fare**	\$0.60

10-Ride Cards

Adult	\$13.00
K-12 Student	\$6.50
Reduced Fare**	\$5.25

*Exact fare required

**Seniors age 62+, Medicare card holders, and persons with disabilities

Fixed Period Passes

1-Day Pass	\$5.00
14-Day Pass	\$18.00
31-Day Pass	\$35.00

Transfers are free for use on the next connecting bus. Ask for a transfer upon boarding. Not valid on the same bus. Valid at transfer locations only. One time use.

Children age 5 and under ride free

UND Students ride free with student ID

Northland College students ride free with student ID and bus pass issued by Northland

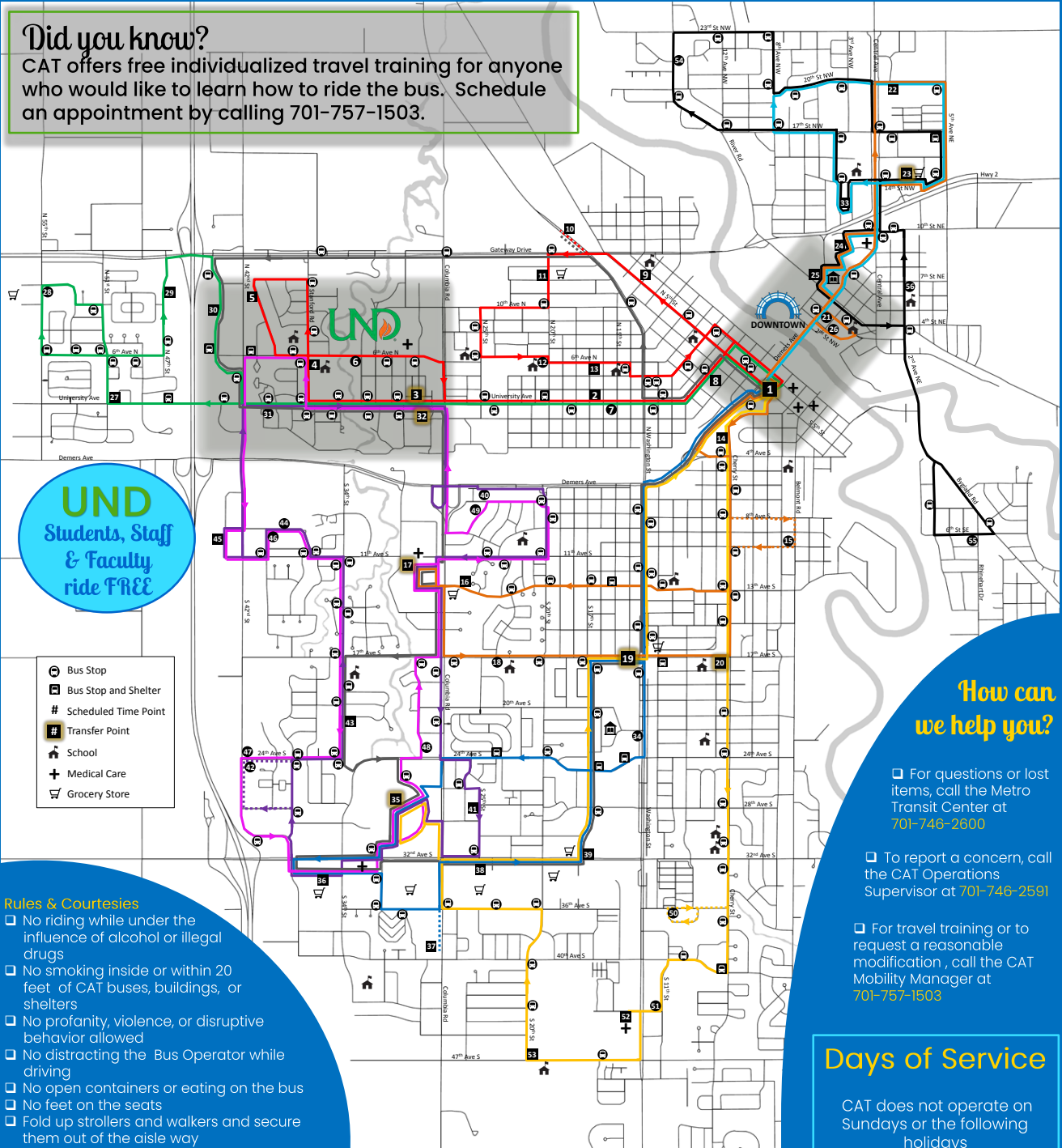
NOTE: Fare cards are non-refundable. Do not scratch or bend. Rechargeable fare media available for purchase at the Metro Transit Center.

For Your Safety

- Call 911 in case of emergency
- Be aware of your surroundings
- Remain seated while the bus is moving
- Do not walk in front of the bus
- Stay back from the painted yellow line
- Dress appropriately for adverse weather conditions
- If you see something suspicious, report it to the proper authority

Did you know?

CAT offers free individualized travel training for anyone who would like to learn how to ride the bus. Schedule an appointment by calling 701-757-1503.



UND
Students, Staff
& Faculty
ride FREE

- Bus Stop
- Bus Stop and Shelter
- Scheduled Time Point
- Transfer Point
- School
- Medical Care
- Grocery Store

Rules & Courtesies

- No riding while under the influence of alcohol or illegal drugs
- No smoking inside or within 20 feet of CAT buses, buildings, or shelters
- No profanity, violence, or disruptive behavior allowed
- No distracting the Bus Operator while driving
- No open containers or eating on the bus
- No feet on the seats
- Fold up strollers and walkers and secure them out of the aisle way
- Shirt and shoes or other footwear required
- Passengers must maintain appropriate, reasonable personal hygiene
- Limit carry-on items to one armload or the equivalent of two grocery bags
- Have your bus fare ready before boarding
- Use earphones to listen to music
- Small animals may be transported in a carrier
- Service animals are welcome on board

We are committed to providing you with clean, safe, and reliable transportation.

How can we help you?

- For questions or lost items, call the Metro Transit Center at 701-746-2600
- To report a concern, call the CAT Operations Supervisor at 701-746-2591
- For travel training or to request a reasonable modification, call the CAT Mobility Manager at 701-757-1503

Days of Service

CAT does not operate on Sundays or the following holidays

- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Day



Track buses and plan trips with the CAT Prowler app

www.rideCAT.org



Metro Transit Center
450 Kittson Ave
Grand Forks, ND 58201
701-746-2600

NDDOT State of Good Repair Financially Constrained (2023 to 2045)

Table 3

Ref #	Roadway	Termini	Project Type	Agency	Time Frame	Federal/State Funds	City Match	YOE Total
REP-224	US 2 (Gateway Drive)	Grand Forks I-29 East to Columbia Road	CPR/DBR/Grind	NDDOT	Short-Range	\$753,000	\$0	\$753,000
REP-225	US 2 (Gateway Drive)	Gateway Drive-Columbia Road to Red River	CPR/DBR/Grind	NDDOT	Short-Range	\$811,000	\$0	\$811,000
REP-228A	US 2 Business	Grand Forks - Gateway Drive to DeMers	Chip Seal	NDDOT	Short-Range	\$45,900	\$5,100	\$51,000
REP-237	US 2 (Gateway Drive)	Grand Forks I-29 East to Columbia Road	CPR & Grind	NDDOT	Short-Range	\$753,000	\$0	\$753,000
REP-238	US 2 (Gateway Drive)	Gateway Drive - Columbia Road to Red River	CPR & Grind	NDDOT	Short-Range	\$811,000	\$0	\$811,000
REP-266A	US 81 Business	Grand Forks - South Washington Street (Hammerling to 8th Avenue South)	Reconstruct	NDDOT	Short-Range	\$5,329,800	\$592,200	\$5,922,000
REP-268A	US 81 Business	Grand Forks - South Washington Street (8th Avenue South to DeMers Avenue)	Reconstruct	NDDOT	Short-Range	\$1,065,600	\$118,400	\$1,184,000
REP-296	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Chip Seal	NDDOT	Short-Range	\$205,000	\$0	\$205,000
REP-305	Various	Various	Regional Traffic Signal Upgrade	NDDOT	Short-Range	\$6,514,200	\$723,800	\$7,238,000
REP-239A	I-29	N of ND 15 to Near 32nd Avenue Grand Forks (NB)	CPR & Grind	NDDOT	Short-Range	\$1,946,000	\$0	\$1,946,000
REP-239B	I-29	N of ND 15 to Near 32nd Avenue Grand Forks (SB)	CPR & Grind	NDDOT	Short-Range	\$1,946,000	\$0	\$1,946,000
REP-223	US 2 (Gateway Drive)	Grand Forks 55th Street East to I-29 East Bound	CPR/DBR/Grind	NDDOT	Mid-Range	\$570,600	\$63,400	\$634,000
REP-232	US 2 Business	DeMers to Red River (include 5th to 6th)	CPR/Grind	NDDOT	Mid-Range	\$158,000	\$0	\$158,000
REP-236	US 2 (Gateway Drive)	Grand Forks 55th Street East to I-29 West Bound	CPR & Grind	NDDOT	Mid-Range	\$634,000	\$0	\$634,000
REP-258A & REP-259A	US 81 Business	I-29 to South Washington Street	Reconstruct	NDDOT	Mid-Range	\$27,718,200	\$3,079,800	\$30,798,000
REP-262A	US 81 Business	Grand Forks South Washington Street (32nd Avenue South to 26th Avenue South)	CPR & Grind	NDDOT	Mid-Range	\$256,500	\$28,500	\$285,000
REP-263A	US 81 Business	Grand Forks - South Washington Street (26th Avenue to Hammerling)	CPR & Grind	NDDOT	Mid-Range	\$621,900	\$69,100	\$691,000
REP-277	US 81 Business	Grand Forks North Washington Street (.05 MI S 8th to 8th Avenue)	CPR & Grind	NDDOT	Mid-Range	\$9,000	\$1,000	\$10,000
REP-278	US 81 Business	Grand Forks North Washington Street (8th Avenue to 9th Avenue)	CPR & Grind	NDDOT	Mid-Range	\$29,700	\$3,300	\$33,000
REP-279	US 81 Business	Grand Forks North Washington Street (9th Avenue NE to 13th Avenue)	CPR & Grind	NDDOT	Mid-Range	\$262,800	\$29,200	\$292,000
REP-280	US 81 Business	Grand Forks North Washington Street (13th Avenue NE to US 2)	CPR & Grind	NDDOT	Mid-Range	\$36,000	\$4,000	\$40,000
REP-281	US 81 Business	Grand Forks North Washington Street (JCT US 2 to STA 105)	CPR & Grind	NDDOT	Mid-Range	\$285,300	\$31,700	\$317,000
REP-284	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (I-29 to Near 34th Street)	CPR & Grind	NDDOT	Mid-Range	\$540,900	\$60,100	\$601,000
REP-285	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (34th Street to US 2)	CPR & Grind	NDDOT	Mid-Range	\$1,641,600	\$182,400	\$1,824,000
REP-286	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (I-29 to US 2)	CPR & Grind	NDDOT	Mid-Range	\$2,046,600	\$227,400	\$2,274,000
REP-292	US 81 Business	DeMers Avenue to Dyke Avenue	CPR/Grind	NDDOT	Mid-Range	\$66,600	\$7,400	\$74,000
REP-294	US 81 Business	Dyke Avenue to .05 MI South of 8th Avenue	Reconstruction	NDDOT	Mid-Range	\$8,505,000	\$945,000	\$9,450,000
REP-297	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Mill & HBP 2"	NDDOT	Mid-Range	\$1,365,000	\$0	\$1,365,000
REP-240A	I-29	Near 32nd Avenue South N of HWY 2 Interchange	CPR & Grind	NDDOT	Mid-Range	\$1,635,000	\$0	\$1,635,000
REP-242A	I-29	N of ND 15 N to Near 32nd Avenue Grand Forks	CPR & Grind	NDDOT	Mid-Range	\$504,000	\$0	\$504,000
REP-246A	I-29	US 2 North	CPR & Grind	NDDOT	Mid-Range	\$1,134,000	\$0	\$1,134,000
REP-248A	I-29	South of North Grand Forks Interchange to North of North Grand Forks Interchange South Bound	CPR & Grind	NDDOT	Mid-Range	\$86,000	\$0	\$86,000
REP-243B	I-29	Near 32nd Avenue North to 32nd Avenue	CPR & Grind	NDDOT	Mid-Range	\$32,000	\$0	\$32,000
REP-245B	I-29	South US 2 to North US 2	CPR & Grind	NDDOT	Mid-Range	\$1,044,000	\$0	\$1,044,000
REP-254	I-29	N of US 2 North to South of N Grand Forks Interchange	CPR & Grind	NDDOT	Mid-Range	\$1,302,000	\$0	\$1,302,000
REP-228B	US 2 Business	Grand Forks - Gateway Drive to DeMers	Mill & HBP 3"	NDDOT	Long-Range	\$2,537,100	\$281,900	\$2,819,000
REP-228C	US 2 Business	Grand Forks - Gateway Drive to DeMers	Chip Seal	NDDOT	Long-Range	\$99,000	\$11,000	\$110,000
REP-258B	US 81 Business	32nd Avenue South Grand Forks (STA 14 to 95) 4 LN	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-259B	US 81 Business	32nd Avenue South Grand Forks (STA 95 to S. Washington) 5 LN	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-262B	US 81 Business	Grand Forks South Washington Street (32nd Avenue South to 26th Avenue South)	CPR & Grind	NDDOT	Long-Range	\$365,400	\$40,600	\$406,000
REP-263B	US 81 Business	Grand Forks - South Washington Street (26th Avenue to Hammerling)	CPR & Grind	NDDOT	Long-Range	\$885,600	\$98,400	\$984,000
REP-266B	US 81 Business	Grand Forks - South Washington Street (Hammerling to 8th Avenue South)	CPR & Grind	NDDOT	Long-Range	\$502,200	\$55,800	\$558,000
REP-268B	US 81 Business	Grand Forks - South Washington Street (8th Avenue South to DeMers Avenue)	CPR & Grind	NDDOT	Long-Range	\$144,900	\$16,100	\$161,000
REP-289	US 2 (Gateway Drive)	US 2 over the Red River, Bridge 9090 (Kennedy)	Repaint Bridge	NDDOT	Long-Range	\$2,750,000	\$0	\$2,750,000
REP-291	US 2 Business	US 2B over the Red River, Bridge 4700 (Sorlie)	Repaint Bridge	NDDOT	Long-Range	\$2,475,000	\$275,000	\$2,750,000
REP-293	US 81 Business	DeMers Avenue to Dyke Avenue	CPR/Grind	NDDOT	Long-Range	\$94,500	\$10,500	\$105,000
REP-295	US 81 Business	Dyke Avenue to .05 MI South of 8th Avenue	CPR/Grind	NDDOT	Long-Range	\$296,100	\$32,900	\$329,000
REP-298	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Chip Seal	NDDOT	Long-Range	\$399,000	\$0	\$399,000
REP-306	Various	Various	Regional Traffic Signal Upgrade	NDDOT	Long-Range	\$14,301,900	\$1,589,100	\$15,891,000
REP-299	I-29	HWY 2 Interchange to North of Grand Forks (NB)	CPR & Grind	NDDOT	Long-Range	\$9,511,000	\$0	\$9,511,000
REP-240B	I-29	Near 32nd Avenue South N of HWY 2 Interchange	CPR & Grind	NDDOT	Long-Range	\$2,326,000	\$0	\$2,326,000
REP-243A	I-29	Near 32nd Avenue North to 32nd Avenue	CPR & Grind	NDDOT	Long-Range	\$717,000	\$0	\$717,000
REP-244A	I-29	32nd Avenue North to South US 2	CPR & Grind	NDDOT	Long-Range	\$3,790,000	\$0	\$3,790,000
REP-245A	I-29	South US 2 to North US 2	CPR & Grind	NDDOT	Long-Range	\$3,790,000	\$0	\$3,790,000
REP-247	I-29	North of US 2 North to South of North Grand Forks Interchange	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-242B	I-29	N of ND 15 N to Near 32nd Avenue Grand Forks	CPR & Grind	NDDOT	Long-Range	\$122,000	\$0	\$122,000
REP-244B	I-29	32nd Avenue North to South US 2	CPR & Grind	NDDOT	Long-Range	\$46,000	\$0	\$46,000
REP-246B	I-29	US 2 North	CPR & Grind	NDDOT	Long-Range	\$1,486,000	\$0	\$1,486,000
REP-248B	I-29	South of North Grand Forks Interchange to North of North Grand Forks Interchange South Bound	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-300	I-29	HWY 2 Interchange to North of Grand Forks (NB)	CPR & Grind	NDDOT	Long-Range	\$3,511,000	\$0	\$3,511,000
Totals						\$114,814,900	\$8,583,100	\$123,398,000

Setup Scoring Categories & Factors

Score System State Highways



Max. Score 100

Max. Score 100

Adjust Scoring Categories

Expected

Achieved

Goals	Description	Weight	Points	Weight	Points
1 Economic vitality	Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.	15 %	15 pts	13 %	13 pts
2 Security	Increase security of the transportation system for motorized and non-motorized uses.	5 %	5 pts	3 %	3 pts
3 Accessibility and Mobility	Increase the accessibility and mobility options for people and freight by providing more transportation choices.	10 %	10 pts	3 %	3 pts
4 Environmental/Energy/QOL	Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities – whether urban, suburban, or rural.	10 %	10 pts	8 %	8 pts
5 Integration and Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit.	10 %	10 pts	2 %	2 pts
6 Efficient System Management	Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability.	10 %	10 pts	6 %	6 pts
7 System Preservation	Emphasize the preservation of the existing transportation system by first targeting federal funds towards infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes.	15 %	15 pts	13 %	13 pts
8 Safety	Increase safety of the transportation system for motorized and non-motorized uses.	10 %	10 pts	3 %	3 pts
9 Resiliency and Reliability	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	10 %	10 pts	8 %	8 pts
10 Tourism	Enhance travel and tourism.	5 %	5 pts	2 %	2 pts
TOTAL		100 %	100 pts	60 %	60 pts

TIP SCORING SHEETS



0= No
1= Yes

State Highway

Project Number

Project Name

MPO SCORING SHEET FOR EACH PROJECT

Goal 1	Economic Vitality	Expected Weight (%)=	15
Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objectives		
	1.1 Recognize and identify investments that support current & future state highway network development plan	1	2.50
	1.2 Focus on highway network expansion and prime corridors in areas that are contiguous to current and future developed areas	1	2.50
	2 Enhance the state's economic competitiveness through the movement of goods and services	1	2.50
	3 Support efficient local and state highway, multimodal terminal connections for freight and rail movement	1	2.50
	4 Work located on identified truck route or identified in Freight Study	1	2.50
	5 Consistent with regional or state economic development plans	0	0.00
		Total	12.50
Goal 2	Security	Expected Weight (%)=	5
Increase the security of the transportation system for motorized and non-motorized users		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Identify and maintain security of critical street and highway system assets.		
	1.1 Coordinate with regional emergency/security/hazardous materials movement	1	0.71
	1.2 Evaluate and manage the security of the transportation network, especially in critical areas	1	0.71
	1.3 Coordinate/improves Bridge Closure Management Plan	1	0.71
	1.4 Coordinate/improves Special Events Management Plan	0	0.00
	2 Support state and regional emergency, evacuation, and security plans.		
	2.1 Consistent with regional emergency and security planning system (ITS Regional Architecture)	1	0.71
	2.2 Provide necessary security training and equipment to monitor the security of the transportation infrastructure	0	0.00
2.3 Coordinate with safety/security agencies of the state to prevent harmful activities	0	0.00	
		Total	2.86
Goal 3	Accessibility and Mobility	Expected Weight (%)=	10
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion delays	0	0.00
	2 Provides acceptable LOS for all state highways, intersection and facilities as recommended in LRTPs	0	0.00
	3 Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes	0	0.00
	4 consistent with state access control regulations	1	1.67
	5 Enhances the range of freight service options available to regional business	0	0.00
	6 Implements recommendations in ADA, railroad or any other ROW transition plans	1	1.67
		Total	3.33

Goal 4	Environmental/Energy/QOL		Expected Weight (%)=	10
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.</i>		
	1.1	<i>Implements context sensitive solutions</i>	1	1.67
	1.2	<i>Address EJ analysis process</i>	1	1.67
	1.3	<i>Avoids or minimize impacts to wetlands or other natural habitats or cultural/historic resources</i>	1	1.67
	1.4	<i>Incorporates innovative stormwater management techniques</i>	0	0.00
	2	<i>Maintain and improve quality of life along streets and highways</i>	1	1.67
	3	<i>Maintain and improve regional air quality by promoting nonmotorized travel</i>	1	1.67
			Total	8.33

Goal 5	Integration and Connectivity		Expected Weight (%)=	10
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from regional land use plans.</i>		
	1.1	<i>Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps.</i>	0	0.00
	1.2	<i>Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).</i>	1	1.67
	2	<i>Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs</i>		
	2.1	<i>Invest in signage techniques to reduce excessive travel delays and traffic congestion</i>	0	0.00
	2.2	<i>Maximize direct travel trips between states</i>	0	0.00
	2.3	<i>Maintain and update street and highway functional classification consistent with FHWA guidelines</i>	0	0.00
	2.4	<i>Address last segment/link of corridor</i>	0	0.00
			Total	1.67

Goal 6	Efficient System management		Expected Weight (%)=	10
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Implement best practice programming and innovative financing alternatives</i>		
	1.1	<i>Identify potential source of budget for year-round maintenance</i>	0	0.00
	1.2	<i>Provide an efficient and cost-effective motorized transport system</i>	1	1.25
	1.3	<i>Improving operations without adding through capacity</i>	0	0.00
	2	<i>Involve all local partners in the transportation planning process.</i>	1	1.25
	3	<i>Cooperate across jurisdictional boundaries to create an integrated transportation network.</i>	1	1.25
	4	<i>Maintain and update the regional ITS architecture</i>		
	4.1	<i>Enhances interoperability among modal equipment and technologies</i>	1	1.25
	5	<i>Demonstrates analysis of project risk in implementation</i>	1	1.25
6	<i>Includes specific evaluation method to provide a measurement of effectiveness by collecting real time traffic data</i>	0	0.00	
			Total	6.25

Goal 7	System Preservation		Expected Weight (%)=	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Cost effectively preserve, maintain and improve the existing transportation network systems and capacity		
	1.1	Utilize pavement management system results	1	2.50
	1.2	Emphasizes system rehabilitation rather than expansion	1	2.50
	1.3	Incorporate cost-effective maintenance and technologies new to the MPO area	0	0.00
	1.4	Preserve railroad ROW or other existing ROW	1	2.50
	2	Contributes to better system maintenance	1	2.50
	3	Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.	1	2.50
			Total	12.50

Goal 8	Safety		Expected Weight (%)=	10
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Address locations identified as high crash locations in LRTP and review crash data to improve roadway design and traffic control elements	0	0.00
	2	Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in highways	1	1.11
	3	Consistent with Strategic local and regional Highway Safety Plan		
	3.1	Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts	0	0.00
	3.2	Ensure that roadway design and traffic control elements support appropriate and safe speeds	1	1.11
	3.3	Improve sight distance at signalized and un-signalized intersections	0	0.00
	3.4	Improve the roadway and driving environment to better accommodate drivers' needs	1	1.11
	3.5	Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists	0	0.00
	4	Enhances public safety of nonmotorized users	0	0.00
5	Enhances safe and well-designed route to school zones and college campuses	0	0.00	
			Total	3.33

Goal 9	Resiliency and Reliability		Expected Weight (%)=	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Reduce state highway system vulnerability to snow and storm water		
	1.1	Maintain passable highways under all reasonable weather conditions	1	1.25
	1.2	Strategically design and maintain state highway system to operate under all reasonable weather conditions	1	1.25
	1.3	Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction	0	0.00
	2	Support the region's resilience and travel reliability through efficient detour and evacuation routes		
	2.1	During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or	1	1.25
	2.2	Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during inci	1	1.25
	2.3	Provide auxiliary power sources to operate traffic signals when mainline power is interrupted	1	1.25
	2.4	Maintain on-time project performance and implementation	1	1.25
	2.5	Improve engagement of transportation system, across and between modes, partners and stakeholders	0	0.00
			Total	7.50

Goal 10	Travel & Tourism		Expected Weight (%)=	5
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Maintain convenient and intuitive state highway access to major activity centers and tourist spots		
	1.1	Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Forks	0	0.00
	1.2	Identify, coordinate, and communicate traffic plans for statewide simultaneous events	1	1.00
	1.3	Establish partnerships to foster tourism activities within state	0	0.00
	2	Enhance safety /easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area	1	1.00
	3	Provides landscaping/streetscaping or similar amenities	0	0.00
			Total	2.00

**URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET**

DATE: 11/9/2023

PRIORITY#1-2028

Regional: (Y)/N Urban Roads: Y/(N)

City: Grand Forks

Street: US Highway 2/Gateway Dr

County: Grand Forks

Length:~.7 Miles

Proposed Improvement: Concrete Panel Repair, Grind, and selective Dowel Bar Retrofitting of US Highway 2/Gateway Dr (I-29 to N 55th St)

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W MISC	Utility	Constr.	Bridges	Non- Participating	Total
154	103	34		1,022			1,313

Present Road: Surface Width? 4 lane divided

Surface Type? Concrete

On Street Parking Allowed? _____ Present: (No) One Side Both Sides Angle Parallel
Proposed: (No) One Side Both Sides Angle Parallel

Proposed Improvements	
ADT Present: ~14,245-18,260 Yr: 2021	Travel Way Width : 65'
ADT Design: ~26,100 Design year 2045	No. of Lanes: 5
Design Speed: 40 MPH	Roadway Width: 65'
Maximum Curve: _____	Min. R/W Width:320'
Maximum Grade: _____	

Right of Way	
Will Additional ROW or easement be acquired? UNK	ROW acquisition by: City (DOT)
Has any ROW easements been acquired since 7-1-72:UNK (DOT)	ROW Condemnation by: City
Est. No. of occupied family dwelling to be displaced? None Anticipated	
Est. No. business to be displaced? None Anticipated	

--

Impacts

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

Will there be any impacts to 4(f) or 6(f) properties: None anticipated

Airports: None Public Hearings: None anticipated

Environmental Classification (Cat-Ex, EA, EIS): Cat-Ex

Transportation Enhancements: _____

Intermodal: _____

Pedestrian Needs: Pedestrian access and crossing is limited near US 2/Gateway Dr and N 47th St

Railroads Crossings

RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
None						

Purpose and Need Statement:

This roadway has reached a point on which a rehabilitation project should be considered to extend the life of the pavement and maintain a state of good repair.

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section?
This roadway was originally constructed in 1994. Left turn lanes were modified and a signal and turn lanes were installed at N 55th St in 2019.

2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?
There are four through lanes approximately 12' wide with left turn lanes and right turn lanes at various intersections.

3. What is the condition of the pavement section?
 - A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
 - B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.

The pavement is showing signs of distress comparable with its age and a scheduled rehabilitation project will likely improve the pavement condition and extend the life of the pavement delaying the need for a reconstruction project. This project is proposed to primarily include concrete panel repair and grinding

for the roadway.

Pavement Condition Index and International Roughness Index data was obtained in 2021 from GoodPointe Technology.

Minimum PCI value of 94	Minimum IRI value of 63 in/mi
Median PCI value of 96.5	Median IRI value of 79 in/mi
Maximum PCI value of 98	Maximum IRI value of 101 in/mi

4. Any existing geometric concerns?
None at this time.
5. Are there any access points to adjoining properties that present a special concern?
The US 2 Corridor Study did not identify any access points of concern.
6. Are there any existing sidewalks or shared use path in place?
There is a shared use path on the south side. There is no sidewalk or shared use path on the north side of US 2/Gateway Dr. The condition of these facilities is unknown and will need to be determined during the project development phase.
7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
The original storm sewer was constructed in 1994 and the condition is unknown.
8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
The city water line along US 2/Gateway Dr are unknown condition and are primarily located in utility easements or located underneath the frontage road. The watermain crosses Us 2/Gateway Dr west of N 55th St and west of N 47th St.

There is no sanitary sewer parallel to US 2/Gateway Dr. There is a sanitary sewer crossing US 2/Gateway Dr between the I-29 ramps and N 47th St. There is a sanitary sewer forcemain located on the eastern side of N 48th St. Condition of sanitary sewer and sanitary sewer forcemain are unknown.
9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
There are 310W HPS fixtures on 40' tall poles offset on both sides of the road. Consideration should likely be taken for new conduit/cable and replacing fixtures from HPS to LED.
10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?
The following intersections along US2/Gateway Dr have traffic signals: N 47th St and N 55th St. Neither of these intersections were located on the 2021 Urban High Crash Intersection List. Turn lanes should be evaluated at N 51st St per the US 2 Access Study recommendations.

Remarks:

City Engineer: Allen R. E.

Date: 11/15/23

District Engineer: Edward Paulsh

Date: 11/16/23

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

2025-2028 TIP

Cost Estimating Basis

10/6/2023

2023 Project Cost History

Urban Projects

Base Construction Costs

2023

Costs are per mile

	<u>Surfacing</u>
Construction & CE Only	\$1,400,000
Total Cost	\$1,600,000
Assumption	
CE is 10% of Construction	
Base Construction	\$1,272,727
Total Cost/Base Const	125.7%
Design Engineering	15%
Construction Engineering	10%
ROW/MISC	3.3%

Construction Cost Breakdown

Contract Bond	1%
Mobilization	10%
Traffic Control	5%
Erosion Control	5%
Pavement	74%
Signing/Striping	5%
	100%

Street US 2/Gateway Dr

To/From I-29 to N 55th St

Type CPR & Grind

Year of Expenditure	2028
Length (ft)	3,500
Length (mi)	0.66
Base Const Cost/mi	\$1,272,727
Inflated Const Cost/mi 4%	\$1,022,000
Const Cost	\$1,022,000
Design Eng	\$154,000
Const Eng	\$103,000
ROW/MISC	\$34,000
<hr/>	
Total Project Cost	\$1,313,000












Base Const Cost Breakdown

Contract Bond	\$10,220
Mobilization	\$102,200
Traffic Control	\$51,100
Erosion Control	\$51,100
Pavement	\$756,280
Signing/Striping	\$51,100
<hr/>	
Const Total	\$1,022,000

CPR & Grind US 2/Gateway Dr (I-29 to N 55th St) - 2028



Legend

-  Active Parcels
-  Boundary City Limit
-  Boundary Gray Area
- Address Labels
- Road Labels
- RoadCenterlines_9K
 -  <all other values>
 -  I
 -  S
 -  U
-  Waterbodies
-  FacilitySites_Parks_9K
-  Railroad
-  MunicipalBoundaries

Notes

1 in = 615 ft



1,229.2 0 614.58 1,229.2 Feet

NAD_1983_StatePlane_North_Dakota_North_FIPS_3301_Feet
City of Grand Forks GIS

All dimensions, descriptions, measurements, boundaries and data contained in this nonstandard document are included for general information only. No warranties or covenants are made or given by the City of Grand Forks. Any user must confirm the accuracy of the same with official records, and/or by survey.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



Focus Area 6: Turn Lanes

The addition of turn lanes adds capacity and improves safety by clearing slowed or stopped vehicles making turning movements out of the through lanes. To identify where turn lanes can provide the greatest benefit to the study area, recommendations are provided based on two different analyses. The first was for the rural part of the corridor where speeds are greater than 50 miles per hour. Turn lanes for this section of the corridor were proposed based on the volume and crash criteria provided by NDDOT. For the urban section of the corridor where speeds were lower than 50 miles per hour, and on side streets, Synchro software was used to identify locations where approach LOS was at “D” or below. At these locations, turn lanes were evaluated to improve LOS to “C” or above. Turn lane recommendations at the Airport Drive/County Road 5 intersection or the interchange influence area can be found in previous chapters. Turn lanes should be considered at these intersections:

- 51st Street: Turn lanes for the northbound and southbound approaches can fit within the existing roadway footprint and are warranted under existing traffic volumes.
- 55th Street: Currently westbound right and northbound right turn lanes are warranted under existing traffic volumes. An eastbound left will be warranted by 2025.
- 58th Street: A $\frac{3}{4}$ access configuration is recommended at 58th Street. Construction of an eastbound left turn will be necessary to accommodate this configuration.
- 64th Street: A $\frac{3}{4}$ access configuration is also recommended at this intersection. Construction of an eastbound and westbound left turn lane will be necessary to accommodate this configuration.
- 69th Street. When NPN is fully operational, a southbound right turn lane will be warranted.

Proposed turn lanes can be seen in Figure 48.

Implementation Plan

The following is an implementation plan for turn lanes to be considered.

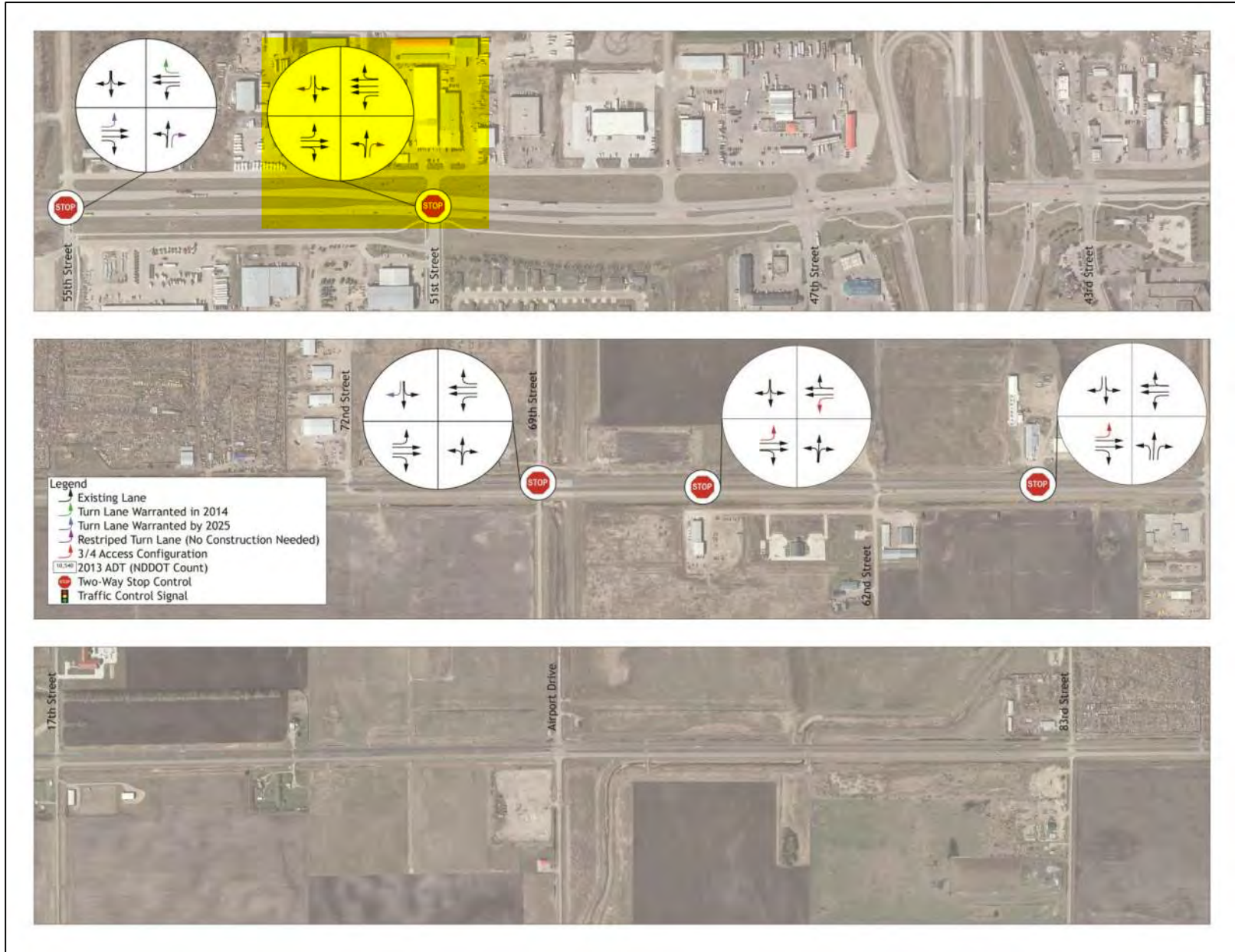
NDDOT would be lead agency for the following turn lane projects:

- 51st Street Turn Lanes (\$15,000). Northbound and southbound right turn lanes should be implemented during the next cycle of roadway striping costs.
- 55th Street Turn Lanes (\$327,500). These turn lanes should be implemented during the traffic signal project.
- 58th and 64th Street Turn Lanes for Access Restrictions (\$750,000). Turn lanes to accommodate a $\frac{3}{4}$ access should only be implemented once the corridor has urbanized and frontage road access has been established to allow for restricted access at these locations.

The City of Grand Forks would be lead agency for the following turn lane project:

- 69th Street Turn Lanes (\$70,000). This turn lane should be implemented as part of the NPN roadway project improving 69th Street.

Figure 48: Proposed Turn Lanes





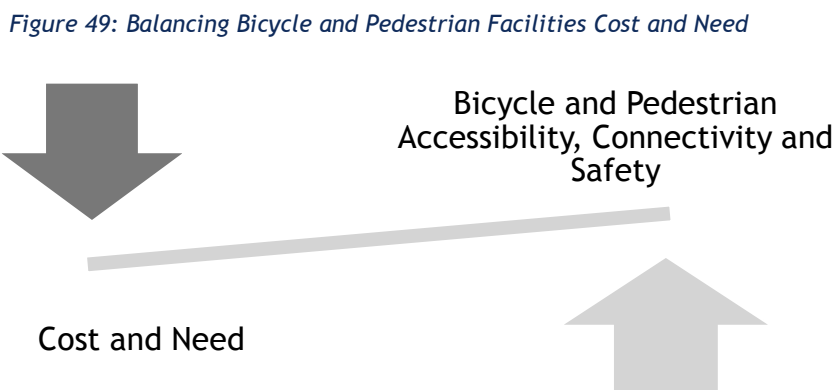
Focus Area 7. Bicycle and Pedestrian Facilities

Historically, the corridor has primarily been made up of industrial land uses, but the onset of recent commercial and residential development increases the necessity to provide bicycle and pedestrian facilities to major existing and future generators. Currently only 10 percent of the corridor has bicycle and pedestrian specific facilities (counting both sides of the corridor). Recent development, such as Wal-Mart, did not incorporate bicycle and pedestrian facilities.

The high-speeds, volumes and truck activity make on-street bicycle activity unappealing to even advanced riders. Additionally, there are no signalized bicycle and pedestrian crossings across US 2 within the study area. This means that the traffic signals must be timed to allow pedestrians to cross the entire intersection without stopping on each phase. This requires very long green periods for the sidestreets, even when traffic is minimal, resulting in unnecessary delay and worsened operations due to the limited amount of pedestrian activity across US 2. To make US 2 conducive to non-motorized traffic, it is vital that bicycle and pedestrian facilities be planned and preserved as development occurs.

Evaluation Criteria

The decision for increased bicycle and pedestrian activity can be graphically illustrated in the figure below. The lack of existing facilities along US 2 makes it difficult to gauge demand. However, not providing bicycle and pedestrian facilities or accessibility to the north side of the corridor has obvious impacts to multimodal activity and safety, and may even limit the types of development attracted to the area.



Proposed Alternative

The Steering Committee and public were provided two alternatives. The first continued the design of the corridor with a shared use path exclusively on the south side of the corridor. The second alternative included a shared use path on both the north and south side. This would connect with plans to include the shared use path on 55th Street north of US 2, provide access to new developments on the



north side of the corridor and allow for safe and efficient crossing of US 2 at signalized locations of 42nd Street and 47th Street and the future signal at 55th Street.

There was no clear preference on the provision of bicycle and pedestrian facilities on the corridor. The Steering Committee preferred facilities on both sides (45.5 percent voted for facilities on both sides, 36.3 percent voted for facilities only on the south side and 18.2 percent voted to do nothing), while the public preferred facilities only on the south side (84.2 percent voted for facilities only on the south side and 15.8 percent voted for facilities on both sides). Land owners primarily opposed shared use paths on the north side because they opposed potential assessments.

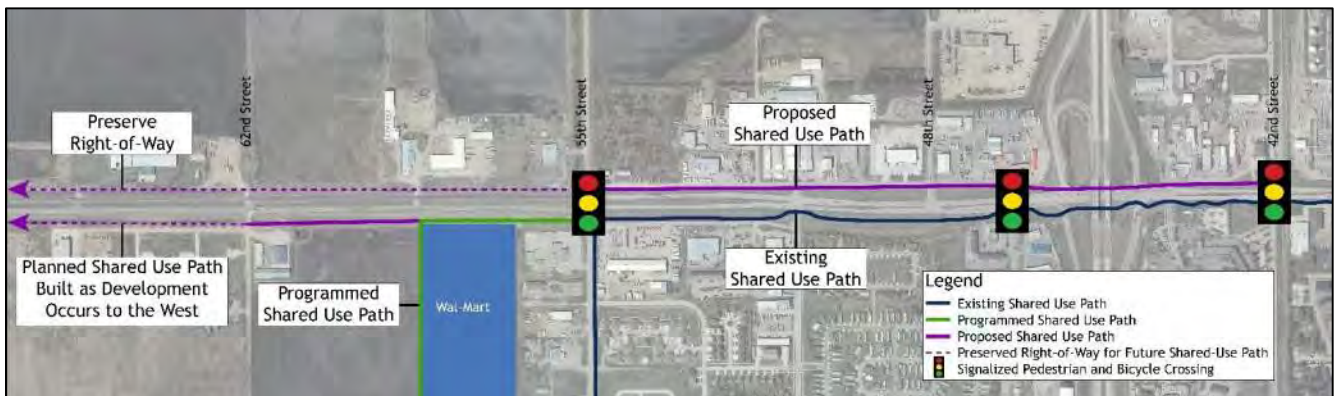
AASHTO guidance discourages shared use paths on only one side because it is counter to driver expectancy. Furthermore, the 2040 LRTP has extensive goals and objectives for the bicycle and pedestrian network:

- Reduce excessive travel delays by using the bike network
- Increase non-motorized mode split by 10 percent
- Promote the off-road network
- Increase miles of bikeway network by 63 percent
- Encourage installation of bicycle and pedestrian facilities during street repair, renovation and construction to reduce costs

For these reasons, the proposed alternative

- Provides facilities on the south side of US 2, constructing paths as development occurs to the west.
- Could provide facilities on the north side of US 2 between 42nd Street and 55th Street, in coordination with the roadway maintenance projects planned for 2026 and 2029.
- Preserves enough right-of-way along the north side of the corridor west of 55th Street that future provision of facilities could occur when redevelopment occurs or when financial assistance could increase support.
- Provides signalized crossings at existing and planned signals located at 42nd Street, 47th Street and 55th Street. All future signals along the corridor will facilitate signalized pedestrian crossings.

Figure 50: Bicycle and Pedestrian Facilities Recommendations



Implementation Plan

Similar to access management, the bicycle and pedestrian improvement plan would not be to build shared use paths along the entirety of the corridor immediately, but rather to preserve the corridor for when development occurs and place the onus of constructing paths along the corridor on the



developer. That way, new developments, like Wal-Mart for example, are not constructed without bicycle and pedestrian connectivity.

There are several locations where redevelopment is unlikely but facilities may be desirable. This includes the north side of US 2 east of 55th Street and the south side of US 2 between 55th Street and 58th Street. The 2040 LRTP proposed a shared use path on the south side of US 2 between 55th Street and 58th Street that would wrap around Wal-Mart and connect to the shared use path and bike lane on University Avenue. This project was estimated for completion in 2021.

For the north side of US 2 east of 55th Street, a variety of funding and project phasing alternatives are available. The 2040 LRTP has identified a series of roadway maintenance projects scheduled for estimated completion between 2026 and 2029 that would stretch from 55th Street east to the Red River. The construction of shared use paths could be completed in tandem with these projects. Alternatively, these projects could be added to the universe of improvements evaluated and prioritized in the next Bicycle and Pedestrian Plan update, making them eligible for TAP funds. Finally, assessments could be considered to implement the desired facilities, allowing for a connected network as facilities are constructed in developing areas.



Summary of Proposed Improvements

Infrastructure Improvements

Airport Drive Intersection

The Staggered T-Intersection Configuration eliminates signal control and far-side crashes. This configuration will reduce total crash potential by 67 percent and 2040 peak hour delays by 77 percent. The design minimizes the environmental impacts.

Interchange Influence Area

The Northeast Loop alternative adds a loop ramp in the northeast quadrant and another turn lane on the northbound to eastbound off-ramp. By preventing northbound left-turns from conflicting with eastbound left turns and through movements, the traffic signal was reduced to only two phases, increasing throughput and reducing queues across adjacent US 2 intersections. This alternative reduces crash potential by 40 percent and 2040 vehicle hours traveled by 20 percent.

55th Street Improvements

55th Street was selected as the optimal location for a traffic signal because of its connectivity north and south, accessibility to adjacent intersections because of the frontage road configuration and the potential to reduce angle crashes. This intersection also requires eastbound left, westbound right and northbound right turn lanes.

69th Street Improvements

The planned NPN site will require improved roadways to access their site three miles north of US 2. 69th Street was selected for improvement because of limited potential impacts in the event of an anhydrous ammonia spill, less roadway improvement needs and no railroad impacts. 69th Street will need to be paved and southbound right turn lane from 69th Street onto US 2 should be constructed.

Turn Lanes

Additional turn lanes are proposed at 51st Street, 58th Street and 64th Street. The timeframe for implementation on these projects varies and is correlated with development growth on the corridor.

Policy Improvements

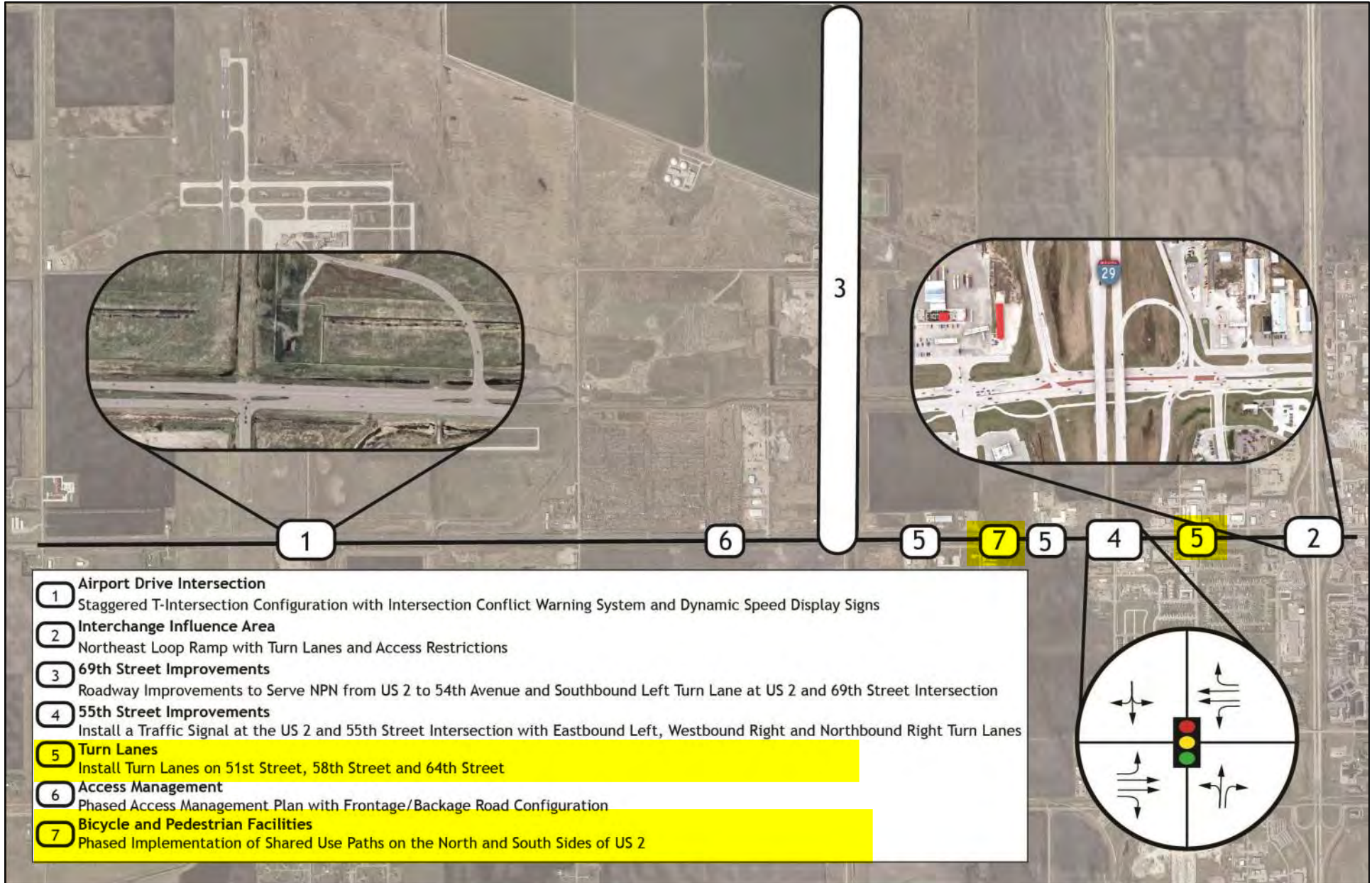
Access Management Plan

The proposed access management plan was designed to be a gradual process, implemented as development occurs. This plan provides refined solutions for the urbanizing growth area and flexibility for the rural growth areas, where development is not imminent.

Bicycle and Pedestrian Facilities Plan

The bicycle and pedestrian facilities plan also provides phasing for the provision of bicycle and pedestrian facilities. This plan will implement facilities on the north side of US 2 with the planned roadway projects and preserve right-of-way to the west on both sides of the corridor.

Figure 51: Proposed Infrastructure Improvements



PEDESTRIAN NETWORK: LONG TERM VISION

The Pedestrian Network map shown on the following page represents the long-term vision for regional pedestrian access. It aims to provide a connected network of pedestrian facilities that provide a comfortable experience for a wide array of users. The recommendations expand the existing network with a focus on improvements to destinations most likely to be accessed by people walking and/or using transit.

Network recommendations reflect:

- Updated project recommendations from previous plans
- Addressing regional barriers such as major roadways, railroads, and the river
- Gaps in the sidewalk/pedestrian network
- Opportunities to improve pedestrian crossings of roadways and other regionally significant barriers



Sidewalks & Sidewalks Gaps

- The sidewalk network is the largest component of the multimodal network
- A network of direct pedestrian paths encourages walking and reduces delay
- Filling sidewalk gaps or removing barriers between segments of existing sidewalk can greatly expand the pedestrian network



Mid-block Crossing Improvements

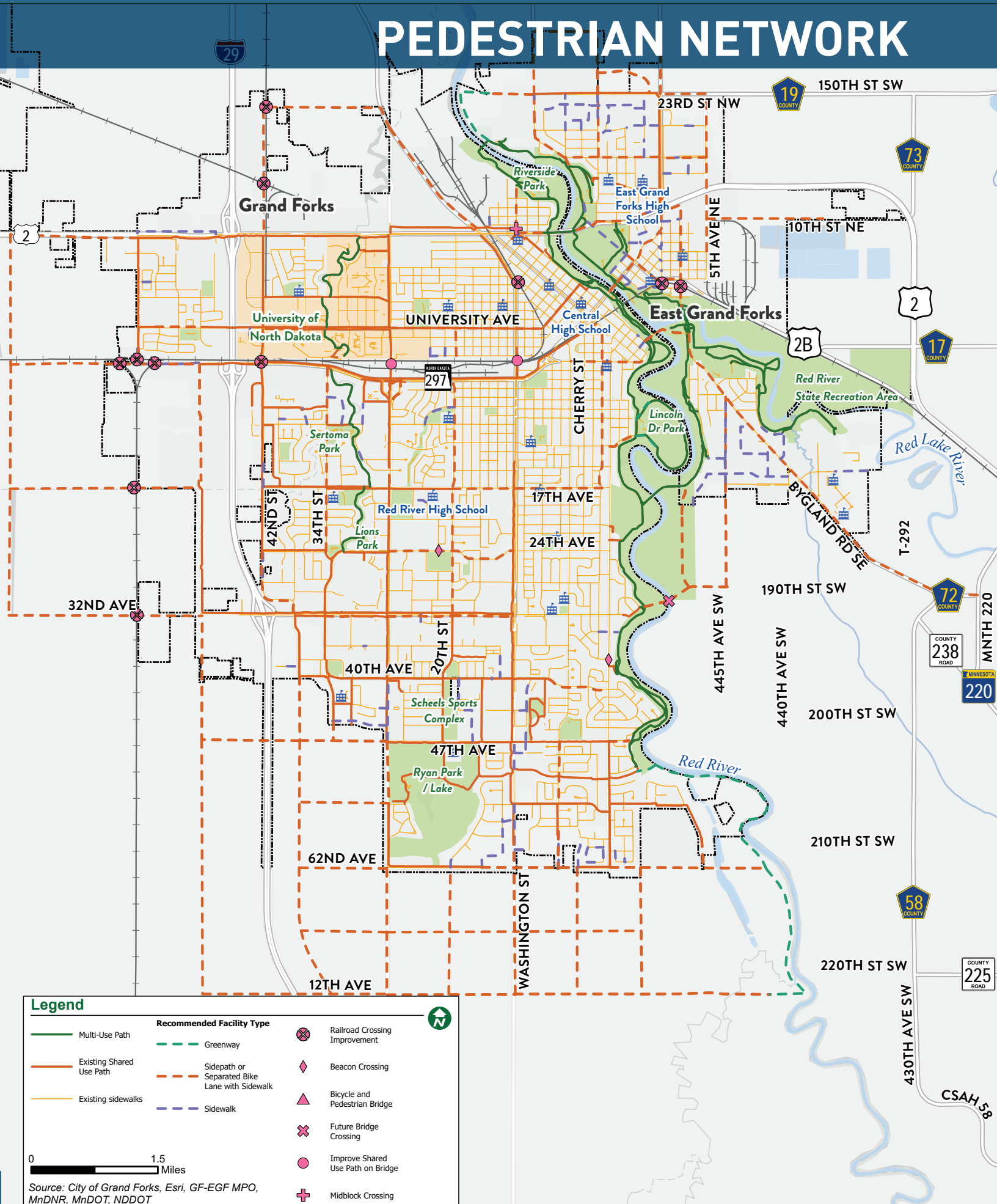
- Pedestrian crossings across a roadway are a critical part of any pedestrian network
- Mid-block crossings should be used at places with high amounts of pedestrian traffic, such as mid-block transit stops, plazas, or building entrances
- Pair with other treatments such as enhanced crossings, median crossings islands, and curb extensions



Shared Use Paths / Multi Use Paths

- Physically separated from motor vehicle traffic by an open space or barrier.
- Most shared use paths are designed for two-way travel and can serve a variety of non-motorized users. Paint marking and signage can be used to separate/direct walking and biking traffic.
- They may be located within roadway right-of-way or an independent right-of-way

RECOMMENDED PEDESTRIAN NETWORK



Legend

	Multi-Use Path		Recommended Facility Type		Railroad Crossing Improvement
	Existing Shared Use Path		Sidepath or Separated Bike Lane with Sidewalk		Beacon Crossing
	Existing sidewalks		Sidewalk		Bicycle and Pedestrian Bridge
					Future Bridge Crossing
					Improve Shared Use Path on Bridge
					Midblock Crossing

0 1.5 Miles

Source: City of Grand Forks, Esri, GF-EGF MPO, MnDNR, MnDOT, NDDOT

BICYCLE NETWORK: LONG TERM VISION

The Bike Network map shown on the following page represents the long-term vision for a high quality, connected regional network of bicycle facilities network. The recommendations build on the existing network, and broadens the spectrum of bicycle facility types in the region. Network recommendations reflect:

- Updated project recommendations from previous plans
- Addressing bike network gaps and regional barriers such as major roadways, railroads, and the river
- The latest national and local guidance on all-ages-and-abilities bicycle facility types
- Opportunities for enhanced bike routes on low-traffic neighborhood streets

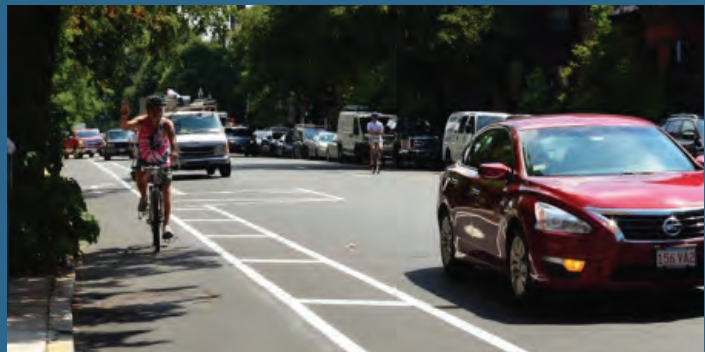
Bicycle Boulevards

- Shared roadway designed to prioritize bicycle traffic on low-volume, low-speed streets such as local and residential streets.
- Often paired with signs, pavement markings, traffic calming and diversion treatments, and intersection modifications.



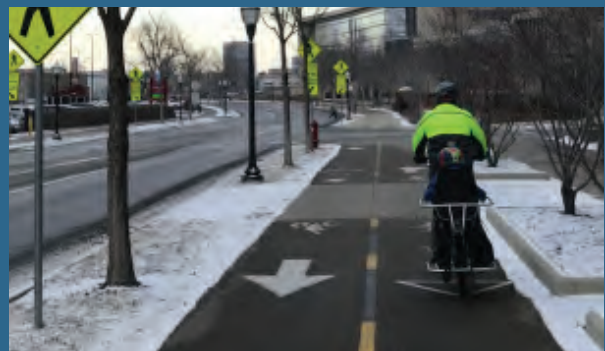
Bike Lanes & Buffered Bike Lanes

- On-road bike lanes use pavement markings and signs to designate exclusive space for bicyclists.
- Buffered bike lanes provides increased horizontal separation between bicyclists, travel lanes, and/or parking lanes.
- Buffers can be a double solid white line or a solid line along with a broken line.



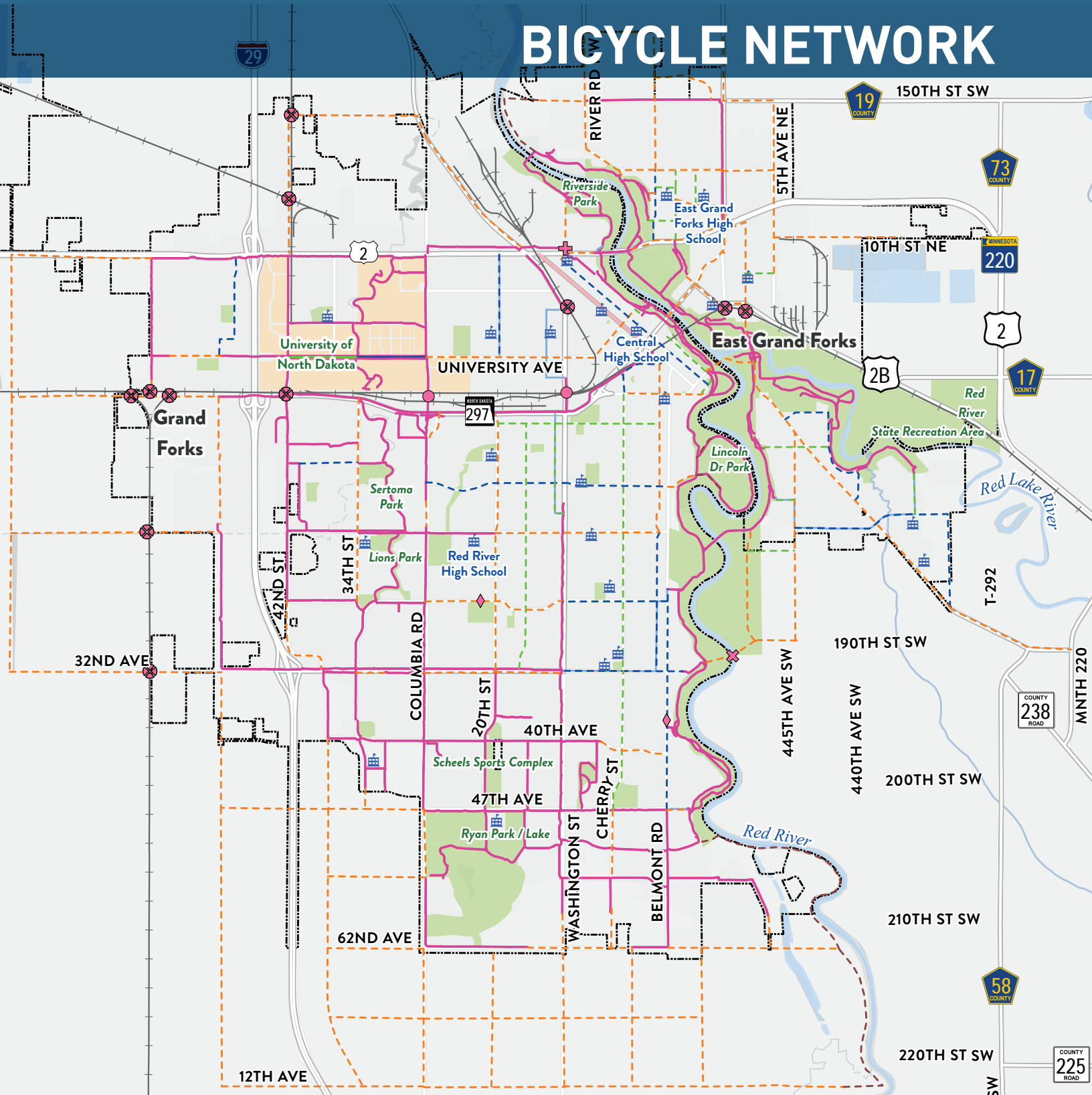
Separated Bike Lanes & Sidepaths

- Also known as cycle tracks and/or protected bike lanes.
- Bike-only facilities located within or directly adjacent to a roadway. If paired with sidewalks, sidepaths are typically placed between the roadway and walking path, and separated from the walking path by a buffer.
- Separated vertically and horizontally with element such as flexible post delineators, curb, bollards, raised medians, parked motor vehicles, landscaping, and/or other physical objects.



Photos courtesy of MnDOT

RECOMMENDED BICYCLE NETWORK



Legend

Recommended Bike Facilities

- Buffered Bike Lane
- Conventional Bike Lane
- Greenway
- Sidepath or Separated Bike Lane with Sidewalk

Existing Bike Facilities

- Multi-Use Path
- Bike Route
- Bike/Bus Lane
- Sharrow
- Conventional Bike Lane

- ◆ Beacon Crossing
- ▲ Bicycle and Pedestrian Bridge
- ✕ Future Bridge Crossing
- Improve Shared Use Path on Bridge
- + Midblock Crossing
- ⊗ Railroad Crossing Improvement



Source: City of Grand Forks, Esri, GF-EGF MPO, MnDNR, MnDOT, NDDOT

One-Way Cash Fare*

Adult	\$1.50
K-12 Student	\$0.75
Reduced Fare**	\$0.60

10-Ride Cards

Adult	\$13.00
K-12 Student	\$6.50
Reduced Fare**	\$5.25

*Exact fare required

**Seniors age 62+, Medicare card holders, and persons with disabilities

Fixed Period Passes

1-Day Pass	\$5.00
14-Day Pass	\$18.00
31-Day Pass	\$35.00

Transfers are free for use on the next connecting bus. Ask for a transfer upon boarding. Not valid on the same bus. Valid at transfer locations only. One time use.

Children age 5 and under ride free

UND Students ride free with student ID

Northland College students ride free with student ID and bus pass issued by Northland

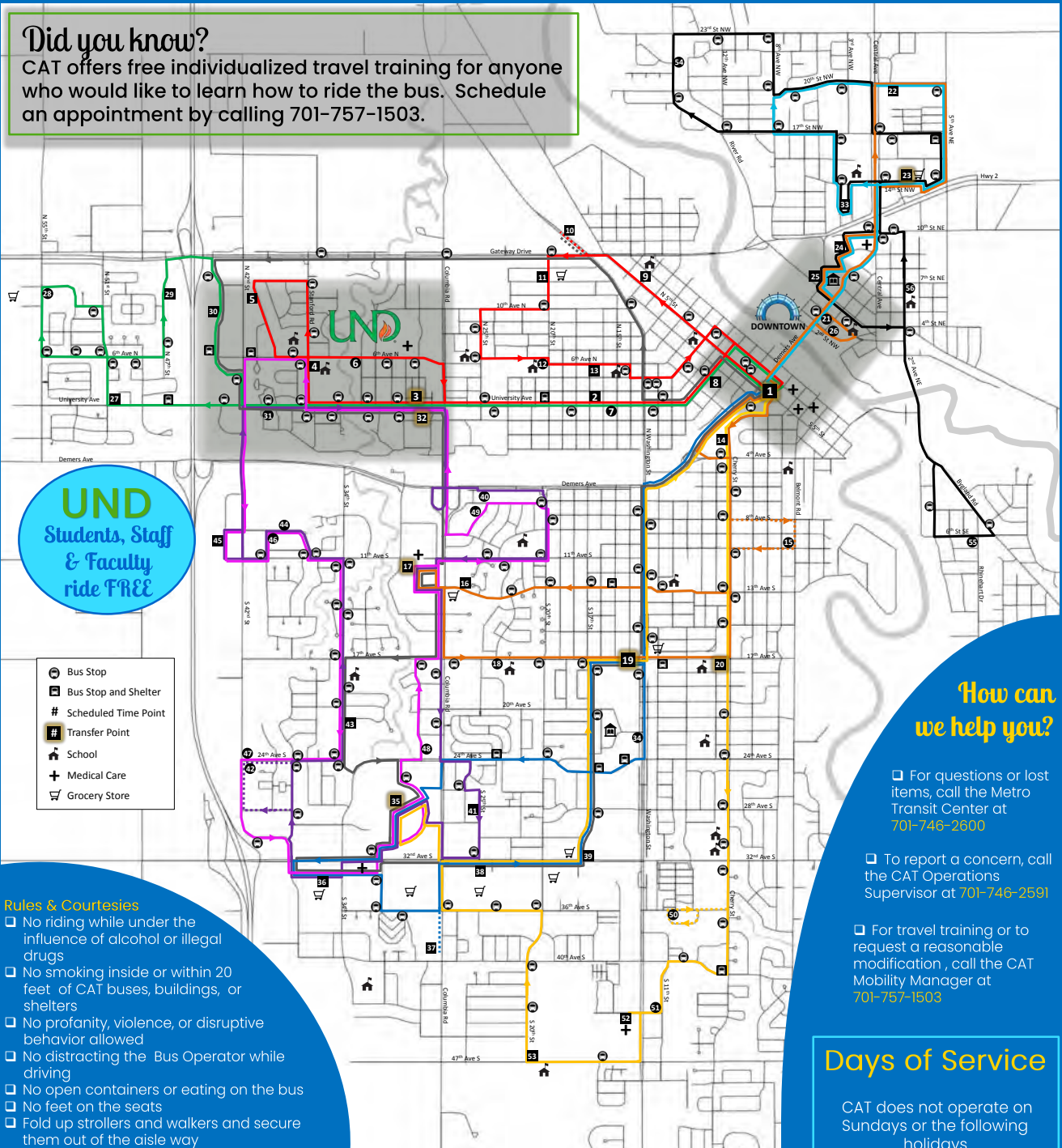
NOTE: Fare cards are non-refundable. Do not scratch or bend. Rechargeable fare media available for purchase at the Metro Transit Center.

For Your Safety

- Call 911 in case of emergency
- Be aware of your surroundings
- Remain seated while the bus is moving
- Do not walk in front of the bus
- Stay back from the painted yellow line
- Dress appropriately for adverse weather conditions
- If you see something suspicious, report it to the proper authority

Did you know?

CAT offers free individualized travel training for anyone who would like to learn how to ride the bus. Schedule an appointment by calling 701-757-1503.



UND
Students, Staff
& Faculty
ride FREE

- Bus Stop
- Bus Stop and Shelter
- Scheduled Time Point
- Transfer Point
- School
- Medical Care
- Grocery Store

Rules & Courtesies

- No riding while under the influence of alcohol or illegal drugs
- No smoking inside or within 20 feet of CAT buses, buildings, or shelters
- No profanity, violence, or disruptive behavior allowed
- No distracting the Bus Operator while driving
- No open containers or eating on the bus
- No feet on the seats
- Fold up strollers and walkers and secure them out of the aisle way
- Shirt and shoes or other footwear required
- Passengers must maintain appropriate, reasonable personal hygiene
- Limit carry-on items to one armload or the equivalent of two grocery bags
- Have your bus fare ready before boarding
- Use earphones to listen to music
- Small animals may be transported in a carrier
- Service animals are welcome on board

We are committed to providing you with clean, safe, and reliable transportation.

How can we help you?

- For questions or lost items, call the Metro Transit Center at 701-746-2600
- To report a concern, call the CAT Operations Supervisor at 701-746-2591
- For travel training or to request a reasonable modification, call the CAT Mobility Manager at 701-757-1503

Days of Service

CAT does not operate on Sundays or the following holidays

- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Day



Track buses and plan trips with the CAT Prowler app

www.rideCAT.org



Metro Transit Center
450 Kittson Ave
Grand Forks, ND 58201
701-746-2600

NDDOT State of Good Repair Financially Constrained (2023 to 2045)

Table 3

Ref #	Roadway	Termini	Project Type	Agency	Time Frame	Federal/State Funds	City Match	YOE Total
REP-224	US 2 (Gateway Drive)	Grand Forks I-29 East to Columbia Road	CPR/DBR/Grind	NDDOT	Short-Range	\$753,000	\$0	\$753,000
REP-225	US 2 (Gateway Drive)	Gateway Drive-Columbia Road to Red River	CPR/DBR/Grind	NDDOT	Short-Range	\$811,000	\$0	\$811,000
REP-228A	US 2 Business	Grand Forks - Gateway Drive to DeMers	Chip Seal	NDDOT	Short-Range	\$45,900	\$5,100	\$51,000
REP-237	US 2 (Gateway Drive)	Grand Forks I-29 East to Columbia Road	CPR & Grind	NDDOT	Short-Range	\$753,000	\$0	\$753,000
REP-238	US 2 (Gateway Drive)	Gateway Drive - Columbia Road to Red River	CPR & Grind	NDDOT	Short-Range	\$811,000	\$0	\$811,000
REP-266A	US 81 Business	Grand Forks - South Washington Street (Hammerling to 8th Avenue South)	Reconstruct	NDDOT	Short-Range	\$5,329,800	\$592,200	\$5,922,000
REP-268A	US 81 Business	Grand Forks - South Washington Street (8th Avenue South to DeMers Avenue)	Reconstruct	NDDOT	Short-Range	\$1,065,600	\$118,400	\$1,184,000
REP-296	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Chip Seal	NDDOT	Short-Range	\$205,000	\$0	\$205,000
REP-305	Various	Various	Regional Traffic Signal Upgrade	NDDOT	Short-Range	\$6,514,200	\$723,800	\$7,238,000
REP-239A	I-29	N of ND 15 to Near 32nd Avenue Grand Forks (NB)	CPR & Grind	NDDOT	Short-Range	\$1,946,000	\$0	\$1,946,000
REP-239B	I-29	N of ND 15 to Near 32nd Avenue Grand Forks (SB)	CPR & Grind	NDDOT	Short-Range	\$1,946,000	\$0	\$1,946,000
REP-223	US 2 (Gateway Drive)	Grand Forks 55th Street East to I-29 East Bound	CPR/DBR/Grind	NDDOT	Mid-Range	\$570,600	\$63,400	\$634,000
REP-232	US 2 Business	DeMers to Red River (include 5th to 6th)	CPR/Grind	NDDOT	Mid-Range	\$158,000	\$0	\$158,000
REP-236	US 2 (Gateway Drive)	Grand Forks 55th Street East to I-29 West Bound	CPR & Grind	NDDOT	Mid-Range	\$634,000	\$0	\$634,000
REP-258A & REP-259A	US 81 Business	I-29 to South Washington Street	Reconstruct	NDDOT	Mid-Range	\$27,718,200	\$3,079,800	\$30,798,000
REP-262A	US 81 Business	Grand Forks South Washington Street (32nd Avenue South to 26th Avenue South)	CPR & Grind	NDDOT	Mid-Range	\$256,500	\$28,500	\$285,000
REP-263A	US 81 Business	Grand Forks - South Washington Street (26th Avenue to Hammerling)	CPR & Grind	NDDOT	Mid-Range	\$621,900	\$69,100	\$691,000
REP-277	US 81 Business	Grand Forks North Washington Street (.05 MI S 8th to 8th Avenue)	CPR & Grind	NDDOT	Mid-Range	\$9,000	\$1,000	\$10,000
REP-278	US 81 Business	Grand Forks North Washington Street (8th Avenue to 9th Avenue)	CPR & Grind	NDDOT	Mid-Range	\$29,700	\$3,300	\$33,000
REP-279	US 81 Business	Grand Forks North Washington Street (9th Avenue NE to 13th Avenue)	CPR & Grind	NDDOT	Mid-Range	\$262,800	\$29,200	\$292,000
REP-280	US 81 Business	Grand Forks North Washington Street (13th Avenue NE to US 2)	CPR & Grind	NDDOT	Mid-Range	\$36,000	\$4,000	\$40,000
REP-281	US 81 Business	Grand Forks North Washington Street (JCT US 2 to STA 105)	CPR & Grind	NDDOT	Mid-Range	\$285,300	\$31,700	\$317,000
REP-284	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (I-29 to Near 34th Street)	CPR & Grind	NDDOT	Mid-Range	\$540,900	\$60,100	\$601,000
REP-285	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (34th Street to US 2)	CPR & Grind	NDDOT	Mid-Range	\$1,641,600	\$182,400	\$1,824,000
REP-286	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (I-29 to US 2)	CPR & Grind	NDDOT	Mid-Range	\$2,046,600	\$227,400	\$2,274,000
REP-292	US 81 Business	DeMers Avenue to Dyke Avenue	CPR/Grind	NDDOT	Mid-Range	\$66,600	\$7,400	\$74,000
REP-294	US 81 Business	Dyke Avenue to .05 MI South of 8th Avenue	Reconstruction	NDDOT	Mid-Range	\$8,505,000	\$945,000	\$9,450,000
REP-297	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Mill & HBP 2"	NDDOT	Mid-Range	\$1,365,000	\$0	\$1,365,000
REP-240A	I-29	Near 32nd Avenue South N of HWY 2 Interchange	CPR & Grind	NDDOT	Mid-Range	\$1,635,000	\$0	\$1,635,000
REP-242A	I-29	N of ND 15 N to Near 32nd Avenue Grand Forks	CPR & Grind	NDDOT	Mid-Range	\$504,000	\$0	\$504,000
REP-246A	I-29	US 2 North	CPR & Grind	NDDOT	Mid-Range	\$1,134,000	\$0	\$1,134,000
REP-248A	I-29	South of North Grand Forks Interchange to North of North Grand Forks Interchange South Bound	CPR & Grind	NDDOT	Mid-Range	\$86,000	\$0	\$86,000
REP-243B	I-29	Near 32nd Avenue North to 32nd Avenue	CPR & Grind	NDDOT	Mid-Range	\$32,000	\$0	\$32,000
REP-245B	I-29	South US 2 to North US 2	CPR & Grind	NDDOT	Mid-Range	\$1,044,000	\$0	\$1,044,000
REP-254	I-29	N of US 2 North to South of N Grand Forks Interchange	CPR & Grind	NDDOT	Mid-Range	\$1,302,000	\$0	\$1,302,000
REP-228B	US 2 Business	Grand Forks - Gateway Drive to DeMers	Mill & HBP 3"	NDDOT	Long-Range	\$2,537,100	\$281,900	\$2,819,000
REP-228C	US 2 Business	Grand Forks - Gateway Drive to DeMers	Chip Seal	NDDOT	Long-Range	\$99,000	\$11,000	\$110,000
REP-258B	US 81 Business	32nd Avenue South Grand Forks (STA 14 to 95) 4 LN	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-259B	US 81 Business	32nd Avenue South Grand Forks (STA 95 to S. Washington) 5 LN	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-262B	US 81 Business	Grand Forks South Washington Street (32nd Avenue South to 26th Avenue South)	CPR & Grind	NDDOT	Long-Range	\$365,400	\$40,600	\$406,000
REP-263B	US 81 Business	Grand Forks - South Washington Street (26th Avenue to Hammerling)	CPR & Grind	NDDOT	Long-Range	\$885,600	\$98,400	\$984,000
REP-266B	US 81 Business	Grand Forks - South Washington Street (Hammerling to 8th Avenue South)	CPR & Grind	NDDOT	Long-Range	\$502,200	\$55,800	\$558,000
REP-268B	US 81 Business	Grand Forks - South Washington Street (8th Avenue South to DeMers Avenue)	CPR & Grind	NDDOT	Long-Range	\$144,900	\$16,100	\$161,000
REP-289	US 2 (Gateway Drive)	US 2 over the Red River, Bridge 9090 (Kennedy)	Repaint Bridge	NDDOT	Long-Range	\$2,750,000	\$0	\$2,750,000
REP-291	US 2 Business	US 2B over the Red River, Bridge 4700 (Sorlie)	Repaint Bridge	NDDOT	Long-Range	\$2,475,000	\$275,000	\$2,750,000
REP-293	US 81 Business	DeMers Avenue to Dyke Avenue	CPR/Grind	NDDOT	Long-Range	\$94,500	\$10,500	\$105,000
REP-295	US 81 Business	Dyke Avenue to .05 MI South of 8th Avenue	CPR/Grind	NDDOT	Long-Range	\$296,100	\$32,900	\$329,000
REP-298	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Chip Seal	NDDOT	Long-Range	\$399,000	\$0	\$399,000
REP-306	Various	Various	Regional Traffic Signal Upgrade	NDDOT	Long-Range	\$14,301,900	\$1,589,100	\$15,891,000
REP-299	I-29	HWY 2 Interchange to North of Grand Forks (NB)	CPR & Grind	NDDOT	Long-Range	\$9,511,000	\$0	\$9,511,000
REP-240B	I-29	Near 32nd Avenue South N of HWY 2 Interchange	CPR & Grind	NDDOT	Long-Range	\$2,326,000	\$0	\$2,326,000
REP-243A	I-29	Near 32nd Avenue North to 32nd Avenue	CPR & Grind	NDDOT	Long-Range	\$717,000	\$0	\$717,000
REP-244A	I-29	32nd Avenue North to South US 2	CPR & Grind	NDDOT	Long-Range	\$3,790,000	\$0	\$3,790,000
REP-245A	I-29	South US 2 to North US 2	CPR & Grind	NDDOT	Long-Range	\$3,790,000	\$0	\$3,790,000
REP-247	I-29	North of US 2 North to South of North Grand Forks Interchange	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-242B	I-29	N of ND 15 N to Near 32nd Avenue Grand Forks	CPR & Grind	NDDOT	Long-Range	\$122,000	\$0	\$122,000
REP-244B	I-29	32nd Avenue North to South US 2	CPR & Grind	NDDOT	Long-Range	\$46,000	\$0	\$46,000
REP-246B	I-29	US 2 North	CPR & Grind	NDDOT	Long-Range	\$1,486,000	\$0	\$1,486,000
REP-248B	I-29	South of North Grand Forks Interchange to North of North Grand Forks Interchange South Bound	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-300	I-29	HWY 2 Interchange to North of Grand Forks (NB)	CPR & Grind	NDDOT	Long-Range	\$3,511,000	\$0	\$3,511,000
Totals						\$114,814,900	\$8,583,100	\$123,398,000

Setup Scoring Categories & Factors

Score System State Highways



Max. Score 100

Max. Score 100

Adjust Scoring Categories

Expected

Achieved

Goals	Description	Weight	Points	Weight	Points
1 Economic vitality	Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.	15 %	15 pts	13 %	13 pts
2 Security	Increase security of the transportation system for motorized and non-motorized uses.	5 %	5 pts	4 %	4 pts
3 Accessibility and Mobility	Increase the accessibility and mobility options for people and freight by providing more transportation choices.	10 %	10 pts	3 %	3 pts
4 Environmental/Energy/QOL	Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities – whether urban, suburban, or rural.	10 %	10 pts	7 %	7 pts
5 Integration and Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit.	10 %	10 pts	2 %	2 pts
6 Efficient System Management	Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability.	10 %	10 pts	6 %	6 pts
7 System Preservation	Emphasize the preservation of the existing transportation system by first targeting federal funds towards infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes.	15 %	15 pts	15 %	15 pts
8 Safety	Increase safety of the transportation system for motorized and non-motorized uses.	10 %	10 pts	1 %	1 pts
9 Resiliency and Reliability	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	10 %	10 pts	8 %	8 pts
10 Tourism	Enhance travel and tourism.	5 %	5 pts	3 %	3 pts
TOTAL		100 %	100 pts	61 %	61 pts

TIP SCORING SHEETS



0= No
1= Yes

State Highway

Project Number

Project Name

MPO SCORING SHEET FOR EACH PROJECT

Goal 1	Economic Vitality	Expected Weight (%)=	15
Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objectives		
	1.1 Recognize and identify investments that support current & future state highway network development plan	1	2.50
	1.2 Focus on highway network expansion and prime corridors in areas that are contiguous to current and future developed areas	1	2.50
	2 Enhance the state's economic competitiveness through the movement of goods and services	1	2.50
	3 Support efficient local and state highway, multimodal terminal connections for freight and rail movement	1	2.50
	4 Work located on identified truck route or identified in Freight Study	1	2.50
	5 Consistent with regional or state economic development plans	0	0.00
		Total	12.50
Goal 2	Security	Expected Weight (%)=	5
Increase the security of the transportation system for motorized and non-motorized users		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Identify and maintain security of critical street and highway system assets.		
	1.1 Coordinate with regional emergency/security/hazardous materials movement	1	0.71
	1.2 Evaluate and manage the security of the transportation network, especially in critical areas	1	0.71
	1.3 Coordinate/improves Bridge Closure Management Plan	1	0.71
	1.4 Coordinate/improves Special Events Management Plan	1	0.71
	2 Support state and regional emergency, evacuation, and security plans.		
	2.1 Consistent with regional emergency and security planning system (ITS Regional Architecture)	1	0.71
	2.2 Provide necessary security training and equipment to monitor the security of the transportation infrastructure	0	0.00
2.3 Coordinate with safety/security agencies of the state to prevent harmful activities	0	0.00	
		Total	3.57
Goal 3	Accessibility and Mobility	Expected Weight (%)=	10
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion delays	1	1.67
	2 Provides acceptable LOS for all state highways, intersection and facilities as recommended in LRTPs	0	0.00
	3 Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes	0	0.00
	4 consistent with state access control regulations	1	1.67
	5 Enhances the range of freight service options available to regional business	0	0.00
	6 Implements recommendations in ADA, railroad or any other ROW transition plans	0	0.00
		Total	3.33

Goal 4	Environmental/Energy/QOL		Expected Weight (%)=	10
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.</i>		
	1.1	<i>Implements context sensitive solutions</i>	1	1.67
	1.2	<i>Address EJ analysis process</i>	1	1.67
	1.3	<i>Avoids or minimize impacts to wetlands or other natural habitats or cultural/historic resources</i>	1	1.67
	1.4	<i>Incorporates innovative stormwater management techniques</i>	0	0.00
	2	<i>Maintain and improve quality of life along streets and highways</i>	1	1.67
	3	<i>Maintain and improve regional air quality by promoting nonmotorized travel</i>	0	0.00
			Total	6.67

Goal 5	Integration and Connectivity		Expected Weight (%)=	10
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from regional land use plans.</i>		
	1.1	<i>Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps.</i>	0	0.00
	1.2	<i>Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).</i>	1	1.67
	2	<i>Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs</i>		
	2.1	<i>Invest in signage techniques to reduce excessive travel delays and traffic congestion</i>	0	0.00
	2.2	<i>Maximize direct travel trips between states</i>	0	0.00
	2.3	<i>Maintain and update street and highway functional classification consistent with FHWA guidelines</i>	0	0.00
	2.4	<i>Address last segment/link of corridor</i>	0	0.00
			Total	1.67

Goal 6	Efficient System management		Expected Weight (%)=	10
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Implement best practice programming and innovative financing alternatives</i>		
	1.1	<i>Identify potential source of budget for year-round maintenance</i>	0	0.00
	1.2	<i>Provide an efficient and cost-effective motorized transport system</i>	1	1.25
	1.3	<i>Improving operations without adding through capacity</i>	1	1.25
	2	<i>Involve all local partners in the transportation planning process.</i>	1	1.25
	3	<i>Cooperate across jurisdictional boundaries to create an integrated transportation network.</i>	1	1.25
	4	<i>Maintain and update the regional ITS architecture</i>		
	4.1	<i>Enhances interoperability among modal equipment and technologies</i>	0	0.00
	5	<i>Demonstrates analysis of project risk in implementation</i>	1	1.25
6	<i>Includes specific evaluation method to provide a measurement of effectiveness by collecting real time traffic data</i>	0	0.00	
			Total	6.25

Goal 7	System Preservation		Expected Weight (%)=	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Cost effectively preserve, maintain and improve the existing transportation network systems and capacity		
	1.1	Utilize pavement management system results	1	2.50
	1.2	Emphasizes system rehabilitation rather than expansion	1	2.50
	1.3	Incorporate cost-effective maintenance and technologies new to the MPO area	1	2.50
	1.4	Preserve railroad ROW or other existing ROW	1	2.50
	2	Contributes to better system maintenance	1	2.50
	3	Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.	1	2.50
			Total	15.00

Goal 8	Safety		Expected Weight (%)=	10
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Address locations identified as high crash locations in LRTP and review crash data to improve roadway design and traffic control elements	0	0.00
	2	Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in highways	0	0.00
	3	Consistent with Strategic local and regional Highway Safety Plan		
	3.1	Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts	0	0.00
	3.2	Ensure that roadway design and traffic control elements support appropriate and safe speeds	0	0.00
	3.3	Improve sight distance at signalized and un-signalized intersections	0	0.00
	3.4	Improve the roadway and driving environment to better accommodate drivers' needs	1	1.11
	3.5	Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists	0	0.00
	4	Enhances public safety of nonmotorized users	0	0.00
5	Enhances safe and well-designed route to school zones and college campuses	0	0.00	
			Total	1.11

Goal 9	Resiliency and Reliability		Expected Weight (%)=	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Reduce state highway system vulnerability to snow and storm water		
	1.1	Maintain passable highways under all reasonable weather conditions	1	1.25
	1.2	Strategically design and maintain state highway system to operate under all reasonable weather conditions	1	1.25
	1.3	Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction	0	0.00
	2	Support the region's resilience and travel reliability through efficient detour and evacuation routes		
	2.1	During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or	1	1.25
	2.2	Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during inci	1	1.25
	2.3	Provide auxiliary power sources to operate traffic signals when mainline power is interrupted	1	1.25
	2.4	Maintain on-time project performance and implementation	1	1.25
	2.5	Improve engagement of transportation system, across and between modes, partners and stakeholders	0	0.00
			Total	7.50

Goal 10	<i>Travel & Tourism</i>		Expected Weight (%)=	5
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Maintain convenient and intuitive state highway access to major activity centers and tourist spots</i>		
	1.1	<i>Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Forks</i>	1	1.00
	1.2	<i>Identify, coordinate, and communicate traffic plans for statewide simultaneous events</i>	1	1.00
	1.3	<i>Establish partnerships to foster tourism activities within state</i>	0	0.00
	2	<i>Enhance safety /easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area</i>	1	1.00
	3	<i>Provides landscaping/streetscaping or similar amenities</i>	0	0.00
			Total	3.00

**URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET**

DATE: 11/16/2023

PRIORITY# 2-2028 Regional: (Y)/N Urban Roads: Y/(N)

City: Grand Forks Street: Bus US 81/S Washington St (Demers Ave to Hammerling Ave)

County: Grand Forks Length:~0.65 miles

Proposed Improvement: Reconstruction of Bus 81/S Washington St from Demers Ave to Hammerling Ave.

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W MISC	Utility	Constr.	Bridges	Non- Participating	Total
1,777	1,185	391		11,846			15,199

Present Road: Surface Width? 60' Surface Type? 9" concrete with asphalt overlay

On Street Parking Allowed? _____ Present: (No) One Side Both Sides Angle Parallel
Proposed: (No) One Side Both Sides Angle Parallel

Proposed Improvements		
ADT Present: ~27,100-27,400	Yr: 2021	Travel Way Width : 60'
ADT Design: ~37,000-38,000	Design year 2045	No. of Lanes: 5
Design Speed: 35 MPH		Roadway Width: 60'
Maximum Curve: _____		Min. R/W Width:80'
Maximum Grade: _____		

Right of Way	
Will Additional ROW or easement be acquired? Yes	ROW acquisition by: City (DOT)
Has any ROW easements been acquired since 7-1-72:Likely	ROW Condemnation by:City (DOT)
Est. No. of occupied family dwelling to be displaced? None Anticipated	
Est. No. business to be displaced? None Anticipated	

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Impacts

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

Will there be any impacts to 4(f) or 6(f) properties: None anticipated

Airports: none

Public Hearings: maybe

Environmental Classification (Cat-Ex, EA, EIS): Cat-Ex

Transportation Enhancements: To be determined during the NEPA phase

Intermodal: To be determined by the NEPA phase

Pedestrian Needs: To be determined by the NEPA phase

Railroads Crossings

RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
None						

Purpose and Need Statement:

This project consists of a complete reconstruction of the roadway. The road was originally constructed in 1952 and has received an asphalt mill and overlay multiple times. The pavement is in relatively good condition as it was overlaid in 2018. However, the underlying concrete is deteriorating which is likely the cause of accelerating the 2018 asphalt mill and overlay project from 2020 because of the rapid rate of deterioration. The pavement has reached a point in which reconstruction should be considered to address underlying pavement issues and address other deficiencies within the right-of-way.

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section?
The original concrete pavement was constructed in 1952 with asphalt mill and overlays in 1974, 1985, 2002, and 2018. The pavement is in relatively good condition as it was overlaid in 2018, at the time of the proposed project the pavement surface will be nine years old. However, the pavement underneath the asphalt overlay is continuing to deteriorate, which was likely partially responsible for the asphalt mill and overlay project originally requested in 2020 to be accelerated and constructed in 2018.
2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?
There are four through lanes, two in each direction with a shared left turn lane. The lanes are approximately 12' wide.

3. What is the condition of the pavement section?
 - A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
 - B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.

With the overlay in 2018, the pavement is in relatively good condition, however the subsurface pavement is showing deterioration.

Pavement Condition Index and International Roughness Index data was obtained in 2021 from GoodPointe Technology.

Minimum PCI value of 82	Minimum IRI value of 72 in/mi
Median PCI value of 87	Median IRI value of 102 in/mi
Maximum PCI value of 92	Maximum IRI value of 170 in/mi

4. Any existing geometric concerns?
In the 2015 KLJ Washington St Corridor Study, it was recommended realigning the offset intersections of 8th Ave S, 10th Ave S, and 14th Ave S.
5. Are there any access points to adjoining properties that present a special concern?
There are several existing access points for businesses along this corridor. The 2015 KLJ Washington St Corridor Study further examines the impact of these access points. The intersection of S Washington St and 7th Ave S is one access point of concern. Flexible delineators are installed each spring to prevent SB-EB left turns due to conflict with the NB-WB left turn lane for S Washington St and Demers Ave. The large quantity of access points presents a concern for both vehicles merging onto and traveling on Bus US 81/Washington St. Consideration should be made to removing or consolidating access points along the corridor.
6. Are there any existing sidewalks or shared use path in place?
There are existing sidewalks on both sides of the road. These sidewalks span from the back of the curb to the edge of the existing right-of-way line. Numerous street lights and signs can be found in the sidewalk. The condition of these facilities is unknown and will need to be determined during the project development phase.
7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
Existing storm sewer had surface repair work completed by the city prior to the mill and overlay project in 2018. This did not address any subsurface issues. Further investigation will be required to determine the extent of any storm sewer repairs or replacement.
8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
The existing city waterline and sanitary sewer primarily cross Bus US 81/S Washington St, there are some short sections which run parallel to this street. The

condition of these utilities is unknown and will need to be determined during the project development phase.

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

The existing street lighting is 40' steel davit arm style poles, with a 250W High Pressure Sodium (HPS) fixture with staggered spacing on both sides of the road in the sidewalks. Consideration should be made for new conduit/cable and replacement of HPS fixtures to LED.

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

There is a traffic signal located at the intersection of Bus US 81/S Washington St and 13th Ave S. This signal appears to have been installed in or around 1972 and is anticipated to be replaced as part of the regional traffic rehabilitation project currently programmed in the STIP for construction in 2025.

The intersection of Demers Ave and Washington St is listed on the 2020-2022 Urban High Crash Location report released in 2023 with a #6 ranking. Though outside the project limits, it is near the proposed project. The 2015 KLJ Washington St Corridor Study identified safety improvements and a 2022 Road Safety Review was conducted by NDDOT on this intersection, both indicating alternatives to increase safety associated to this corridor.

Evaluation of turn lanes is anticipated to be completed in the project development phase. If turn lanes are needed it is anticipated that significant efforts will be required for ROW acquisition.

Remarks:

City Engineer: 

Date: 11/16/23

District Engineer: Edward Paulik

Date: 11/20/23

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

2025-2028 TIP
 Cost Estimating Basis

11/16/2023

2023 Project Cost History

Urban Projects

Base Construction Costs 2023

Costs are per mile

Street S Washington St/Hwy 81
 To/From Demers Ave to Hammerling Ave
 Type Reconstruction

	<u>Surfacing</u>
Construction & CE Only	\$17,000,000
Total Cost	\$20,000,000
Assumption	
CE is 10% of Construction	
Base Construction	\$15,454,545
Total Cost/Base Const	129.4%
Design Engineering	15%
Construction Engineering	10%
ROW/MISC	3.3%

Year of Expenditure	2028
Length (ft)	3,350
Length (mi)	0.63
Base Const Cost/mi	\$15,454,545
Inflated Const Cost/mi 4%	\$11,846,000
Const Cost	\$11,846,000
Design Eng	\$1,777,000
Const Eng	\$1,185,000
ROW/MISC	\$391,000
<hr/>	
Total Project Cost	\$15,199,000

Construction Cost Breakdown

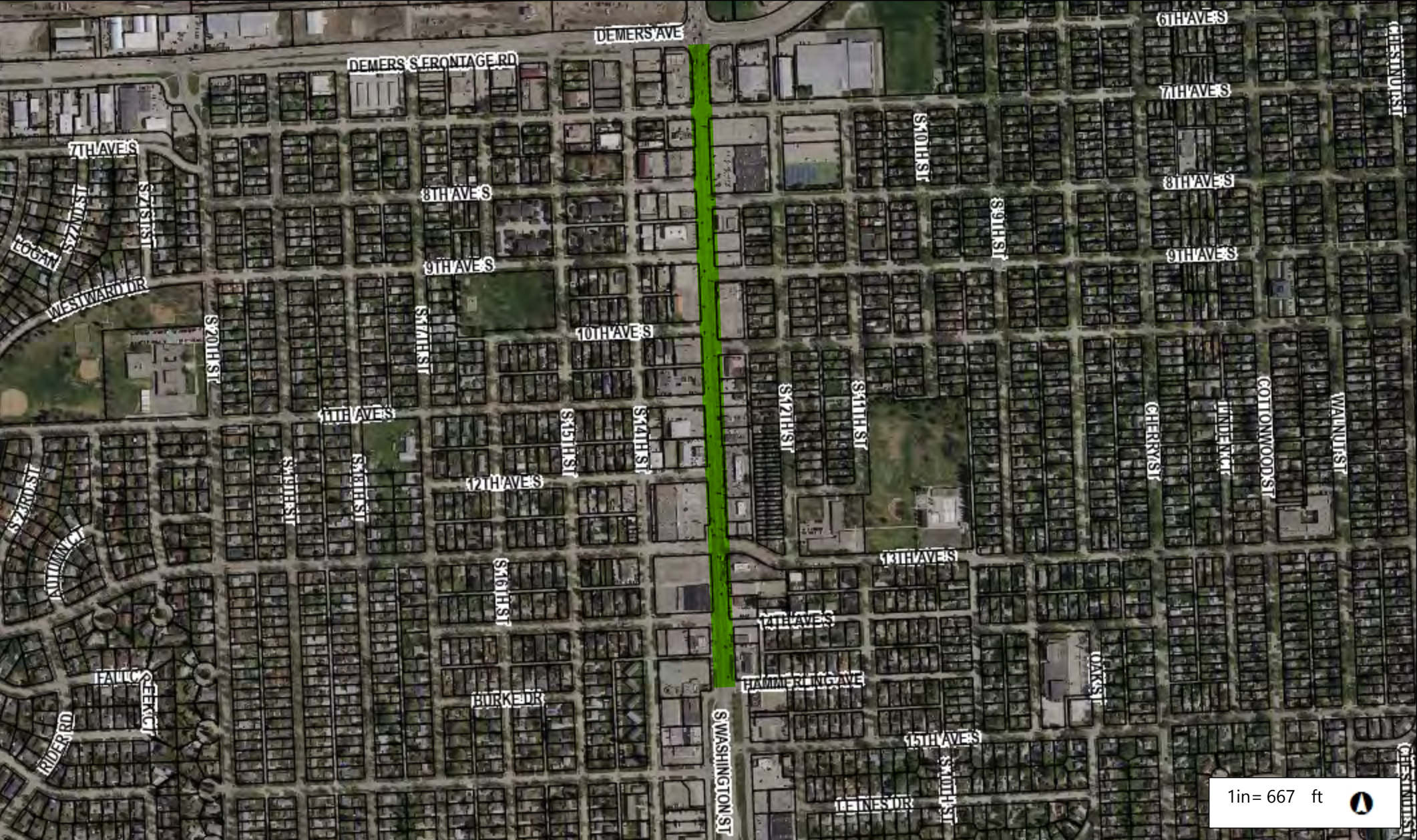
Contract Bond	1%
Mobilization	10%
Traffic Control	5%
Erosion Control	5%
Pavement	74%
Signing/Striping	5%
	100%

Base Const Cost Breakdown

Contract Bond	\$118,460
Mobilization	\$1,184,600
Traffic Control	\$592,300
Erosion Control	\$592,300
Pavement	\$8,766,040
Signing/Striping	\$592,300
<hr/>	
Const Total	\$11,846,000

*Cost is doubled due to 4-lane reconstruct

Reconstruct Bus US 81/S Washington St (Demers Ave to Hammerling Ave) - 2028



PEDESTRIAN NETWORK: LONG TERM VISION

The Pedestrian Network map shown on the following page represents the long-term vision for regional pedestrian access. It aims to provide a connected network of pedestrian facilities that provide a comfortable experience for a wide array of users. The recommendations expand the existing network with a focus on improvements to destinations most likely to be accessed by people walking and/or using transit.

Network recommendations reflect:

- Updated project recommendations from previous plans
- Addressing regional barriers such as major roadways, railroads, and the river
- Gaps in the sidewalk/pedestrian network
- Opportunities to improve pedestrian crossings of roadways and other regionally significant barriers



Sidewalks & Sidewalks Gaps

- The sidewalk network is the largest component of the multimodal network
- A network of direct pedestrian paths encourages walking and reduces delay
- Filling sidewalk gaps or removing barriers between segments of existing sidewalk can greatly expand the pedestrian network



Mid-block Crossing Improvements

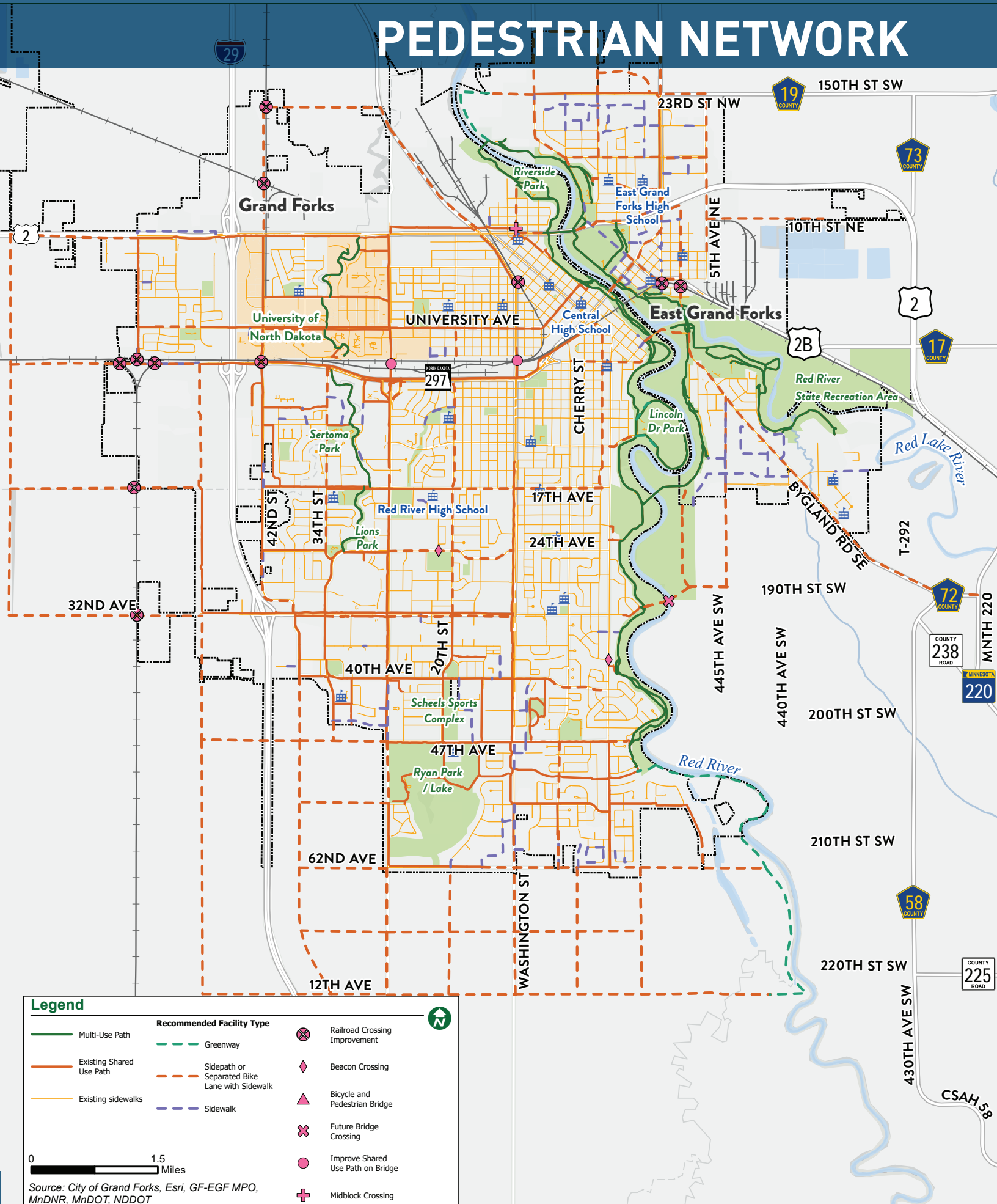
- Pedestrian crossings across a roadway are a critical part of any pedestrian network
- Mid-block crossings should be used at places with high amounts of pedestrian traffic, such as mid-block transit stops, plazas, or building entrances
- Pair with other treatments such as enhanced crossings, median crossings islands, and curb extensions



Shared Use Paths / Multi Use Paths

- Physically separated from motor vehicle traffic by an open space or barrier.
- Most shared use paths are designed for two-way travel and can serve a variety of non-motorized users. Paint marking and signage can be used to separate/direct walking and biking traffic.
- They may be located within roadway right-of-way or an independent right-of-way

RECOMMENDED PEDESTRIAN NETWORK



Legend

	Multi-Use Path		Recommended Facility Type		Railroad Crossing Improvement
	Existing Shared Use Path		Sidepath or Separated Bike Lane with Sidewalk		Beacon Crossing
	Existing sidewalks		Sidewalk		Bicycle and Pedestrian Bridge
					Future Bridge Crossing
					Improve Shared Use Path on Bridge
					Midblock Crossing

0 1.5 Miles

Source: City of Grand Forks, Esri, GF-EGF MPO, MnDNR, MnDOT, NDDOT

BICYCLE NETWORK: LONG TERM VISION

The Bike Network map shown on the following page represents the long-term vision for a high quality, connected regional network of bicycle facilities network. The recommendations build on the existing network, and broadens the spectrum of bicycle facility types in the region. Network recommendations reflect:

- Updated project recommendations from previous plans
- Addressing bike network gaps and regional barriers such as major roadways, railroads, and the river
- The latest national and local guidance on all-ages-and-abilities bicycle facility types
- Opportunities for enhanced bike routes on low-traffic neighborhood streets

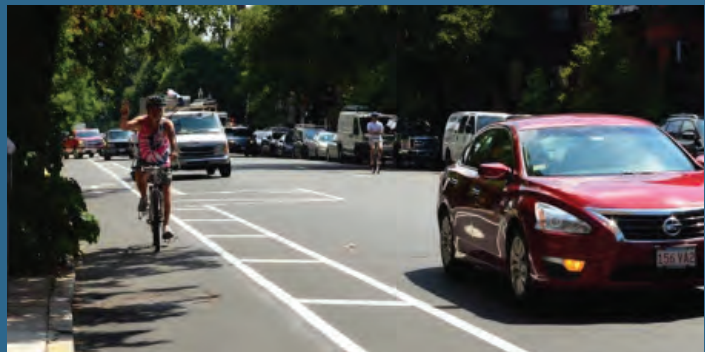
Bicycle Boulevards

- Shared roadway designed to prioritize bicycle traffic on low-volume, low-speed streets such as local and residential streets.
- Often paired with signs, pavement markings, traffic calming and diversion treatments, and intersection modifications.



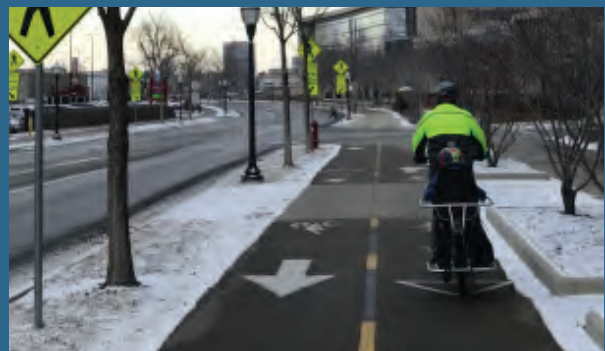
Bike Lanes & Buffered Bike Lanes

- On-road bike lanes use pavement markings and signs to designate exclusive space for bicyclists.
- Buffered bike lanes provides increased horizontal separation between bicyclists, travel lanes, and/or parking lanes.
- Buffers can be a double solid white line or a solid line along with a broken line.



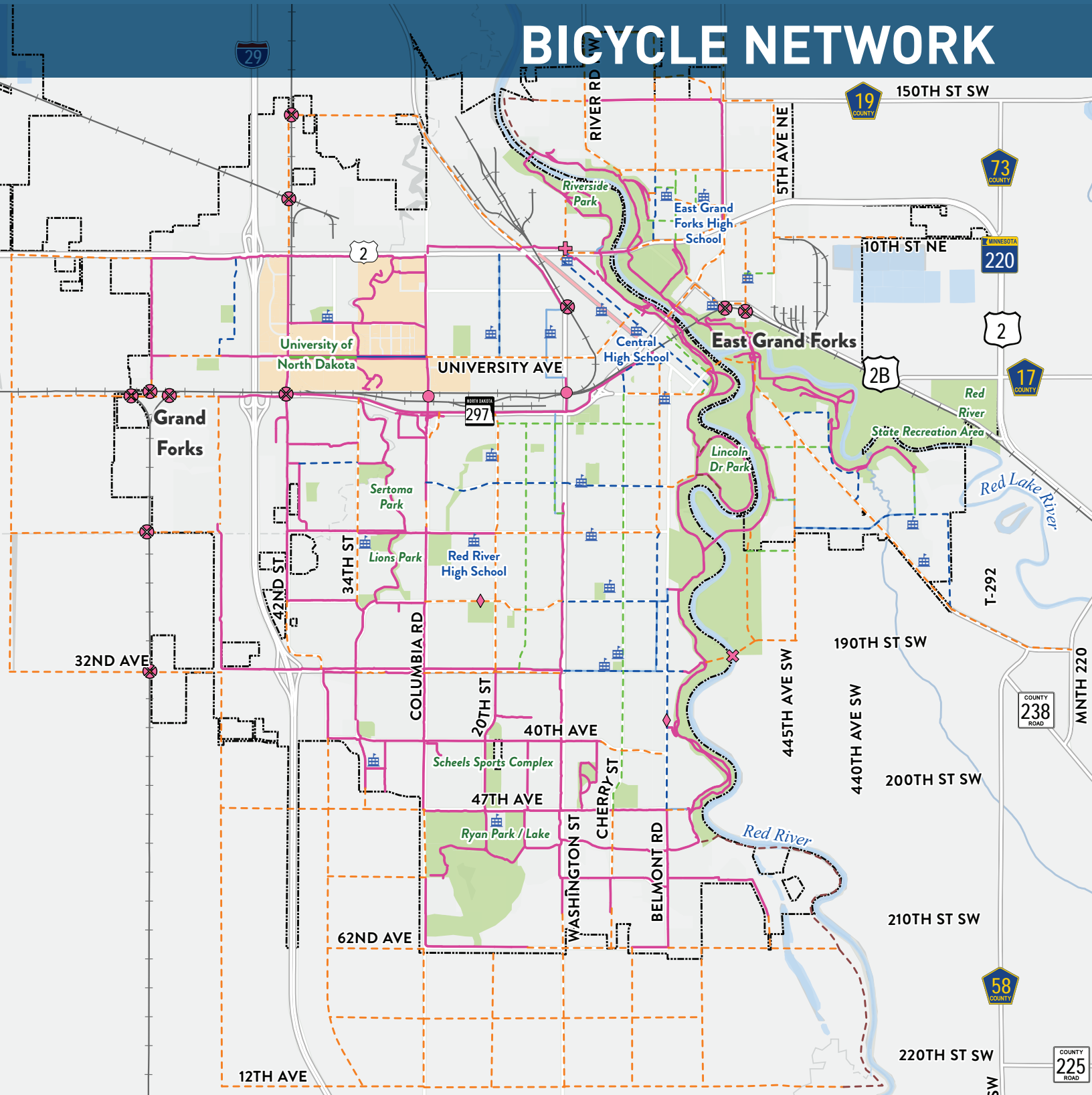
Separated Bike Lanes & Sidepaths

- Also known as cycle tracks and/or protected bike lanes.
- Bike-only facilities located within or directly adjacent to a roadway. If paired with sidewalks, sidepaths are typically placed between the roadway and walking path, and separated from the walking path by a buffer.
- Separated vertically and horizontally with element such as flexible post delineators, curb, bollards, raised medians, parked motor vehicles, landscaping, and/or other physical objects.



Photos courtesy of MnDOT

RECOMMENDED BICYCLE NETWORK



Legend

Recommended Bike Facilities

- Buffered Bike Lane
- Conventional Bike Lane
- Greenway
- Sidepath or Separated Bike Lane with Sidewalk

Existing Bike Facilities

- Multi-Use Path
- Bike Route
- Bike/Bus Lane
- Sharrow
- Conventional Bike Lane

- ◆ Beacon Crossing
- ▲ Bicycle and Pedestrian Bridge
- ✕ Future Bridge Crossing
- Improve Shared Use Path on Bridge
- + Midblock Crossing
- ⊗ Railroad Crossing Improvement



Source: City of Grand Forks, Esri, GF-EGF MPO, MnDNR, MnDOT, NDDOT

One-Way Cash Fare*

Adult	\$1.50
K-12 Student	\$0.75
Reduced Fare**	\$0.60

10-Ride Cards

Adult	\$13.00
K-12 Student	\$6.50
Reduced Fare**	\$5.25

*Exact fare required

**Seniors age 62+, Medicare card holders, and persons with disabilities

Fixed Period Passes

1-Day Pass	\$5.00
14-Day Pass	\$18.00
31-Day Pass	\$35.00

Transfers are free for use on the next connecting bus. Ask for a transfer upon boarding. Not valid on the same bus. Valid at transfer locations only. One time use.

Children age 5 and under ride free

UND Students ride free with student ID

Northland College students ride free with student ID and bus pass issued by Northland

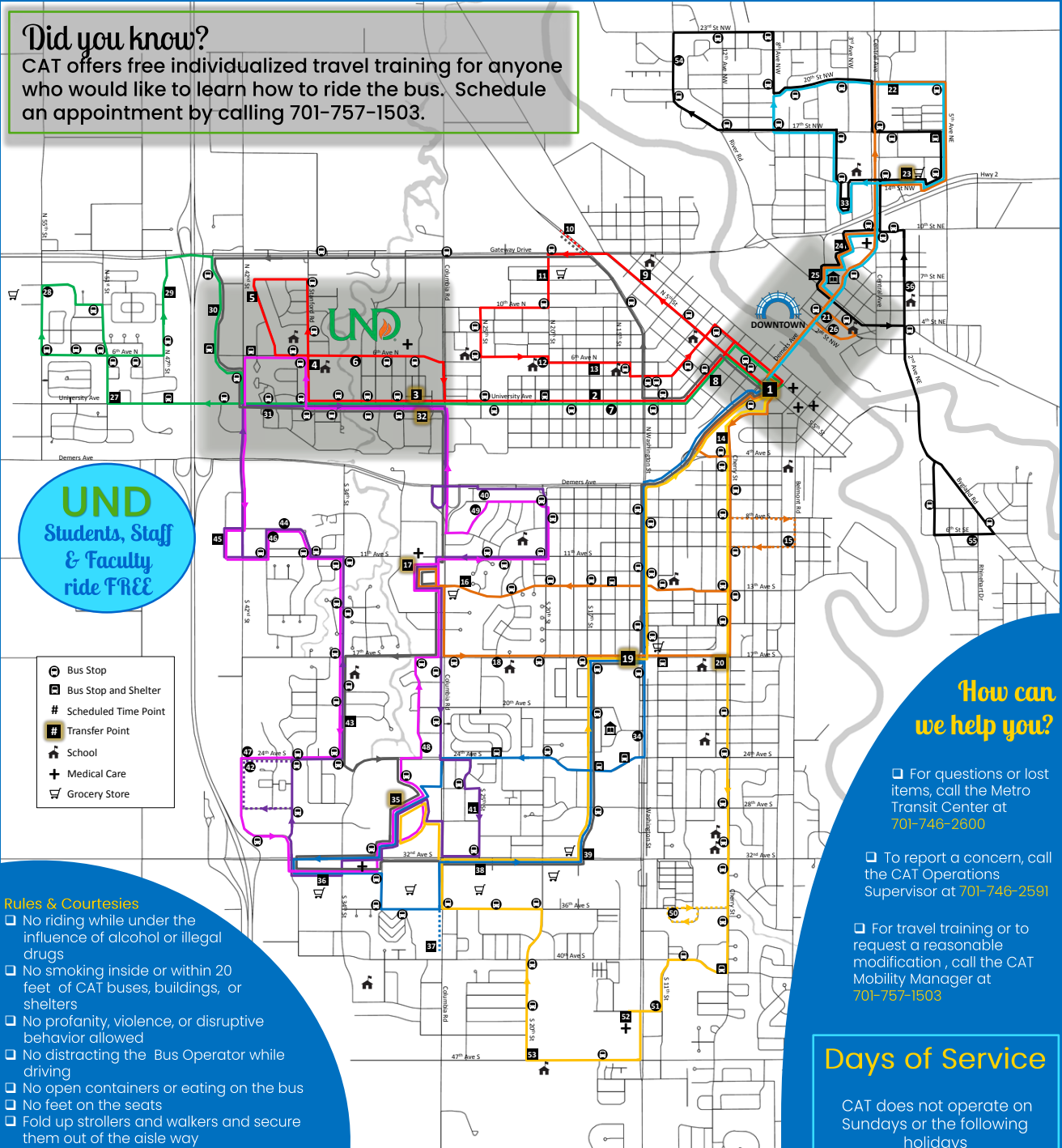
NOTE: Fare cards are non-refundable. Do not scratch or bend. Rechargeable fare media available for purchase at the Metro Transit Center.

For Your Safety

- Call 911 in case of emergency
- Be aware of your surroundings
- Remain seated while the bus is moving
- Do not walk in front of the bus
- Stay back from the painted yellow line
- Dress appropriately for adverse weather conditions
- If you see something suspicious, report it to the proper authority

Did you know?

CAT offers free individualized travel training for anyone who would like to learn how to ride the bus. Schedule an appointment by calling 701-757-1503.



UND Students, Staff & Faculty ride FREE

- Bus Stop
- Bus Stop and Shelter
- Scheduled Time Point
- Transfer Point
- School
- Medical Care
- Grocery Store

Rules & Courtesies

- No riding while under the influence of alcohol or illegal drugs
- No smoking inside or within 20 feet of CAT buses, buildings, or shelters
- No profanity, violence, or disruptive behavior allowed
- No distracting the Bus Operator while driving
- No open containers or eating on the bus
- No feet on the seats
- Fold up strollers and walkers and secure them out of the aisle way
- Shirt and shoes or other footwear required
- Passengers must maintain appropriate, reasonable personal hygiene
- Limit carry-on items to one armload or the equivalent of two grocery bags
- Have your bus fare ready before boarding
- Use earphones to listen to music
- Small animals may be transported in a carrier
- Service animals are welcome on board

We are committed to providing you with clean, safe, and reliable transportation.

How can we help you?

- For questions or lost items, call the Metro Transit Center at 701-746-2600
- To report a concern, call the CAT Operations Supervisor at 701-746-2591
- For travel training or to request a reasonable modification, call the CAT Mobility Manager at 701-757-1503

Days of Service

CAT does not operate on Sundays or the following holidays

- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Day



Track buses and plan trips with the CAT Prowler app

www.rideCAT.org



Metro Transit Center
450 Kittson Ave
Grand Forks, ND 58201
701-746-2600

NDDOT State of Good Repair Financially Constrained (2023 to 2045)

Table 3

Ref #	Roadway	Termini	Project Type	Agency	Time Frame	Federal/State Funds	City Match	YOE Total
REP-224	US 2 (Gateway Drive)	Grand Forks I-29 East to Columbia Road	CPR/DBR/Grind	NDDOT	Short-Range	\$753,000	\$0	\$753,000
REP-225	US 2 (Gateway Drive)	Gateway Drive-Columbia Road to Red River	CPR/DBR/Grind	NDDOT	Short-Range	\$811,000	\$0	\$811,000
REP-228A	US 2 Business	Grand Forks - Gateway Drive to DeMers	Chip Seal	NDDOT	Short-Range	\$45,900	\$5,100	\$51,000
REP-237	US 2 (Gateway Drive)	Grand Forks I-29 East to Columbia Road	CPR & Grind	NDDOT	Short-Range	\$753,000	\$0	\$753,000
REP-238	US 2 (Gateway Drive)	Gateway Drive - Columbia Road to Red River	CPR & Grind	NDDOT	Short-Range	\$811,000	\$0	\$811,000
REP-266A	US 81 Business	Grand Forks - South Washington Street (Hammerling to 8th Avenue South)	Reconstruct	NDDOT	Short-Range	\$5,329,800	\$592,200	\$5,922,000
REP-268A	US 81 Business	Grand Forks - South Washington Street (8th Avenue South to DeMers Avenue)	Reconstruct	NDDOT	Short-Range	\$1,065,600	\$118,400	\$1,184,000
REP-296	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Chip Seal	NDDOT	Short-Range	\$205,000	\$0	\$205,000
REP-305	Various	Various	Regional Traffic Signal Upgrade	NDDOT	Short-Range	\$6,514,200	\$723,800	\$7,238,000
REP-239A	I-29	N of ND 15 to Near 32nd Avenue Grand Forks (NB)	CPR & Grind	NDDOT	Short-Range	\$1,946,000	\$0	\$1,946,000
REP-239B	I-29	N of ND 15 to Near 32nd Avenue Grand Forks (SB)	CPR & Grind	NDDOT	Short-Range	\$1,946,000	\$0	\$1,946,000
REP-223	US 2 (Gateway Drive)	Grand Forks 55th Street East to I-29 East Bound	CPR/DBR/Grind	NDDOT	Mid-Range	\$570,600	\$63,400	\$634,000
REP-232	US 2 Business	DeMers to Red River (include 5th to 6th)	CPR/Grind	NDDOT	Mid-Range	\$158,000	\$0	\$158,000
REP-236	US 2 (Gateway Drive)	Grand Forks 55th Street East to I-29 West Bound	CPR & Grind	NDDOT	Mid-Range	\$634,000	\$0	\$634,000
REP-258A & REP-259A	US 81 Business	I-29 to South Washington Street	Reconstruct	NDDOT	Mid-Range	\$27,718,200	\$3,079,800	\$30,798,000
REP-262A	US 81 Business	Grand Forks South Washington Street (32nd Avenue South to 26th Avenue South)	CPR & Grind	NDDOT	Mid-Range	\$256,500	\$28,500	\$285,000
REP-263A	US 81 Business	Grand Forks - South Washington Street (26th Avenue to Hammerling)	CPR & Grind	NDDOT	Mid-Range	\$621,900	\$69,100	\$691,000
REP-277	US 81 Business	Grand Forks North Washington Street (.05 MI S 8th to 8th Avenue)	CPR & Grind	NDDOT	Mid-Range	\$9,000	\$1,000	\$10,000
REP-278	US 81 Business	Grand Forks North Washington Street (8th Avenue to 9th Avenue)	CPR & Grind	NDDOT	Mid-Range	\$29,700	\$3,300	\$33,000
REP-279	US 81 Business	Grand Forks North Washington Street (9th Avenue NE to 13th Avenue)	CPR & Grind	NDDOT	Mid-Range	\$262,800	\$29,200	\$292,000
REP-280	US 81 Business	Grand Forks North Washington Street (13th Avenue NE to US 2)	CPR & Grind	NDDOT	Mid-Range	\$36,000	\$4,000	\$40,000
REP-281	US 81 Business	Grand Forks North Washington Street (JCT US 2 to STA 105)	CPR & Grind	NDDOT	Mid-Range	\$285,300	\$31,700	\$317,000
REP-284	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (I-29 to Near 34th Street)	CPR & Grind	NDDOT	Mid-Range	\$540,900	\$60,100	\$601,000
REP-285	Hwy 297 (Demers Avenue)	Grand Forks DeMers Avenue (34th Street to US 2)	CPR & Grind	NDDOT	Mid-Range	\$1,641,600	\$182,400	\$1,824,000
REP-286	US 81 Business	Grand Forks DeMers Avenue (I-29 to US 2)	CPR & Grind	NDDOT	Mid-Range	\$2,046,600	\$227,400	\$2,274,000
REP-292	US 81 Business	DeMers Avenue to Dyke Avenue	CPR/Grind	NDDOT	Mid-Range	\$66,600	\$7,400	\$74,000
REP-294	US 81 Business	Dyke Avenue to .05 MI South of 8th Avenue	Reconstruction	NDDOT	Mid-Range	\$8,505,000	\$945,000	\$9,450,000
REP-297	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Mill & HBP 2"	NDDOT	Mid-Range	\$1,365,000	\$0	\$1,365,000
REP-240A	I-29	Near 32nd Avenue South N of HWY 2 Interchange	CPR & Grind	NDDOT	Mid-Range	\$1,635,000	\$0	\$1,635,000
REP-242A	I-29	N of ND 15 N to Near 32nd Avenue Grand Forks	CPR & Grind	NDDOT	Mid-Range	\$504,000	\$0	\$504,000
REP-246A	I-29	US 2 North	CPR & Grind	NDDOT	Mid-Range	\$1,134,000	\$0	\$1,134,000
REP-248A	I-29	South of North Grand Forks Interchange to North of North Grand Forks Interchange South Bound	CPR & Grind	NDDOT	Mid-Range	\$86,000	\$0	\$86,000
REP-243B	I-29	Near 32nd Avenue North to 32nd Avenue	CPR & Grind	NDDOT	Mid-Range	\$32,000	\$0	\$32,000
REP-245B	I-29	South US 2 to North US 2	CPR & Grind	NDDOT	Mid-Range	\$1,044,000	\$0	\$1,044,000
REP-254	I-29	N of US 2 North to South of N Grand Forks Interchange	CPR & Grind	NDDOT	Mid-Range	\$1,302,000	\$0	\$1,302,000
REP-228B	US 2 Business	Grand Forks - Gateway Drive to DeMers	Mill & HBP 3"	NDDOT	Long-Range	\$2,537,100	\$281,900	\$2,819,000
REP-228C	US 2 Business	Grand Forks - Gateway Drive to DeMers	Chip Seal	NDDOT	Long-Range	\$99,000	\$11,000	\$110,000
REP-258B	US 81 Business	32nd Avenue South Grand Forks (STA 14 to 95) 4 LN	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-259B	US 81 Business	32nd Avenue South Grand Forks (STA 95 to S. Washington) 5 LN	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-262B	US 81 Business	Grand Forks South Washington Street (32nd Avenue South to 26th Avenue South)	CPR & Grind	NDDOT	Long-Range	\$365,400	\$40,600	\$406,000
REP-263B	US 81 Business	Grand Forks - South Washington Street (26th Avenue to Hammerling)	CPR & Grind	NDDOT	Long-Range	\$885,600	\$98,400	\$984,000
REP-266B	US 81 Business	Grand Forks - South Washington Street (Hammerling to 8th Avenue South)	CPR & Grind	NDDOT	Long-Range	\$502,200	\$55,800	\$558,000
REP-268B	US 81 Business	Grand Forks - South Washington Street (8th Avenue South to DeMers Avenue)	CPR & Grind	NDDOT	Long-Range	\$144,900	\$16,100	\$161,000
REP-289	US 2 (Gateway Drive)	US 2 over the Red River, Bridge 9090 (Kennedy)	Repaint Bridge	NDDOT	Long-Range	\$2,750,000	\$0	\$2,750,000
REP-291	US 2 Business	US 2B over the Red River, Bridge 4700 (Sorlie)	Repaint Bridge	NDDOT	Long-Range	\$2,475,000	\$275,000	\$2,750,000
REP-293	US 81 Business	DeMers Avenue to Dyke Avenue	CPR/Grind	NDDOT	Long-Range	\$94,500	\$10,500	\$105,000
REP-295	US 81 Business	Dyke Avenue to .05 MI South of 8th Avenue	CPR/Grind	NDDOT	Long-Range	\$296,100	\$32,900	\$329,000
REP-298	US 2 (Gateway Drive)	8 MI East of Grand Forks AFB to 2 MI West of Columbia Rd	Chip Seal	NDDOT	Long-Range	\$399,000	\$0	\$399,000
REP-306	Various	Various	Regional Traffic Signal Upgrade	NDDOT	Long-Range	\$14,301,900	\$1,589,100	\$15,891,000
REP-299	I-29	HWY 2 Interchange to North of Grand Forks (NB)	CPR & Grind	NDDOT	Long-Range	\$3,511,000	\$0	\$3,511,000
REP-240B	I-29	Near 32nd Avenue South N of HWY 2 Interchange	CPR & Grind	NDDOT	Long-Range	\$2,326,000	\$0	\$2,326,000
REP-243A	I-29	Near 32nd Avenue North to 32nd Avenue	CPR & Grind	NDDOT	Long-Range	\$717,000	\$0	\$717,000
REP-244A	I-29	32nd Avenue North to South US 2	CPR & Grind	NDDOT	Long-Range	\$3,790,000	\$0	\$3,790,000
REP-245A	I-29	South US 2 to North US 2	CPR & Grind	NDDOT	Long-Range	\$3,790,000	\$0	\$3,790,000
REP-247	I-29	North of US 2 North to South of North Grand Forks Interchange	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-242B	I-29	N of ND 15 N to Near 32nd Avenue Grand Forks	CPR & Grind	NDDOT	Long-Range	\$122,000	\$0	\$122,000
REP-244B	I-29	32nd Avenue North to South US 2	CPR & Grind	NDDOT	Long-Range	\$46,000	\$0	\$46,000
REP-246B	I-29	US 2 North	CPR & Grind	NDDOT	Long-Range	\$1,486,000	\$0	\$1,486,000
REP-248B	I-29	South of North Grand Forks Interchange to North of North Grand Forks Interchange South Bound	CPR & Grind	NDDOT	Long-Range	\$0	\$0	\$0
REP-300	I-29	HWY 2 Interchange to North of Grand Forks (NB)	CPR & Grind	NDDOT	Long-Range	\$3,511,000	\$0	\$3,511,000
Totals						\$114,814,900	\$8,583,100	\$123,398,000

Setup Scoring Categories & Factors

Score System State Highways



Max. Score 100

Max. Score 100

Adjust Scoring Categories

Expected

Achieved

Goals	Description	Weight	Points	Weight	Points
1	Economic vitality Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.	15 %	15 pts	13 %	13 pts
2	Security Increase security of the transportation system for motorized and non-motorized uses.	5 %	5 pts	2 %	2 pts
3	Accessibility and Mobility Increase the accessibility and mobility options for people and freight by providing more transportation choices.	10 %	10 pts	3 %	3 pts
4	Environmental/Energy/QOL Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities – whether urban, suburban, or rural.	10 %	10 pts	8 %	8 pts
5	Integration and Connectivity Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit.	10 %	10 pts	2 %	2 pts
6	Efficient System Management Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability.	10 %	10 pts	6 %	6 pts
7	System Preservation Emphasize the preservation of the existing transportation system by first targeting federal funds towards infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes.	15 %	15 pts	15 %	15 pts
8	Safety Increase safety of the transportation system for motorized and non-motorized uses.	10 %	10 pts	3 %	3 pts
9	Resiliency and Reliability Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	10 %	10 pts	8 %	8 pts
10	Tourism Enhance travel and tourism.	5 %	5 pts	2 %	2 pts
TOTAL		100 %	100 pts	62 %	62 pts

TIP SCORING SHEETS



0= No
1= Yes

State Highway

Project Number

Project Name

MPO SCORING SHEET FOR EACH PROJECT

Goal 1	Economic Vitality	Expected Weight (%)=	15
Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objectives		
	1.1 Recognize and identify investments that support current & future state highway network development plan	1	2.50
	1.2 Focus on highway network expansion and prime corridors in areas that are contiguous to current and future developed areas	1	2.50
	2 Enhance the state's economic competitiveness through the movement of goods and services	1	2.50
	3 Support efficient local and state highway, multimodal terminal connections for freight and rail movement	1	2.50
	4 Work located on identified truck route or identified in Freight Study	1	2.50
	5 Consistent with regional or state economic development plans	0	0.00
		Total	12.50
Goal 2	Security	Expected Weight (%)=	5
Increase the security of the transportation system for motorized and non-motorized users		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Identify and maintain security of critical street and highway system assets.		
	1.1 Coordinate with regional emergency/security/hazardous materials movement	1	0.71
	1.2 Evaluate and manage the security of the transportation network, especially in critical areas	1	0.71
	1.3 Coordinate/improves Bridge Closure Management Plan	0	0.00
	1.4 Coordinate/improves Special Events Management Plan	0	0.00
	2 Support state and regional emergency, evacuation, and security plans.		
	2.1 Consistent with regional emergency and security planning system (ITS Regional Architecture)	1	0.71
	2.2 Provide necessary security training and equipment to monitor the security of the transportation infrastructure	0	0.00
2.3 Coordinate with safety/security agencies of the state to prevent harmful activities	0	0.00	
		Total	2.14
Goal 3	Accessibility and Mobility	Expected Weight (%)=	10
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion delays	0	0.00
	2 Provides acceptable LOS for all state highways, intersection and facilities as recommended in LRTPs	0	0.00
	3 Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes	0	0.00
	4 consistent with state access control regulations	1	1.67
	5 Enhances the range of freight service options available to regional business	0	0.00
	6 Implements recommendations in ADA, railroad or any other ROW transition plans	1	1.67
		Total	3.33

Goal 4	Environmental/Energy/QOL		Expected Weight (%)=	10
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.</i>		
	1.1	<i>Implements context sensitive solutions</i>	1	1.67
	1.2	<i>Address EJ analysis process</i>	1	1.67
	1.3	<i>Avoids or minimize impacts to wetlands or other natural habitats or cultural/historic resources</i>	1	1.67
	1.4	<i>Incorporates innovative stormwater management techniques</i>	0	0.00
	2	<i>Maintain and improve quality of life along streets and highways</i>	1	1.67
	3	<i>Maintain and improve regional air quality by promoting nonmotorized travel</i>	1	1.67
			Total	8.33

Goal 5	Integration and Connectivity		Expected Weight (%)=	10
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from regional land use plans.</i>		
	1.1	<i>Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps.</i>	0	0.00
	1.2	<i>Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).</i>	1	1.67
	2	<i>Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs</i>		
	2.1	<i>Invest in signage techniques to reduce excessive travel delays and traffic congestion</i>	0	0.00
	2.2	<i>Maximize direct travel trips between states</i>	0	0.00
	2.3	<i>Maintain and update street and highway functional classification consistent with FHWA guidelines</i>	0	0.00
	2.4	<i>Address last segment/link of corridor</i>	0	0.00
			Total	1.67

Goal 6	Efficient System management		Expected Weight (%)=	10
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Implement best practice programming and innovative financing alternatives</i>		
	1.1	<i>Identify potential source of budget for year-round maintenance</i>	0	0.00
	1.2	<i>Provide an efficient and cost-effective motorized transport system</i>	1	1.25
	1.3	<i>Improving operations without adding through capacity</i>	0	0.00
	2	<i>Involve all local partners in the transportation planning process.</i>	1	1.25
	3	<i>Cooperate across jurisdictional boundaries to create an integrated transportation network.</i>	1	1.25
	4	<i>Maintain and update the regional ITS architecture</i>		
	4.1	<i>Enhances interoperability among modal equipment and technologies</i>	1	1.25
	5	<i>Demonstrates analysis of project risk in implementation</i>	1	1.25
6	<i>Includes specific evaluation method to provide a measurement of effectiveness by collecting real time traffic data</i>	0	0.00	
			Total	6.25

Goal 7	System Preservation		Expected Weight (%)=	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Cost effectively preserve, maintain and improve the existing transportation network systems and capacity		
	1.1	Utilize pavement management system results	1	2.50
	1.2	Emphasizes system rehabilitation rather than expansion	1	2.50
	1.3	Incorporate cost-effective maintenance and technologies new to the MPO area	1	2.50
	1.4	Preserve railroad ROW or other existing ROW	1	2.50
	2	Contributes to better system maintenance	1	2.50
	3	Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.	1	2.50
			Total	15.00

Goal 8	Safety		Expected Weight (%)=	10
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Address locations identified as high crash locations in LRTP and review crash data to improve roadway design and traffic control elements	0	0.00
	2	Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in highways	1	1.11
	3	Consistent with Strategic local and regional Highway Safety Plan		
	3.1	Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts	0	0.00
	3.2	Ensure that roadway design and traffic control elements support appropriate and safe speeds	1	1.11
	3.3	Improve sight distance at signalized and un-signalized intersections	0	0.00
	3.4	Improve the roadway and driving environment to better accommodate drivers' needs	1	1.11
	3.5	Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists	0	0.00
	4	Enhances public safety of nonmotorized users	0	0.00
5	Enhances safe and well-designed route to school zones and college campuses	0	0.00	
			Total	3.33

Goal 9	Resiliency and Reliability		Expected Weight (%)=	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Reduce state highway system vulnerability to snow and storm water		
	1.1	Maintain passable highways under all reasonable weather conditions	1	1.25
	1.2	Strategically design and maintain state highway system to operate under all reasonable weather conditions	1	1.25
	1.3	Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction	0	0.00
	2	Support the region's resilience and travel reliability through efficient detour and evacuation routes		
	2.1	During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or	1	1.25
	2.2	Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during inci	1	1.25
	2.3	Provide auxiliary power sources to operate traffic signals when mainline power is interrupted	1	1.25
	2.4	Maintain on-time project performance and implementation	1	1.25
	2.5	Improve engagement of transportation system, across and between modes, partners and stakeholders	0	0.00
			Total	7.50

Goal 10	Travel & Tourism		Expected Weight (%)=	5
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Maintain convenient and intuitive state highway access to major activity centers and tourist spots		
	1.1	Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Forks	0	0.00
	1.2	Identify, coordinate, and communicate traffic plans for statewide simultaneous events	1	1.00
	1.3	Establish partnerships to foster tourism activities within state	0	0.00
	2	Enhance safety /easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area	1	1.00
	3	Provides landscaping/streetscaping or similar amenities	0	0.00
			Total	2.00



MPO Staff Report
Technical Advisory Committee:
December 13, 2023
MPO Executive Board:
December 20, 2023

RECOMMENDED ACTION: Approval of the Safety Target for CY 2024.

TAC RECOMMENDED ACTION:

Matter of approval of the Safety Target for CY 2024.

Background:

This report submits for your consideration and an approval the following items:

- Proposed MPO Safety targets for CY 2024.
- Presents a comparison between targets set for CY 2022 and the actual attained results.

Performance Measures and Performance Target regulations and requirements emanate from the enacted FAST (Fixing America Surface Transportation) Act and carried over to Infrastructure Investment and Jobs Act (IIJA). FAST encourages a performance-driven and outcome-based transportation planning process. MPOs are required by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to adopt targets for defined performance measures.

The MPO establishes Performance Targets for the following measures:

- 1) Safety
- 2) Transit Asset Management
- 3) System Performance
- 4) Bridge Condition
- 5) Pavement Condition
- 6) Transit Safety

The specific targets being presented in this staff report are the Safety Targets. Current rules require Bi-state MPOs to either: a) adopt the State targets for all five measures; or b) choose an MPO target for all five measures.

The Federal Highway Administration (FHWA) suggests that a methodology that could be used to set targets is a trend line analysis of using sets of 5 year rolling averages. The FHWA example indicated a reasonable number of sets as being 5.

The examination of the Safety Measures discussed in this report is based on crash data provided by MN DOT and NDDOT. In addition, the following elements are considered during the analysis:

- Serious Injury Analysis
- Calculation of the 5-year Rolling average
- Vehicle Miles Traveled (VMT) (327,000,000)

Findings and Analysis

I. Proposed MPO Safety Targets for CY 2023

Safety Targets for CY 2024 are proposed by MPO staff by using the FHWA suggested 5 sets of 5-Years Rolling Average Methodology.

The States start the process by setting the State Safety targets. The MPO then has 180 days to decide to adopt the targets or choose an MPO Target. Table A shows the CY 2024 adopted state targets.

Table A: MNDOT and NDDOT Adopted Safety Targets

Safety Measures	MNDOT'S STATE TARGETS							NDDOT'S STATE TARGETS						
	2018	2019	2020	2021	2022	2023	2024	2018	2019	2020	2021	2022	2023	2024
1. Number of Traffic Fatalities	375.0	372.2	375.4	352.4	352.4	352.4	352.4	138.0	127.0	108.3	102.0	96.4	99.2	95.8
2. Number of Fatalities (Per 100 M VMT)	0.620	0.622	0.626	0.582	0.582	0.582	0.582	1.340	1.270	1.106	1.103	1.094	1.080	1.053
3. Number of Crash Related Serious Injuries	1,935.0	1,711.0	1,714.2	1,579.8	1,463.4	1,463.4	1,463.4	516.0	486.2	413.9	382.1	359.7	397.1	398.1
4. Number of Serious Injuries(Per 100 M VMT)	3.190	2.854	2.854	2.606	2.470	2.470	2.470	5.090	4.848	4.230	4.046	4.089	4.201	4.250
5. Number of Non-Motorized Fatalities & Number of Non Motorized Serious Injuries	348.0	267.5	317.0	281.2	258.4	258.4	258.4	34.0	34.6	33.4	30.4	29.8	33.5	34.5

The MPO then uses the crash data (Table B) to establish the 5-year rolling average for our MPO Planning Area (Table C) and the Fatal & Serious Injury Rates per 100 million vehicle miles traveled (Table D).

Table B: Crashes in the MPO Area 2007 to 2022

All Crashes			Non-Motorized			
Year	Fatal (K)	Incapacitating Injury (A)	Year	Fatal (K)	Incapacitating Injury (A)	Total
2007	2	20	2007	0	2	2
2008	3	13	2008	0	3	3
2009	1	8	2009	0	1	1
2010	4	18	2010	0	3	3
2011	1	16	2011	0	5	5
2012	2	24	2012	0	0	0
2013	3	18	2013	0	4	4
2014	3	19	2014	0	5	5
2015	0	20	2015	0	2	2
2016	0	3	2016	0	2	2
2017	2	13	2017	0	4	4
2018	4	10	2018	1	1	2
2019	4	18	2019	2	1	3
2020	4	12	2020	0	2	2
2021	5	12	2021	0	2	2
2022	1	13	2022	0	4	4

Table C: 5-year Rolling Average All Crashes and Non-Motorized Crashes

5-Year Averages (All Crashes)			5-Year Averages (Non-Motorized Fatalities & Serious Injuries)	
Year	Fatal	Serious	Year	Fatal + Serious
2007-2011	2.2	15	2007-2011	2.8
2008-2012	2.2	15.8	2008-2012	2.4
2009-2013	2.2	16.8	2009-2013	2.6
2010-2014	2.6	19	2010-2014	3.4
2011-2015	1.8	19.4	2011-2015	3.2
2012-2016	1.6	16.8	2012-2016	2.6
2013-2017	1.6	14.6	2013-2017	3.4
2014-2018	1.8	13	2014-2018	3
2015-2019	2	12.8	2015-2019	2.6
2016-2020	2.8	11.2	2016-2020	2.6
2017-2021	3.8	13	2017-2021	2.6
2018-2022	3.6	13	2018-2022	2.6

Table D: Fatal & Serious Injury Rate per 100M VMT

Crash Rates per 100 Million Vehicle Miles Traveled (MVMT)		
Year	Fatal	Serious
2007-2011	0.6728	4.5872
2008-2012	0.6728	4.8318
2009-2013	0.6728	5.1376
2010-2014	0.7951	5.8104
2011-2015	0.5505	5.9327
2012-2016	0.4893	5.1376
2013-2017	0.4893	4.4648
2014-2018	0.5505	3.9755
2015-2019	0.6116	3.9144
2016-2020	0.8563	3.4251
2017-2021	1.1621	3.9755
2018-2022	1.1009	3.9755

With these numbers we can establish the 5 sets of 5-year rolling average numbers (Table E) that give staff the proposed targets for CY2024 (Table F). Figure 1 shows that 5 sets of 5year rolling averages will not equal 10 years. This is due to the overlap of years between the sets.

Table E: The average of 5 Sets of 5-year rolling average.

5 sets of 5 year rolling average					
Year	Fatal	Serious	Non Motorized	100 MVMT	
				Fatal	Serious
2007-2015	2.2	17.2	2.88	0.6728	5.2599
2008-2016	2.08	17.56	2.84	0.6361	5.3700
2009-2017	1.96	17.32	3.04	0.5994	5.2966
2010-2018	1.88	16.56	3.12	0.5749	5.0642
2011-2019	1.76	15.32	2.96	0.5382	4.6850
2012-2020	1.96	13.68	2.84	0.5994	4.1835
2013-2021	2.4	12.92	2.84	0.7339	3.9511
2014-2022	2.8	12.6	2.68	0.8563	3.8532

Figure 1: How 5 sets of 5 Year Rolling Averages work.

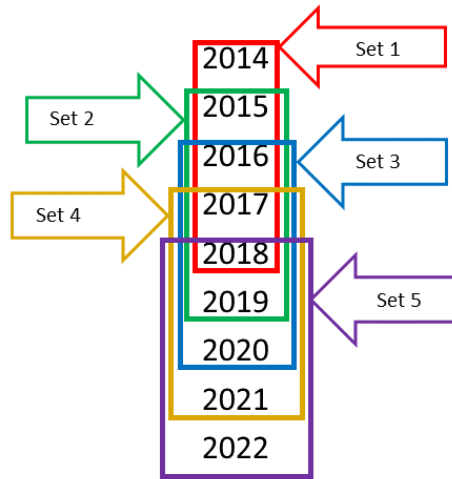


Table F: Previous MPO Targets with Staff Proposed Targes for CY2024

Safety Performance Measures	Grand Forks- East Grand Forks MPO Planning Area Targets						Staff Proposed
	2018	2019	2020	2021*	2022*	2023**	2024**
1. Number of Traffic Fatalities	3 or Fewer	3 or Fewer	1.8 or Fewer	1.8 or Fewer	1.8 or Fewer	2.4	2.8
2. Number of Fatalities (Per 100 M VMT)	0.673	0.599	0.574	0.574	0.574	0.734	1.1
3. Number of Crash Related Serious Injuries	18 or Fewer	15 or Fewer	16.56 or Fewer	16.56 or Fewer	16.56 or Fewer	12.92	13
4. Number of Serious Injuries(Per 100 M VMT)	5.933 or Lower	5.296 or Lower	5.0642	5.0642	5.0642	3.951	3.8532
5. Number of Non-Motorized Fatalities & Number of Non Motorized Serious Injuries	3 or Fewer	4 or Fewer	3 or Fewer	3 or Fewer	3 or Fewer	2.84	2.68
*Same as 2020							
**Based on 5 sets of 5-year rolling averages							

II. Comparison between targets set and the actual results.

A comparison is needed to show if the MPO Planning area is meeting the targets. In Table G, the comparison can be seen. This comparison shows a need to reevaluate our targets. While there is no consequence for the MPO Area it does help the MPO establish in the States a local need for extra safety projects to improve the safety of the local roads.

Table G: Comparison between MPO Targets and Actual numbers.

Safety Performance Measures	MPO Targets, 2018	MPO Actuals, 2018	MPO Targets, 2019	MPO Actuals, 2019	MPO Targets, 2020	MPO Actuals, 2020	MPO Targets, 2021	MPO Actuals, 2021	MPO Targets, 2022	MPO Actuals, 2022
1. Number of Traffic Fatalities	3 or Fewer	1.8	3 or Fewer	2	1.8 or Fewer	2.8	1.8 or Fewer	3.8	1.8 or Fewer	3.6
2. Number of Fatalities (Per 100 M VMT)	0.673	0.551	0.599	0.611	0.574	0.856	0.574	1.162	0.574	1.101
3. Number of Crash Related Serious Injuries	18 or Fewer	13	15 or Fewer	12.8	16.56 or Fewer	11.2	16.56 or Fewer	13	16.56 or Fewer	13
4. Number of Serious Injuries(Per 100 M VMT)	5.933 or Lower	0.612	5.296 or Lower	3.91	5.0642	3425	5.0642	3.976	5.0642	3.976
5. Number of Non-Motorized Fatalities & Number of Non Motorized Serious Injuries	3 or Fewer	3	4 or Fewer	2.6	3 or Fewer	2.6	3 or Fewer	2.6	3 or Fewer	2.6

Actuals based on 5 year rolling average

Support Materials:

- Safety Target Resolution.



**RESOLUTION OF THE GRAND FORKS – EAST GRAND FORKS METROPOLITAN
PLANNING ORGANIZATION
Adopting HSIP Performance Targets**

Whereas, the U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) as detailed in 23 CFR 490, Subpart B, National Performance Measures for the Highway Safety Improvement Program;

Whereas, the Minnesota Department of Transportation (MnDOT) established performance targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

Whereas, the North Dakota Department of Transportation (NDDOT) established performance targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

Whereas, the Grand Forks – East Grand Forks Metropolitan Planning Organizations (MPO) must establish performance targets for each of the HSIP performance measures; and

Whereas, the MPO established its HSIP targets through a cooperative process with MnDOT and NDDOT, to the maximum extent practicable, so that it may plan and program projects so that they contribute to the accomplishment of the State DOT HSIP target; and

Whereas, the Grand Forks – East Grand Forks Metropolitan Planning Organizations (MPO) reviewed the most recent data and considered whether to update the targets or maintain last year’s targets; and

Now, therefore, be it resolved, that the Grand Forks – East Grand Forks Metropolitan Planning Organization commits to the following performance targets for the metropolitan planning area for 2024.

Safety Performance Measure	Target
1. Number of Traffic Fatalities	2.8
2. Number of Fatalities (Per 100 M VMT)	1.1
3. Number of Crash Related Serious Injuries	13
4. Number of Serious Injuries(Per 100 M VMT)	3.853
5. Number of Non-Motorized Fatalities & Number of Non Motorized Serious Injuries	2.68

and

Be it further resolved, that the Grand Forks – East Grand Forks Metropolitan Planning Organization agrees to plan and program projects so that the projects contribute to the accomplishment of MnDOT’s and NDDOT’s calendar year 2023 HSIP targets.

Warren Strandell, Chair

Date

Stephanie Halford, Executive Director

Date

MPO Unified Planning Work Program 2023-2024

Task	Update	% Completed	Local Adoption	State/ Federal Approval
Bike & Pedestrian Plan Update	Preliminary approvals in June and final approvals in July	100%	June/July 2023	August 2023
Street & Highway Plan / MTP	We have the base model completed, and bringing updates and seeking input from leadership and public.	96%	Nov./Dec. 2023	Jan. 2024
Aerial Imagery	We have shared the imagery with our partners.	100%	Oct. 2023	Oct. 2023
ATAC - Planning Support Program	On-going			
TIP Adoptions and Amendments	On-going			
ITS Architecture	2024 Project		Oct./Nov. 2024	Dec. 2024
ATAC - Traffic Counting Program	On-going			
Land Use Plan	2025/2026		Oct./Nov. 2026	Dec. 2026
Future Bridge Discussions/Assistance	On-going/As needed			
Updating Policy and Procedures/By-Laws	On-going			
Micro Transit Study	2024 Project		Oct./Nov. 2025	Dec. 2025
Grand Valley Study	RFP is out	5%	TBD	TBD
Safe Streets For All (SS4A) Grant	RFP is out	3%	TBD	Dec. 2025

2024 GF-EGF MPO MEETING DATES

(Meeting Dates Are Subject To Change If Needed)

TECHNICAL ADVISORY COMMITTEE

2nd Wednesday Of Each Month At 1:30 P.M.

January 10th
February 14th
March 13th
April 10th
May 8th
June 12th
July 10th
August 14th
September 11th
October 9th
November 13th
December 11th

EXECUTIVE POLICY BOARD

3rd Wednesday Of Each Month At 12:00 Noon

January 17th
February 21st
March 20th
April 17th
May 15th
June 19th
July 17th
August 21st
September 18th
October 16th
November 20th
December 18th