



MPO Staff Report

GF Planning and Zoning

August 4, 2021

RECOMMENDED ACTION: Recommend Preliminary Approval of Proposed Amendments to 2045 MTP and schedule the public hearing to amend the City's Plan to be held on September 1st.

Matter of the Proposed Amendments to 2045 MTP.

Background: The 2045 Metropolitan Transportation Plan (MTP) was adopted in January 2019. From time to time, amendments are needed to reflect changes that are necessary for a variety of factors. The Transit Element, for example, has been amended a couple of times since its original adoption. The amendments proposed affect primarily the Street/Highway Element with a minor amendment to the Bike/Ped Element.

There are proposed amendments that are located wholly on one side of the Red River. As such, there are being identified by which side of the River the proposed amendment is located. Assuming the MPO grants preliminary approval, that allows the Public Participation Process for possible amendments to the TMP to be engaged. Just as the original 2045 MTP adoption process engaged both communities as a whole, these proposed amendments are being presented for consideration to each side of the River whether it has a direct affect or not. Essentially, this is an up to 60 days review process in which each City is requested to consider these changes to their individual City Plans. At these City consideration, additional formal public hearings are held.

Assuming approval of these amendments to the MTP, the MPO TIP will also need to be amended as soon as possible after the MPO Board Action. Two particular amendments will need that consideration; therefore, additional information of those two amendments are included at this time as part of the consideration. The two projects are one from each side of the River:

- 10th St NE reconstruction in East Grand Fork – **TABLED by MPO Board**
- Mill Road mill and overlay in Grand Forks.

MINNESOTA SIDE

The proposed amendment to the Metropolitan Transportation Plan (MTP) is needed. In the MTP, MN 220 pavement preservation was overlooked. The Minnesota Department of Transportation is requesting to add a pavement preservation project, with approximately 2 miles of it within the MPO, to the MTP that was not previously identified. Therefore, the following amendment is necessary:

Add Project Short-term, MN 220 from Polk CSAH 19 (23rd Street NW) to 0.3 miles south of Polk CSAH 22, crack/seat with overlay to the MTP's MnDOT Financially Constrained State of Good Repair Projects (2023-2045) list. Estimated project cost: \$6,400,000 of which an estimated \$1.5M is within the MPA.

The MN 220 North Corridor Study identified MN 220 from 23rd Street NW to 140th Street SW for Mid Term Improvements (2025-2034) to “construct left and right turn lanes as applicable at public street access as land develops”. The extent of improvements being included with this project is yet to be determine as most are dependent upon adjacent land development. The study also identified the MN 220 intersection at 23rd Street NW for Long Term Improvements (2035-2045+) for “intersection control improvements”.

The additional information provided on the Proposed Amendment document provides additional information about the affect this switch could have on the 2045 MTP. Please carefully consider that information

NORTH DAKOTA SIDE

The proposed amendments on the North Dakota side are less substantial in potential impact to the 2045 MTP due to mainly affecting already vetted candidate projects. The first proposed amendment simply switches the time-band between two similar projects. As such, the amendment has very little impact. The reconstruction projects on N. Columbia Rd were initially timed with the northern segment first and then the southern segment. The amendment merely switches the timing of these projects.

City of Grand Forks Financially Constrained State of Good Repair (2023-2045)

Item	Roadway	Location	Project Type	Agency	Time Frame	Federal Funds and Local Match	Additional City Funds	TDE Total
REP-013	Columbia Road	Columbia Road Rainfall Overpass North of DeBiere Ave	Overpass	City of Grand Forks	Short-Range	\$1,625,000	\$1,876,000	\$3,501,000
REP-043	Park 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	\$1,901,000	\$250,000	\$4,151,000
REP-042	North Columbia Road	3th Avenue North to US 2 (Gateway Drive)	Reconstruct	City of Grand Forks	Short-Range	\$7,894,000	\$2,638,000	\$10,532,000
REP-046	North Columbia Road	University Avenue to 3th Avenue North	Reconstruct	City of Grand Forks	Mid-Range	\$8,724,000	\$3,209,000	\$11,933,000

The second proposed amendment has more potential impact on the 2045 MTP. The addition of the pavement rehabilitation project on 32nd Ave S. does involve the delaying of a reconstruction project of S. Washington St. A recent project was done on S. Washington St that is allowing this change to have little impact. The reconstruction is still being planned for as a funded project; just being delayed until the next time-band. This project is already proposed for programming in the next TIP. The 32nd Ave S project has a cost estimate of \$3.4 M; the S. Washington reconstruction project being moved has a cost estimate \$6.4 M. Also, the cost estimate of short term projects on Gateway Dr is being increased to \$4.4M to off set the “savings” of delaying the S. Washington project.

The third proposed amendment takes a vetted candidate project from the 2045 MTP process that wasn’t prioritized for funding to now be identified as being funded when a new revenue source was identified to fund it. With COVID-19 funds, the Mill Road mill and overlay project can be moved form the “illustrative” list into the list of fiscally constrained projects with the cost estimate of \$800,000 being funded by these new funds..

The last amendment affects the Bike/Ped by identifying certain existing gravel surfaced multi-use paths as being considered for conversion to paved segments.

Again, the additional information provided on the Proposed Amendment document provides additional information about the affect this switch could have on the 2045 MTP. Please carefully consider that information.

Findings and Analysis:

- The 2045 MTP list of projects with the fiscally constrained Plan needs some amendments.
- Proposed amendments have been submitted from both sides of the Red River.
- As part of the MPO MTP Amendment Policy, if given preliminary approval, the proposed amendments will be processed under a 60 day public participation process.

Support Materials:

- Proposed Amendments to 2045 MTP.
- Candidate Project Applications to fully vet projects for MTP/TIP consideration

MnDOT Financially Constrained State of Good Repair Projects (2023-2045) **AMENDMENT 1**

Table 12

Ref #	Roadway	Termini	Project Type	Agency	Time Frame	Federal/State Funds	City Match	YOE Total
REP-213	US 2	Over River Road NW	Replace Bridge	MnDOT	Short-Range	\$5,600,000	\$0	\$5,600,000
REP-215	US 2 Business	US 2B from 2nd Street to 4th Street	Replace 3 Signal Systems	MnDOT	Short-Range	\$600,000	\$0	\$600,000
REP-220	US 2	EB from 0.2 Miles East of US 2 Business to 0.3 Miles East of CSAH 15	Bituminous Mill and Overlay	MnDOT	Short-Range	\$4,100,000	\$0	\$4,100,000
REP-214	MN 220	23rd St NW to 130th Street SW	Bituminous Mill and Overlay	MnDOT	Short-Range	\$1,506,000	\$0	\$1,506,000
REP-217	US 2 Business	US 2B from DeMers Ave to US 2	Resurfacing with potential turnback	MnDOT	Mid-Range	\$2,000,000	\$0	\$2,000,000
REP-218	US 2/MN 220	US 2 from North Dakota border to US 2B/ MN 220 from US 2 to CSAH 29	Concrete Rehabilitation	MnDOT	Mid-Range	\$4,000,000	\$0	\$4,000,000
REP-287	US 2 Business	US 2B from North Dakota Border to 4th Street	Concrete Pavement Replacement/Rehabilitation, Rehabilitate Sorlie Bridge	MnDOT	Mid-Range	\$3,000,000	\$0	\$3,000,000
REP-219	US 2	US 2 WB from 0.5 miles W of the W JCT of MN 220 (East Grand Forks) to 0.3 miles E of Polk CSAH 15 (Fisher)	Resurfacing	MnDOT	Long-Range	\$15,000,000	\$0	\$15,000,000
REP-288	US 2	US 2 over the Red River, Bridge 9090 (Kennedy)	Repaint Bridge	MnDOT	Long-Range	\$2,750,000	\$0	\$2,750,000
REP-290	US 2 Business	US 2B over the Red River, Bridge 4700 (Sorlie)	Repaint Bridge	MnDOT	Long-Range	\$2,750,000	\$0	\$2,750,000
Totals						\$41,306,000	\$0	\$41,306,000

City of Grand Forks Financially Constrained State of Good Repair (2023-2045) AMENMENT #1

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	University Avenue to 8th Avenue North	Reconstruct	City of Grand Forks	Short-Range	\$7,994,000	\$2,638,000	\$10,632,000
REP-046	North Columbia Road	8th Avenue North to Gateway Dr.	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.

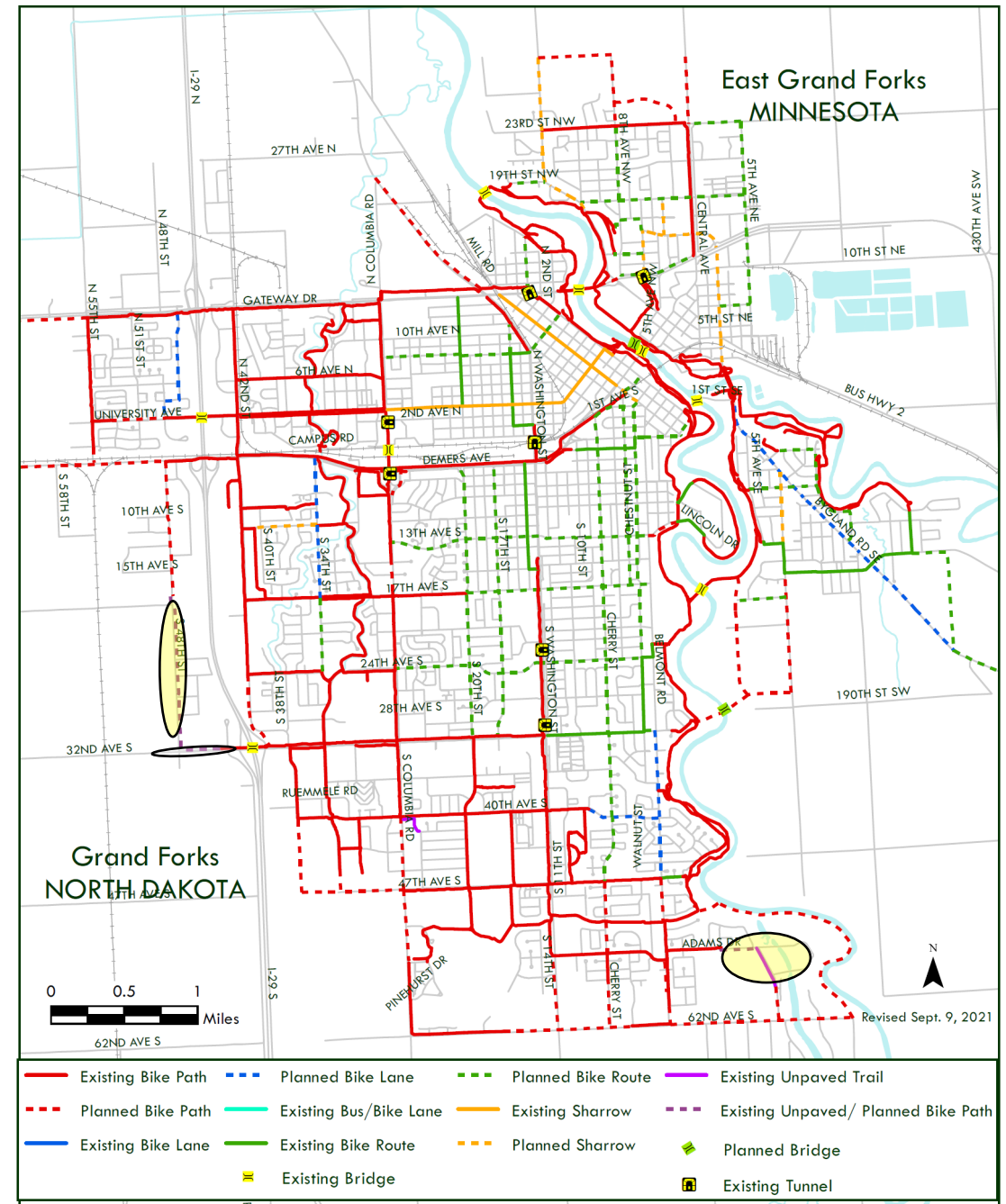
NDDOT State of Good Repair Financially Constrained (2023 to 2045) AMENDMENT 1

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-214	US 81 Business	S Washington to I29		NDDOT	Short-Range	\$3,060,000	\$340,000	\$3,400,000
REP-266A	US 81 Business	Grand Forks - South Washington Street (Hammerling to 8th Avenue South)	Reconstruct	NDDOT	Mid-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	Mid-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 Hwy 297 (Demers Avenue)	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	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						\$117,874,900	\$8,923,100	\$126,798,000

2045 MTP Bike/Ped Element

Amendment #1 to show conversion of gravel paths to hard surface paths.



1.) Background

a) The proposed amendment to the Metropolitan Transportation Plan (MTP) is needed. The Minnesota Department of Transportation has elected to request being allowed to add a pavement preservation project within approximately two miles of the MPA to the MTP that was not previously identified. Therefore, the following amendment is necessary:

b) Project Related Adjustments:

Add Project Short-term, MN 220 from Polk CSAH 19 (23rd Street NW) to the north MPA boundary at 130th Street SW, mill and overlay project, to the MTP's MnDOT Financially Constrained State of Good Repair Projects (2023-2045) list. Estimated project cost for the two-mile segment is \$1,506,000

This project is planned to extend north beyond the MPA for approximately six- and one-half miles. The estimated construction cost for the eight- and one-half mile project is \$6,400,000.

c) Supporting Documentation

In the Metropolitan Transportation Plan, MN 220 pavement preservation was overlooked. MnDOT prepares a 10-year Capital Highway Investment Plan annually, which includes its four-year list of commitments (STIP) and six years of planned projects. In the development of the planned project list, MnDOT evaluates roadways within its system to identify a preferred treatment and timeline based on a predicted future funding scenario. MnDOT's pavement surface ride quality index on this section of MN 220 is projected to drop to 2.6 by 2027. According to inspection and maintenance records on this section of roadway, numerous entrance culverts and centerline culverts are in need of replacement or rehab. This section of roadway has been identified as a candidate for improvement within the MTP's short range window of 2023-2027.

d) How does the amendment affect the plans overall performance management:

The MN 220 project purpose would be to extend the useful service life of the pavement, to provide a smooth riding surface for the traveling public, and to perpetuate existing drainage facilities and reduce the risk of culvert failure.

The addition of this project would improve pavement condition and associated roadside infrastructure within two miles of the system within the MPA and six- and one-half miles north to just south of Polk CSAH 22. The timing of this improvement would be compatible with a midterm pavement treatment intending to prolong the life of the roadway assets and resulting in long term cost savings.

The MN 220 North Corridor Study identified MN 220 from 23rd Street NW to 140th Street SW for Mid Term Improvements (2025-2034) to "construct left and right turn lanes as applicable at public street access as land develops". The study also identified the MN 220 intersection at 23rd Street NW for Long Term Improvements (2035-2045+) for "intersection control improvements".

2.) Financial Constraint:

Discuss the amendments impact on fiscal constraint.

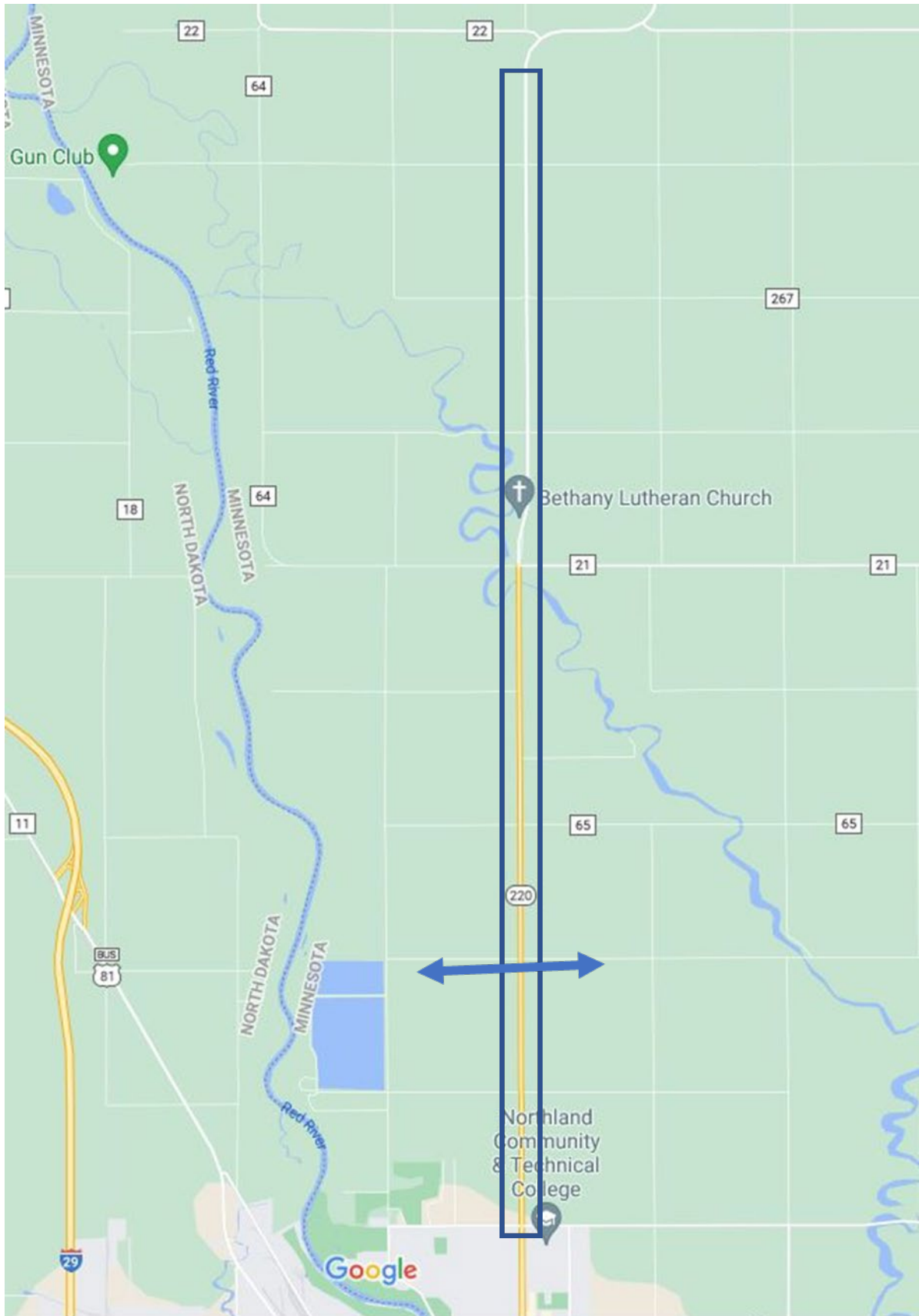
- Adding the MN 200 project adds \$1,506,000 to the MTP
 - Full termini of planned project extend north of MPA

Draft- Grand Forks/East Grand Forks MPO MTP Amendment
MN 220 Pavement Preservation from Polk CSAH 19 to north MPA boundary at 130th Street SW

The MN 220 project would be considered a planned project in MnDOT's CHIP (beyond the STIP), which means that funding is uncommitted but projected to be available based on anticipated funding availability. The investment categorization and planned funding for this project is intended to improve pavement condition on the non-National Highway System.

The construction estimate for this project within the MPA is not sufficient to fund other unprogrammed projects within financially constrained state of good repair projects (2023-2045) list in the MTP. MnDOT intends to fund and construct projects listed under its jurisdiction in the MTP as presented with logical termini and within the timeframes of the MTP.

Draft- Grand Forks/East Grand Forks MPO MTP Amendment
MN 220 Pavement Preservation from Polk CSAH 19 to north MPA boundary at 130th Street SW



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	0 %	0 pts
3 Accessibility and Mobility	Increase the accessibility and mobility options for people and freight by providing more transportation choices.	10 %	10 pts	8 %	8 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	10 %	10 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	8 %	8 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	8 %	8 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	4 %	4 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	9 %	9 pts
10 Tourism	Enhance travel and tourism.	5 %	5 pts	3 %	3 pts
TOTAL		100 %	100 pts	75 %	75 pts

TIP SCORING SHEETS



0= No
1= Yes

State Highway
MN 220

Project Number **TBD**

Project Name MN 220 pavement preservation from Polk CSAH 19 (23rd Street NW) to the north

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	2.5
	1.2 Focus on highway network expansion and prime corridors in areas that are contiguous to current and future developed areas	1	2.5
	2 Enhance the state's economic competitiveness through the movement of goods and services	1	2.5
	3 Support efficient local and state highway, multimodal terminal connections for freight and rail movement	0	0.0
	4 Work located on identified truck route or identified in Freight Study	1	2.5
	5 Consistent with regional or state economic development plans	1	2.5
Total			12.5
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	1	0.71	
Total			0.00
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	1	1.67
	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			8.33333333

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>	1	1.67
	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	10

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>	1	1.67
	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>	1	1.67
	2.2	<i>Maximize direct travel trips between states</i>	1	1.67
	2.3	<i>Maintain and update street and highway functional classification consistent with FHWA guidelines</i>	1	1.67
	2.4	<i>Address last segment/link of corridor</i>	0	0.00
			Total	8.333333333

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>	1	1.25
	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	7.5

Goal 7	System Preservation		Expected Weight (%)=	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Cost effectively preserve, maintain and improve the existing transportation network systems and capacity</i>		
	1.1	<i>Utilize pavement management system results</i>	1	2.5
	1.2	<i>Emphasizes system rehabilitation rather than expansion</i>	1	2.5
	1.3	<i>Incorporate cost-effective maintenance and technologies new to the MPO area</i>	0	0
	1.4	<i>Preserve railroad ROW or other existing ROW</i>	1	2.5
	2	<i>Contributes to better system maintenance</i>	1	2.5
	3	<i>Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.</i>	1	2.5
			Total	12.5

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	<i>Address locations identified as high crash locations in LRTP and review crash data to improve roadway design and traffic control elements</i>	0	0.00
	2	<i>Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in highways</i>	0	0.00
	3	<i>Consistent with Strategic local and regional Highway Safety Plan</i>		
	3.1	<i>Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts</i>	1	1.11
	3.2	<i>Ensure that roadway design and traffic control elements support appropriate and safe speeds</i>	1	1.11
	3.3	<i>Improve sight distance at signalized and un-signalized intersections</i>	0	0.00
	3.4	<i>Improve the roadway and driving environment to better accommodate drivers' needs</i>	1	1.11
	3.5	<i>Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists</i>	0	0.00
	4	<i>Enhances public safety of nonmotorized users</i>	1	1.11
	5	<i>Enhances safe and well-designed route to school zones and college campuses</i>	0	
			Total	4.444444444

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	<i>Reduce state highway system vulnerability to snow and storm water</i>		
	1.1	<i>Maintain passable highways under all reasonable weather conditions</i>	1	1.25
	1.2	<i>Strategically design and maintain state highway system to operate under all reasonable weather conditions</i>	1	1.25
	1.3	<i>Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction</i>	1	1.25
	2	<i>Support the region's resilience and travel reliability through efficient detour and evacuation routes</i>		
	2.1	<i>During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or</i>	1	1.25
	2.2	<i>Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during incidents</i>	1	1.25
	2.3	<i>Provide auxiliary power sources to operate traffic signals when mainline power is interrupted</i>	0	0
	2.4	<i>Maintain on-time project performance and implementation</i>	1	1.25
	2.5	<i>Improve engagement of transportation system, across and between modes, partners and stakeholders</i>	1	1.25
			Total	8.75

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
	1.2	Identify, coordinate, and communicate traffic plans for statewide simultaneous events	1	1
	1.3	Establish partnerships to foster tourism activities within state	1	1
	2	Enhance safety /easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area	1	1
	3	Provides landscaping/streetscaping or similar amenities	0	0
			Total	3

NORTH DAKOTA SIDE

3.) Background:

- e) The proposed amendments to the Metropolitan Transportation Plan are needed. The City of Grand Forks, with one project also involving NDDOT GF District, has requested several amendments to the 2045 MTP. Most either swap projects between short-term and mid-term timing, move from illustrative listing to being within fiscal constraint, or identifying certain segments of currently gravel surfaced multi-use paths to be eligible for federal funds towards installing a harder surface. Therefore, the following amendments are necessary:

f) Project Related Adjustments:

- I. Swap Project Short-term MTP REF-044 reconstruction of N. Columbia Rd between 8th Ave N and Gateway Drive with Project Mid-term MTP REF 046 reconstruction of N. Columbia Rd between University Ave and 8th Ave N, making the REF 046 project now short-term and the REF 044 project now mid-term.
- II. Remove Project Short-term MTP REF-268, reconstruction of S. Washington St from the list to the mid-term. In its place in the Short-term MTP REF 214 32nd Ave S pavement rehabilitation project.
- III. Add Project Illustrative MTP REF-188, Mill Road mill and overlay to the Project Short-term list due to COVID-19 new revenue. (programmed for FY2022)
- IV. Add Project Short-term TA Program gavel to paved path conversions:
 - 32nd Ave S (Heartland Dr to S 48th St) (programmed for FY 2022)
 - S 48th St (32nd Ave S to 17th Ave S)
 - Adams Dr (Courtyard Dr to Shady Ridge Ct)

g) Supporting Documentation:

Since the Metropolitan Transportation Plan adoption, The City of Grand Forks has determined that the reconstruction of N. Columbia Rd made better sense continuing the reconstruction from the south making its way north to Gateway Dr. Currently, the road is being reconstruction between the Overpass and University Ave. The swap of segments between MTP timebands is the only thing being changed. All other project details remain the same.,

The City of Grand Forks and the NDDOT Grand Forks District have inspected the pavement of 32nd Ave S and have determined that a pavement rehabilitation projects needs to be done sooner than the mid-term reconstruction project. With the HSIP project currently being done on 32nd Ave S, the request is to address the pavement to ensure the safety improvements are more effective. The delaying of S. Washington from the short-term listing was chosen over other a Gateway Dr project partly in due to Gateway Dr being more of a national route for traffic, including critical freight network.

h) How does the amendment affect the plans overall performance management:

The swapping of timing has not affect on the plan other than the timeband which the project fails within. Thus, no overall change in performance management.

The addition of the 32nd Ave S pavement rehabilitation improves the pavement condition. It will address the concern that the pavement will fail premature and have negative relationship to the HSIP improvement. The delaying of the reconstruction of S. Washington is within reason due to the recent overlay and ADA curb ramp work done of this segment of S. Washington.

The addition of Mill Road overlay will have a positive affect by improving the pavement condition of this significant length of important roadway for delivery and transport of freight within the metro area.

Converting gravel to paved surface will provide a positive affect by making these multi-use paths more attractive to users.

4.) Financial Constraint:

Discuss the amendments impact on fiscal constraint.

- A. The base reconstruction cost estimate of N. Columbia Rd between 8th Ave N and Gateway Dr is \$6M; the base cost of N. Columbia Rd between University to 8th Ave N is \$5.5M. The difference is cost estimate between the two is within reasonable forecasts plus/minus percentage difference to not materially affect fiscal constraint considering the cost estimate is based upon the mid point of the timebands; so projects earlier in the timeband will be less or within the fiscal constraint.
- B. The addition of 32nd Ave S pavement rehabilitation project cost is \$3.4M and the delaying of S. Washington St reconstruction base cost is \$6.1M so the project being added costs estimate is less than the project being moved out.
- C. The adding of the Mill Road mill/overlay cost estimate of \$810,000 is being financed with new revenue coming into the financial plan. These COVID-19 funds are not displacing any revenue assigned to any of the fiscally constrained list of projects.
- D. The gravel to paved surface segments, as part of the Transportation Alternatives funding program, are not bound to the fiscal constraint requirement as the Street/Transit programs are. Therefore, the fiscal constraint is not the same issue of concern.

5.) Public Involvement:

a) Discuss the Public Improvement Process:

The amendment process will follow the MPO Public Participation Plan including an analysis of Environmental Justice Impact.

b) Dates Amendment is available for Public Comment:

Assuming preliminary approval by the GF / EGF MPO Board during its July 21st meeting, the amendment will be available for public comment during the following time periods with public hearings provided at the following meetings:

MPO 60 Day Comment Period: July 22 – September 22, 2021

EGF Planning and Zoning Public Hearing: August 12, 2021

EGF City Council Public Hearing: September 7, 2021

Grand Forks Planning and Zoning Public Hearing: August 4, 2021

Grand Forks City Council Public Hearing: September 7, 2021

MPO TAC Meeting: October 13, 2021

MPO Board Meeting: October 20, 2021

c) Public Comments Received

All public comments received will be brought back to the MPO TAC and MPO Board Meeting for final approval and consideration of the amendment.

6.) Resolution

The MPO will provide a resolution when the MPO Policy Board has officially adopted the amendment.

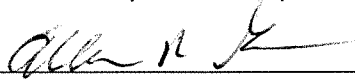
**NDDOT/FORKS MPO URBAN PROGRAM
SUBMITTAL CHECKLIST**

Instructions: Review all tasks and check mark the completed items. Sign and return this checklist with your submittal.

Tasks

- a. I have reviewed my request to make sure all projects are functionally classified and on the federal-aid system.
- b. I have reviewed my request to make sure all project limits achieve logical termini (must begin and end at a functionally classified route).
- c. I am submitting a signed Scoping Worksheet for each project.
 - i. The District and City have signed all Urban Regional Scoping Worksheets.
 - ii. The City has signed all Urban Roads Scoping Worksheets.
 - iii. I have included a non-NEPA level purpose and need statement for all projects to identify why the projects are important/needed by my jurisdiction.
- d. I am submitting a Detailed Cost Estimate in year of expenditure dollars for each project. The estimate includes totals for all phases (PE, CE, construction, R/W, utilities, structures, Non-participating).
- e. I am submitting a Map of project limits for each project.
- f. I am submitting the proper FORKS MPO scoring sheet for each project.
- g. I am submitting a project consistent with the 2045 MTP.

I hereby certify that I have reviewed all tasks and that submitted materials are complete. I understand that failure to provide complete information by December 31, 2020 may make this submittal ineligible.



City Engineer

6/24/21
Date

Setup Scoring Categories & Factors



Score System

Local Roads

Max. Score Max. Score

Scoring Categories

Expected

Goals	Description	Weight	Points	Weight	Points
1	Economic vitality	10	10	10	10
2	Security	5	5	2	2
3	Accessibility and Mobility	10	10	3	3
4	Environmental/Energy/QOL	10	10	7	7
5	Integration and Connectivity	10	10	2	2
6	Efficient System Management	10	10	6	6
7	System Preservation	15	15	9	9
8	Safety	15	15	4	4
9	Resiliency and Reliability	10	10	4	4
10	Tourism	5	5	0	0
TOTAL		100	100	47	47

TIP SCORING SHEETS

Local Roads



0= No
1= Yes

Project Number **REP 213**

Project Name **10th Street NE Reconstruction**

MPO SCORING SHEET FOR EACH PROJECT

Goal 1	Economic Vitality	Expected Weight (%):	10
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	<i>Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objectives</i>	
	1.1	1	1.67
	1.2	1	1.67
	2	1	1.67
	3	0	0.00
	4	1	1.67
5	1	1.67	
Total			8.33333333

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	<i>Identify and maintain security of critical street system assets.</i>	
	1.1	1	0.71
	1.2	1	0.71
	1.3	0	0.00
	1.4	0	0.00
	2	<i>Support state and regional emergency, evacuation, and security plans.</i>	
	2.1	1	0.71
	2.2	0	0.00
	2.3	0	0.00
Total			2

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	0	0.00
	2	1	1.67
	3	0	0.00
	4	1	1.67
	5	1	1.67
	6	0	0.00
Total			5

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	Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.		
	1.1	Implements core context sensitive solutions	1	1.67
	1.2	Address EJ analysis process	1	1.67
	1.3	Avoids or minimize impacts to wetlands or other natural habitats or cultural/historic resources	1	1.67
	1.4	Incorporates innovative stormwater management techniques	0	0.00
	2	Maintain and improve quality of life along streets and highways.	1	1.67
	3	Maintain and improve regional air quality by promoting nonmotorized travel		0.00
			Total	7

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	Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from local land use plans.	1	
	1.1	Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps.	0	0.00
	1.2	Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).	1	1.67
	2	Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs		
	2.1	Invest in signage techniques to reduce excessive travel delays	0	0.00
	2.2	Maximize direct travel trips between major generators of metropolitan area	0	0.00
	2.3	Maintain and update street and highway functional classification consistent with FHWA guidelines	0	0.00
	2.4	Address last segment/link of corridor	0	0.00
			Total	1.666666667

Goal 6	Efficient System management		Expected Weight (%):	10
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Implement best practice programming and innovative financing alternatives		
	1.1	Identify potential source of budget for year-round maintenance	1	1.25
	1.2	Provide an efficient and cost-effective motorized transport system	1	1.25
	1.3	Improving operations without adding through capacity	1	1.25
	2	Involve all local partners in the transportation planning process.	1	1.25
	3	Cooperate across jurisdictional boundaries to create an integrated transportation network.	0	0.00
	4	Maintain and update the regional ITS architecture		
	4.1	Enhances interoperability among modal equipment and technologies	0	0.00
	5	Demonstrates analysis of project risk in implementation	1	1.25
6	Includes specific evaluation method to provide a measurement of effectiveness by collecting traffic data	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 (%)
	1	Cost effectively preserve, maintain and improve the existing transportation network systems and capacity		

Objectives	1.1	Utilize pavement management system results	1	3
	1.2	Emphasizes system rehabilitation rather than expansion	1	3
	1.3	Incorporate cost-effective maintenance and technologies new to the MPO area	0	0
	1.4	Preserve railroad ROW or other existing ROW	1	3
	2	Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.	1	3
Total				12

Goal 8	Safety		Expected Weight (%): 15	
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
	2	Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in urban areas	0	0
	3	Consistent with Strategic local street and Highway Safety Plan		
	3.1	Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts	0	0
	3.2	Ensure that roadway design and traffic control elements support appropriate and safe speeds	1	1.875
	3.3	Improve sight distance at signalized and un-signalized intersections	0	0
	3.4	Improve the roadway and driving environment to better accommodate drivers' needs	1	1.875
	3.5	Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists	0	0
4	Enhances safe and well-designed route to school zones and college campuses	0	0	
Total				3.75

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 street and highway system vulnerability to snow and storm water		
	1.1	Maintain passable streets and highways under all reasonable weather conditions.	1	1.25
	1.2	Strategically design and maintain the street and 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 in w	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 cha	0	0
	2.2	Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during incidents	0	0
	2.3	Provide auxiliary power sources to operate traffic signals when mainline power is interrupted.	0	0
	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
Total				5

Goal 10	Travel & Tourism		Expected Weight (%): 5	
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Maintain convenient and intuitive street and highway access to major activity centers		
	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 Gr	0	0
	1.2	Identify, coordinate, and communicate traffic plans for simultaneous events.	0	0
	1.3	Establish partnerships to foster tourism activities within MPO	0	0
	2	Enhance safe/easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area	0	0
3	Provides landscaping/streetscaping or similar amenities	0	0	
Total				0

**URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET**

DATE: 6/21/2021

PRIORITY#1 Regional: Y/(N) Urban Roads: (Y)/N

City: Grand Forks Street: Mill Rd (Gateway Dr to N Washington St)

County: Grand Forks Length: ~9,300 LF or ~1.76 mi

Proposed Improvement: 2" asphalt mill and overlay with spot full depth repair

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
120	120			560		10	810

Present Road: Surface Width? 28' Surface Type? Asphalt

On Street Parking Allowed? Yes Present: No (One Side) Both Sides Angle Parallel
Proposed: No (One Side) Both Sides Angle Parallel

Proposed Improvements	
ADT Present: <u>1,449 – 3,683</u> Yr: <u>2015</u>	Travel Way Width : <u>24'</u>
ADT Design: <u>1,521 – 3,529</u> Design year <u>2045</u>	No. of Lanes: <u>2</u>
Design Speed: <u>30mph</u>	Roadway Width: <u>30'</u>
Maximum Curve: _____	Min. R/W Width: <u>50'</u>
Maximum Grade: _____	

Right of Way
Will Additional ROW or easement be acquired? <u>Likely 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>Likely Zero</u>
Est. No. business to be displaced? <u>Likely Zero</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

Public Hearings: None

Environmental Classification (Cat-Ex, EA, EIS): Likely Categorical Exclusion by Definition

Transportation Enhancements: None anticipated

Intermodal: None anticipated

Pedestrian Needs: Updating ADA ramps as needed

Railroads Crossings

RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
BNSF	1	At Grade	Abandoned		None	None
BNSF	1	At Grade	4	20mph	Crossbuck	Crossbuck

Purpose and Need Statement:

Mill Rd between Gateway Dr and N Washington St was last rehabilitated/reconstructed in 1999, with a seal coat applied in 2009. With the isolated rutting and alligator cracking, this pavement has reached a point in which a mill and overlay with spot full depth repairs will help extend the life of the pavement.

Existing Conditions:

- When was the current street section built? Has there been any additional maintenance to the street section?
This street section was last built in 1999 under NDDOT project number SER-6-986(047)050 city project number 4806 where approximately the southern half was an asphalt overlay over concrete and widening, and the northern half was an asphalt reconstruction. In 2009 under NDDOT project number STM-SU-6-986(091)095 city project 6414.2 this segment received a seal coat. In 2018/2019 under city project number 7757 there was some concrete reconstruction work and a new railroad crossing installed on Mill Rd near the intersection on N Columbia Rd.
- 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 majority of the roadway is two lanes with 12' driving lanes. Near the Gateway Dr intersection there are a total of four lanes, for southbound this consists of a left turn lane, a through lane, and a right turn lane, with one northbound through lane. Approximate widths are 12'.
- What is the condition of the pavement section?
The asphalt pavement has a 2018 PCI ranging from 54 to 81 and an IRI ranging

from 2.18 to 3.75 m/km or 138 to 238 in/mi. There are isolated areas or experiencing rutting and alligator cracking, this is particularly noticeable north of the intersection of 27th Ave N and Mill Rd. There are some asphalt patches with an unknown year of construction.

4. Any existing geometric concerns?
None
5. Are there any access points to adjoining properties that present a special concern?
On the side streets there are railroad crossings. The intent of this project is to mill and overlay the same amount of pavement to minimize any potential grade changes to the side streets.
6. Are there any existing sidewalks or shared use path in place?
There is an existing shared use path crossing located north of Gateway Dr.
7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
Storm sewer work was completed under the 2018/2019 State Mill expansion project. No additional storm sewer work is anticipated with this project.
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 located under the pavement appears to have been installed in 2005 or under the 2018/2019 State Mill expansion project. The remaining waterline located in the western ditch was installed in 1966. The gravity sanitary sewer is located on the east side of the road and was installed in 1966. The sanitary sewer forcemain was modified as part of the 2018/2019 State mill Expansion project, the remaining forcemain was originally installed in 1960.
9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
Existing street lighting consists of Xcel owned street lights on Xcel owned wooden poles spaced approximately one every 300-400'
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 Gateway Dr and Mill Rd has a traffic signal. This intersection has not appeared on the annual urban high crash list. No additional turn lanes are anticipated to be needed.

Remarks:

City Engineer: Allen R. K.

Date: 6/29/24

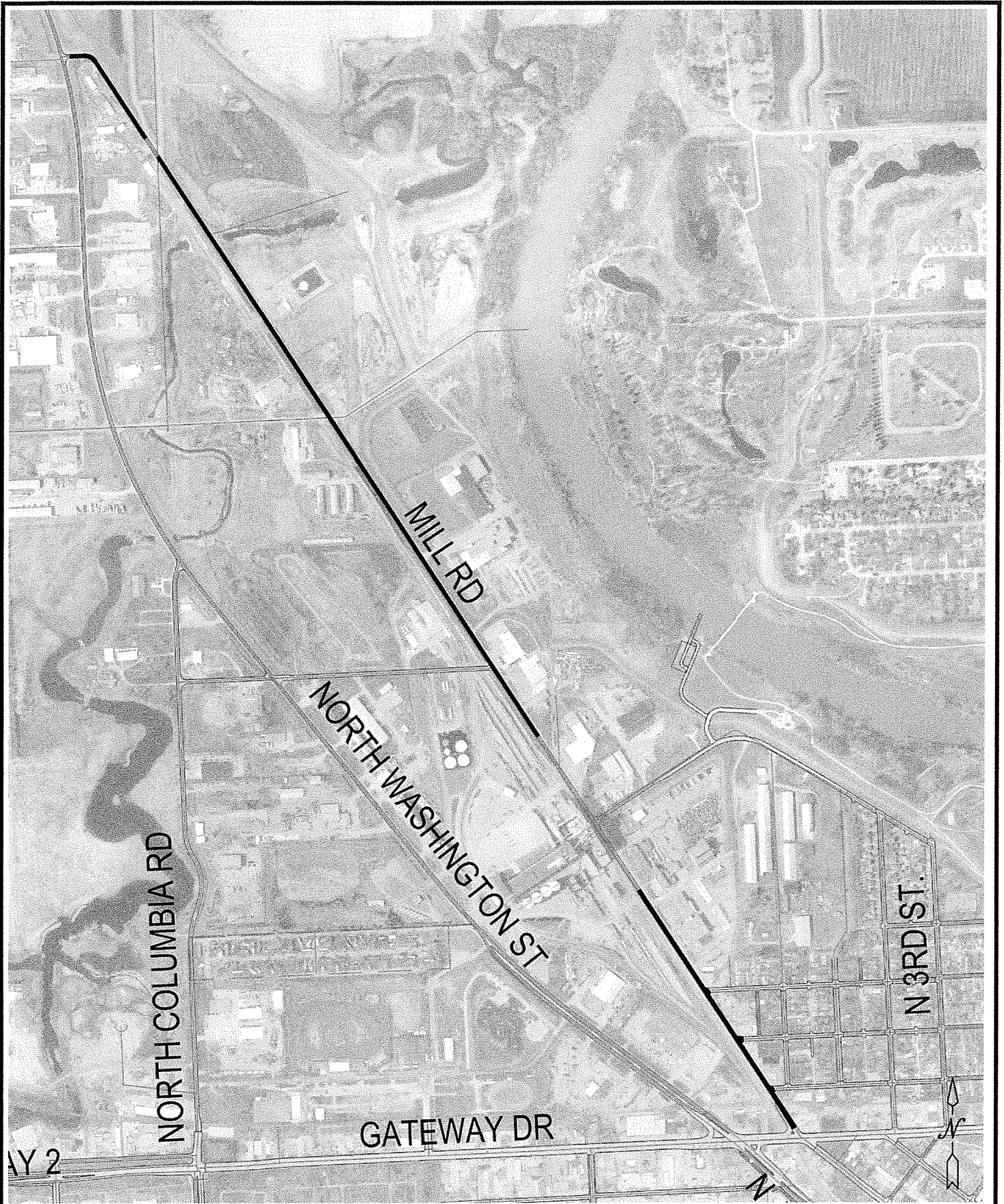
Note: Please attach a map showing location and extent of the project, detailed cost estimate, and any additional supporting documents.

Preliminary Engineer's Estimate
Mill Rd Mill and Overlay
2" Mill and Overlay
24' Wide
4% Full Depth Patch (6")

6/21/2021

			Unit	Unit Price	Quantity	Item Cost
702	100	MOBILIZATION	LS	\$41,000.00	1	\$ 41,000.00
103	100	CONTRACT BOND	LS	\$5,000.00	1	\$ 5,000.00
		TRAFFIC CONTROL	LS	\$13,000.00	1	\$ 13,000.00
		EROSION CONTROL	LS	\$9,000.00	1	\$ 9,000.00
411	105	MILLING PAVEMENT SURFACE	SY	\$3.00	20556	\$ 61,668.00
430	45	SUPERPAVE FAA 45	TON	\$70.00	2207	\$ 154,490.00
430	5815	PG 58E-34 ASPHALT CEMENT	TON	\$800.00	117	\$ 93,600.00
202	329	REMOVE RAILROAD RAIL	LF	\$50.00	200	\$ 10,000.00
202	334	REMOVAL OF PAVEMENT	SY	\$30.00	830	\$ 24,900.00
		FULL DEPTH PATCH	TON	\$130.00	282	\$ 36,660.00
401	50	TACK COAT	GAL	\$4.00	1550	\$ 6,200.00
107	100	RAILWAY PROTECTION INSURANCE	LS	\$3,500.00	1	\$ 3,500.00
		STRIPING	LS	\$10,000.00	1	\$ 10,000.00

	Subtotal	\$ 469,018.00
20%	Contingencies	\$ 90,982.00
	Total Construction	\$ 560,000.00
20%	Design Engineering	\$ 120,000.00
20%	Const Engineering	\$ 120,000.00
	Testing	\$ 10,000.00
	Project Total	\$ 810,000.00



CITY OF
 GRAND FORKS
 ENGINEERING
 DEPARTMENT

COVID FUNDING PROJECT
 MILL RD ASPHALT MILL AND OVERLAY

DATE
 6/21/2021

CITY PROJECT
 8366

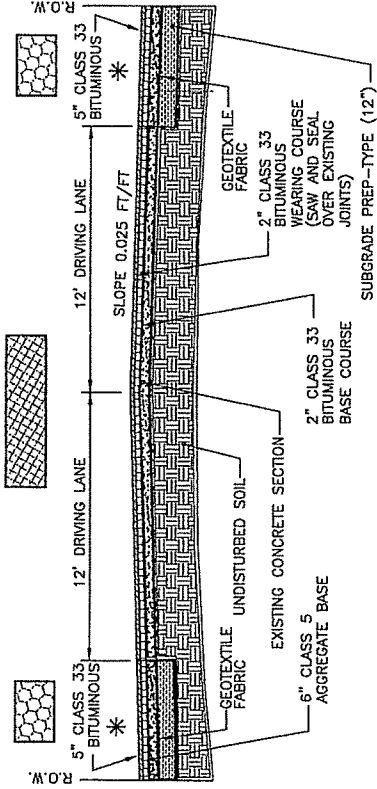
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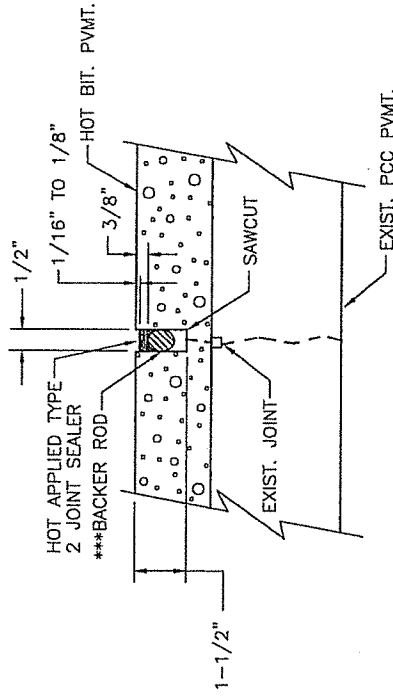
EPWA REGION	STATE	PROJECT NO.	SHEET NO.
8	ND	SER-6-986(047)050	7

TYPICAL SECTIONS

STATION 0+00 TO STATION 31+00

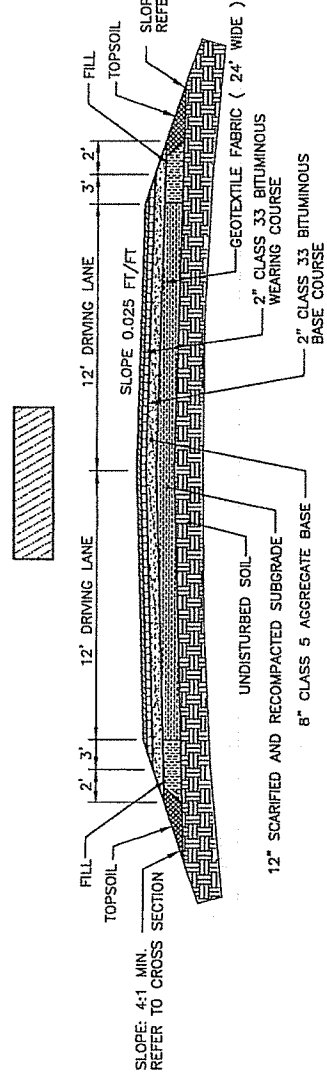


* BITUMINOUS RECONSTRUCTION WILL BE PERFORMED IN ONLY SELECTED AREAS AS SHOWN ON THESE PLANS OR IDENTIFIED IN THE FIELD BY THE ENGINEER.



***SHALL MEET TYPE 1 ROD MATERIAL ASTM D 5249-95 REQUIREMENTS
SAW & SEAL JOINT DETAIL

STATION 31+00 TO 74+40 AND 76+96 TO 93+07.86



TYPICAL SECTIONS

MILL ROAD
GRAND FORKS, NORTH DAKOTA

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



Allen R. Grasser, PE
City Engineer
(701) 746-2640
Fax#(701) 787-3744

August 12, 2021

Mr. Earl Haugen, Executive Director
GF/EGF MPO
P O Box 5200
Grand Forks, ND 58206-5200

RE: August 2021 Proposed Amendments to the LRTP

Dear Mr. Haugen:

Mr. Haugen, your July 27 email to Mr. Ryan Brooks asked city staff's opinion on the need for full city council action for the proposed amendments to the LRTP. Upon review, the City Planner and City Engineer find that the amendments, at the project delivery level, are similar in nature to what we might see during TIP processing at the state level. Further, we anticipate another round of TIP applications starting in the next few months. If we find significant issues arising through that process, we will have an opportunity for adjustments then.

Based on the above, we find the proposed amendments do not need full council approval and the typical TAC, Executive Board processes will provide sufficient city input.

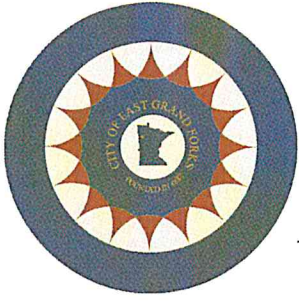
Thank you for the opportunity to review and comment.

Sincerely,

Allen R. Grasser - City Engineer

Ryan Brooks - City Planner

Cc: David Kuharenko
Jane Williams



City of East Grand Forks

600 DeMers Ave · P.O. Box 373 · East Grand Forks, MN 56721
218-773-2483 · 218-773-9728 fax www.eastgrandforks.net

August 09, 2021

Earl Haugen
GF / EGF MPO

RE: Proposed Amendment to 2045 MTP
Highway 220 – 23rd St NW to 130th St NW

Dear Mr. Haugen:

We have reviewed MNDOT's request to Amend the 2045 MTP to add MN 220 from 23rd St NW to the north MPA boundary at 130th St SW to include a Mill and Overlay Project. We have further reviewed the MN 220 North Corridor Study and the need to construct left and right turn lane as applicable as this land develops adjacent to this corridor.

At this time since MNDOT is only completing a system preservation project (Mill and Overlay) and based on timing for future development of this corridor we do not see the need to add turn lanes as part of this proposed project / amendment. **Therefore, the City has determined that this amendment does not rise to the City's standard for amending the City's Comprehensive Plan.**

As always if additional information is needed to proceed with the amendment please let me know.

Sincerely,

A handwritten signature in black ink, appearing to read "David Murphy". The signature is written in a cursive style and is positioned above a horizontal line.

David Murphy, City Administrator