



# City of Grand Forks Staff Report

**APPROVED & ACCEPTED**  
*by City Council*  
12/05/2016  
*Candice Stjern*  
Candice Stjern  
Acting City Auditor

**Committee of the Whole – November 28, 2016**  
**City Council – December 5, 2016**

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**Agenda Item:** Federal Transportation Funding Request – Regional Road Program

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**Submitted by:** Engineering Department, David J. Kuharenko, PE (Principal Civil Engineer)

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**Staff Recommended Action:** **Approve the 2018-2022 Regional Roads Program project funding request and direct staff to submit the approved list in rank order to the Grand Forks – East Grand Forks Metropolitan Planning Organization for submission to the North Dakota Department of Transportation**

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**Committee Recommended Action:**

Refer to City Council with the recommendation to approve.

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**Council Action:**

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## **BACKGROUND:**

The North Dakota Department of Transportation (NDDOT) is soliciting projects to be funded by their Regional Roads Program. This program provides Federal grant funding from the Federal Highway Administration (FHWA) and administered through the NDDOT. To be considered for Federal funding these projects must be vetted and approved by City Council and forwarded onto the Grand Forks/East Grand Forks Metropolitan Planning Organization (MPO) for consideration by December 7, 2016.

After considering possible projects for funding under this program, staff recommendation, in year of construction, includes:

- Washington Underpass Reconstruction (2021) \$17,370,000
- Traffic Signal Rehabilitation on the Regional Roads System (2022) \$6,200,000

The Regional Roads Program has historically been handled by the NDDOT local district office. This program addresses regional roads within the state, including within the MPO jurisdiction. Though the Statewide Transportation Improvement Program (STIP) only covers four years, the Regional program is submitted for a fifth year, which would be for 2022. The regional road projects typically have a cost share with either a 80% Federal Share/10% State Share/10% Local Share for secondary regional roads (Demers Ave, Washington St, and 32<sup>nd</sup> Ave S) or a 80% Federal Share/20% State Share/0% City Share for primary regional roads and interstate (US 2/Gateway Dr and I-29). NDDOT Local District staff have previously identified future planned projects on the regional system. Recently City staff was informed that the responsibility of programming regional projects within the MPO area would be turned over to the City as this is how regional programming is handled in the other MPO areas within the state. City staff is working with NDDOT Local District staff in the transition of these responsibilities. A description of the projects recommended for consideration are as follows:

Washington St Underpass Reconstruction: Washington St from 1<sup>st</sup> Ave N to 5<sup>th</sup> Ave S including the Washington St underpass located just north of Demers Ave has previously been identified for reconstruction in the MPO's Long Range Transportation Plan and in the 2012 Washington St Corridor Study. According to the 2012 study, the bridge was originally constructed in 1937 as two lanes wide and in 1964 expanded to 4 lanes wide. The structure has noticeable deterioration and cracking. Concrete core samples taken from the structure have indicated that the main cracking is a result of Alkali-Carbonate Reaction (ACR) and to a lesser extent Alkali-Silica Reaction (ASR). Damage from ACR and ASR is not reversible or repairable. The only long term correction option is replacement. This report also indicated that the pavement underneath the bridge was constructed in 1964 and has reached the end of its useful life. Vertical clearance constraints underneath the bridge will not allow installing of an asphalt overlay, leaving pavement reconstruction as the only option. The reconstruction of this bridge and street will likely entail a significant amount of right of way acquisition and preliminary planning to account for a railroad bypass to detour train traffic around the bridge construction and other items mentioned in the report. This project was previously applied for in 2015 for funding in 2020, but was not included in the STIP. The City has been encouraged by the NDDOT to apply for a project to address the Washington St underpass. The project would not include any improvements to the intersection of Washington St and Demers Ave which would be considered during a future separate project. The construction cost for this project in 2021 is anticipated to be \$17,600,000. The anticipated construction cost was determined by the Washington St Corridor Study.

Traffic Signal Maintenance: There are currently 42 signalized intersections on the regional system. Of these it is anticipated that six will need major rehabilitation, 14 will need an intermediate level of rehabilitation, and two will need minor rehabilitation. Of these signals it is anticipated that 23 will have the poles and mast arms removed, sandblasted, inspected, repainted, and reinstalled. This is similar to what was done on a number of traffic signals in the downtown area in 2012. This project is anticipated to have a 2022 construction cost of \$6,200,000.

Projects previously approved for federal funding under the Regional Roads Program in fiscal years 2017-2020 and included in the STIP are as follows:

- 2017 – University Ave Grade Separation Deck Overlay
- 2018 – N Washington St (Gateway Dr to City Limits) Surface Treatment
- 2019 – N 5<sup>th</sup> St (Demers to Gateway Dr) Mill & Overlay
- 2019 – Demers Ave (6<sup>th</sup> St to Red River) Reconstruction
- 2020 – US2/Gateway Dr and N 55<sup>th</sup> St Traffic Signal

## **ANALYSIS AND FINDINGS OF FACT:**

- The list presented by staff is believed to meet the program requirements.
- Council approval is required prior to submittal to the MPO by December 7, 2016. Thereafter it will go before the MPO Technical Advisory Committee meeting on December 14, and MPO Executive Board meeting on December 21, and then be forwarded to the NDDOT.
- On the basis of the attached project listing, the anticipated City cost for projects funded under the Regional Roads Program is approximately \$3.3m between 2017 and 2022.
- City costs for projects to be funded by the Regional Roads Programs will be from the Street/Infrastructure Fund 4815.

## **SUPPORT MATERIALS:**

- 2017-2022 Regional Roads Program Federal Funding Program List with Cost Estimates (1 page)
- Project Location Map (1 page)
- MPO Letter of October 2016 Requesting Regional Roads Program Projects for FY 2018-2021 (2 pages)

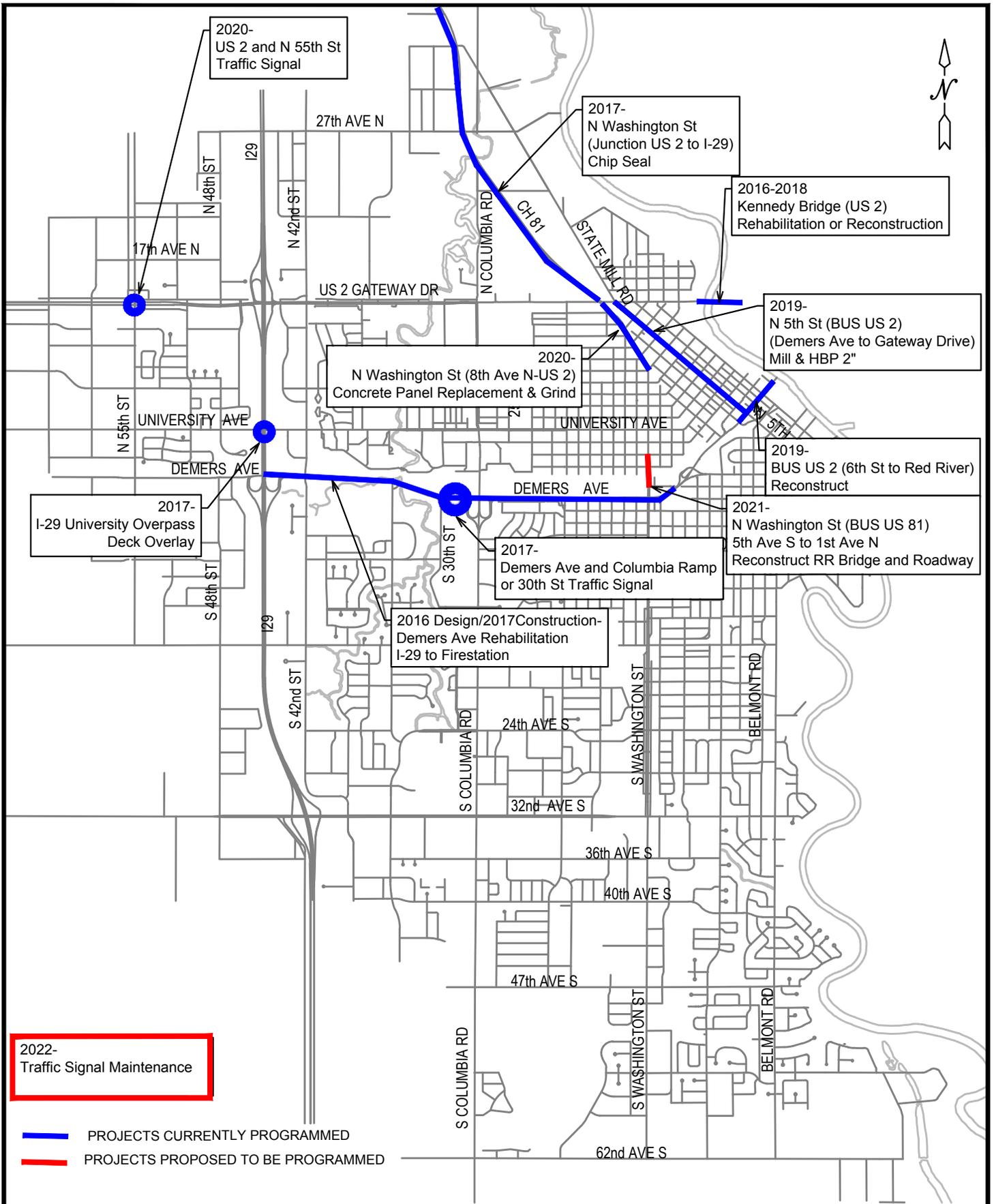
REGIONAL ROAD PROGRAM REQUESTS  
CITY PROJECT SUMMARY 2017-2022  
GRAND FORKS NORTH DAKOTA  
SUBMITTED IN 2016

DATE: 11/16/2016

Allen Grasser  
701.746.2640

FISCAL YEAR	CATEGORY	NHS	FUNCTIONAL CLASSIFICATION	INVESTMENT STRATEGY	TYPE OF WORK	PROJECT LOCATION	TOTAL FEDERAL, STATE AND CITY MATCH	FEDERAL SHARE	STATE SHARE	CITY MATCH	CITY MISC	TOTAL CITY COST	TOTAL PROJECT COST
2017	PriR	Yes	Principal Arterial	PM	Deck Overlay	I-29 University Ave Grade Separation	\$250,000	\$202,325	\$47,675	\$0	\$0	\$0	\$250,000
2017	SecR	Yes	Minor Arterial	PM	Surface Treatment	Bus US 81/N Washington St US 2 N to Urban Limits	\$165,000	\$132,000	\$16,500	\$16,500	\$3,500	\$20,000	\$168,500
2019	SecR	No	Principal Arterial	MiR	Mill and Overlay	N 5th St (Bus US 2) Gateway Dr to Demers Ave	\$1,110,000	\$888,000	\$111,000	\$111,000	\$0	\$111,000	\$1,110,000
2019	SecR	Yes	Principal Arterial	N/R	Reconstruction	SH 297/Demers Ave Red River to 5th St	\$3,290,000	\$2,480,000	\$310,000	\$500,000	\$0	\$500,000	\$3,290,000
2019	SecR	Yes	Principal Arterial	N/R	Reconstruction	SH 297/Demers Ave 5th St to 6th St	\$1,000,000	\$800,000	\$100,000	\$100,000	\$0	\$100,000	\$1,000,000
2019	SecR	Yes	Principal Arterial	MaR	Signals/Turn Lanes	SH 297/Demers Ave at 30th St or Columbia Rd West Ramp	\$600,000	\$480,000	\$60,000	\$60,000	\$0	\$60,000	\$600,000
2020	PriR	Yes	Principal Arterial	MaR	Signals/Turn Lanes	US 2 & 55th St Intersection	\$600,000	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
2020	SecR	Yes	Principal Arterial	PM	CPR, Grinding, Dowel Bar Retrofit	Bus US 81/N Washington St 8th Ave N to 0.4 Miles North of US 2	\$1,323,000	\$1,058,400	\$132,300	\$132,300	\$0	\$132,300	\$1,323,000
<b>2021</b>	<b>SecR</b>	<b>Yes</b>	<b>Principal Arterial</b>	<b>N/R</b>	<b>Reconstruction RR Bridge and Roadway</b>	<b>Bus US 81/N Washington St 5th Ave N to 1st Ave S</b>	<b>\$17,600,000</b>	<b>\$14,080,000</b>	<b>\$1,760,000</b>	<b>\$1,760,000</b>	<b>\$0</b>	<b>\$1,760,000</b>	<b>\$17,600,000</b>
<b>2022</b>	<b>SecR</b>	<b>Yes</b>	<b>Principal Arterial</b>	<b>PM</b>	<b>Signal Maintenance</b>	<b>Traffic Signal Rehabilitation on the Regional Roads System</b>	<b>\$6,200,000</b>	<b>\$4,960,000</b>	<b>\$620,000</b>	<b>\$620,000</b>	<b>\$0</b>	<b>\$620,000</b>	<b>\$6,200,000</b>
						2017-2022 Totals	\$32,138,000	\$25,560,725	\$3,277,475	\$3,299,800	\$3,500	\$3,303,300	\$32,141,500

PriR = Primary Regional, SecR = Secondary Regional  
PM = Preventive Maintenance, MiR = Minor Rehabilitation, MaR = Major Rehabilitation, N/R = New/Reconstruction  
Estimated construction costs have been inflated to the year of construction  
Projects with bold text are proposed projects not currently in the STIP





October 13, 2016

Al Grasser  
GF City Engineer  
PO Box 5200  
Grand Forks, ND 58206

Les Noehre, District Engineer  
NDDOT – Grand Forks District  
PO Box 13077  
Grand Forks, ND 58206

#### URBAN REGIONAL PROGRAM SOLICITATION FOR 2018-2021

The Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO) is soliciting for projects to the fiscal years (FY) 2018-2021 Transportation Improvement Program (TIP). The TIP is a four year financially constrained priority list of projects within the MPO planning area funded with federal, state and local dollars. This solicitation letter is for Urban Roads Program, both Urban Local and Urban Regional, projects. This solicitation includes projects on the Urban Regional System for construction in 2022 to also be submitted.

The enclosed shows projects in the current TIP of 2017 through 2020. Please verify that you are working towards bidding the projects scheduled for 2017 and re-submit updated project requests for 2018, 2019 and 2020, if any changes have occurred in these projects yet also understanding fiscal constraint.

Estimates of federal revenue available each year of the next TIP is difficult to predict. Nonetheless, we still need to prepare a new TIP. The MPO finalized Long Range Transportation Plan is clear that the emphasis is on projects that maintain the roadway in a “state of good repair”. Projects not focused on this run the risk of being declared non-consistent with the MPO’s Long Range Transportation Plan. Please use an increase of 4% per year to adjust cost estimates of projects to year of expenditure.

**New to this year is the City preparing the Regional candidate projects.** The MPO understands that this is still an evolving process for soliciting TIP projects. We stand ready to assist you in preparing the required information. In order for the MPO to review the projects for consistency with transportation plans and MPO priority, the information requested in the attached forms should be submitted to the MPO. We encourage you to complete how you believe the scoring sheet should be completed; **with each yes, please provide a narrative of how the project accomplishes that yes.** If the project does not accomplish a yes, we further encourage you to evaluate how the project could accomplish a yes and modify the project accordingly.

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Al Grasser/Les Noehre  
Oct 13, 2016

The Urban Roads Regional projects requests will need to be coordinated between the NDDOT – Grand Forks District and the City. The applications will need the signature from the appropriate City Official showing the City approves the request and will provide the necessary funds, if required. Please remember that Regional projects need to be submitted for FY2021 as well. Please coordinate so that these projects can be processed in a timely fashion. In addition, any “regionally significant” project, regardless of funding source, needs to be submitted to the MPO for inclusion into its TIP. Please refer to the TIP Process Manual for the definition of these types of projects.

The deadline for submittal to the MPO is **December 7th**. The MPO staff will review the projects for consistency with the Transportation Plan and project eligibility for the requested funding program. The MPO staff will then score each project. The information will be presented to TAC. The TAC will review the information and forward a recommendation to the MPO Executive Board. Following the review and acceptance of the projects by the MPO, the project information will then be forwarded to NDDOT. Then, the MPO and the NDDOT will cooperatively work out drafting the TIP/STIP.

Thank you in advance for your attention to this. We trust that further improvements to the TIP process will continue to ensure that the best projects for our metropolitan area are being funded. Do not hesitate to contact me if you have any questions.

Sincerely,

Earl Haugen  
Executive Director

Enc.

Cc: NDDOT Local Gov't Division