



## Fargo-Moorhead Metropolitan Council of Governments

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RECEIVED  
CASS COUNTY COMMISSION

MAR 28 2016

To: Cass County Board of Commissioners  
From: Adam Altenburg, Fargo-Moorhead Metropolitan Council of Governments  
Cindy Gray, SRF Consulting Group  
Date: March 24, 2016  
Subject: Southwest Metro Transportation Plan

The City of Fargo, City of Horace, and Cass County – in collaboration with the Fargo-Moorhead Metropolitan Council of Governments and SRF Consulting Group – are wrapping up efforts on the Southwest Metro Transportation Plan. When complete, this long-range planning document will guide transportation improvement needs and land use in the area immediately south of 52<sup>nd</sup> Avenue S over the course of the next 25 years and beyond. In addition, this plan will allow member jurisdictions to better preserve right of way, connectivity, and roadway frontages while giving consideration to multimodal features such as bicycle and pedestrian networks and transit needs.

Based upon socioeconomic data indicators, as well as intensive analysis of roadway network requirements, the Southwest Metro Transportation Plan has developed tiered growth areas and a best fit scenario to better determine the phasing and prioritization of future transportation needs in the study area. These tiered growth areas and best fit scenario identify both essential improvements to existing roadways and new corridor construction projects. Preliminary cost estimates have been developed to aid in the future planning of needed capital improvements for the area.

A final draft is available in anticipation of the City of Fargo, City of Horace, and Cass County adopting the plan and agreeing to use it as a tool for development of the southwest metropolitan transportation system. The full draft document may be reviewed and downloaded at [www.fmmetrocog.org](http://www.fmmetrocog.org) under Resources/Plans & Programs/Southwest Metro Transportation Plan. A hard copy of the document can be made available upon request.

### SUGGESTED MOTION:

Move to adopt Resolution #2016-4, Southwest Metro Transportation Plan as presented by Metropolitan Council of Governments.

A PLANNING ORGANIZATION SERVING

FARGO, WEST FARGO, CASS COUNTY, NORTH DAKOTA AND MOORHEAD, DILWORTH, CLAY COUNTY, MINNESOTA

**Resolution to Adopt the Southwest Metro Transportation Plan**

WHEREAS, the Board of Commissioners is the duly elected governing body for Cass County and is responsible for the planning and development of a safe and functional transportation system;

WHEREAS, the Fargo-Moorhead Metropolitan Council of Governments (Metro COG), as the metropolitan planning organization designated by the Governors of North Dakota and Minnesota to maintain the metropolitan area's transportation planning process in accordance with federal regulations, has completed the Southwest Metropolitan Transportation Plan, which is a vital piece of this planning process;

WHEREAS, the Southwest Metro Transportation Plan provides a comprehensive, coordinated program of projects and strategies that will improve the regional transportation system in the Fargo-Moorhead metropolitan region as the southern growth area continues to urbanize;

WHEREAS, the contents herein are consistent with those of the Long Range Transportation Plan, Metro 2040;

WHEREAS, the planning process was guided by the Study Review Committee (SRC) and the Metro COG Transportation Technical Committee (TTC), composed of a wide cross-section of local multi-modal technical experts including engineers, planners, transit administrators, and state and federal transportation officials;

WHEREAS, public and private organizations representing numerous transportation interests, as well as groups and individuals from socially disadvantaged populations were invited, encouraged, and involved in this Plan's preparation in full compliance with Metro COG's Public Participation Plan;

Now, Therefore Be It Resolved that Cass County does hereby adopt the Southwest Metro Transportation Plan and agrees to use it as a tool to implement metropolitan transportation goals and objectives, which will complement overall development of the metropolitan transportation system;

Approved and adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2016

Approved by:

Attest:

\_\_\_\_\_

\_\_\_\_\_

Mary Scherling

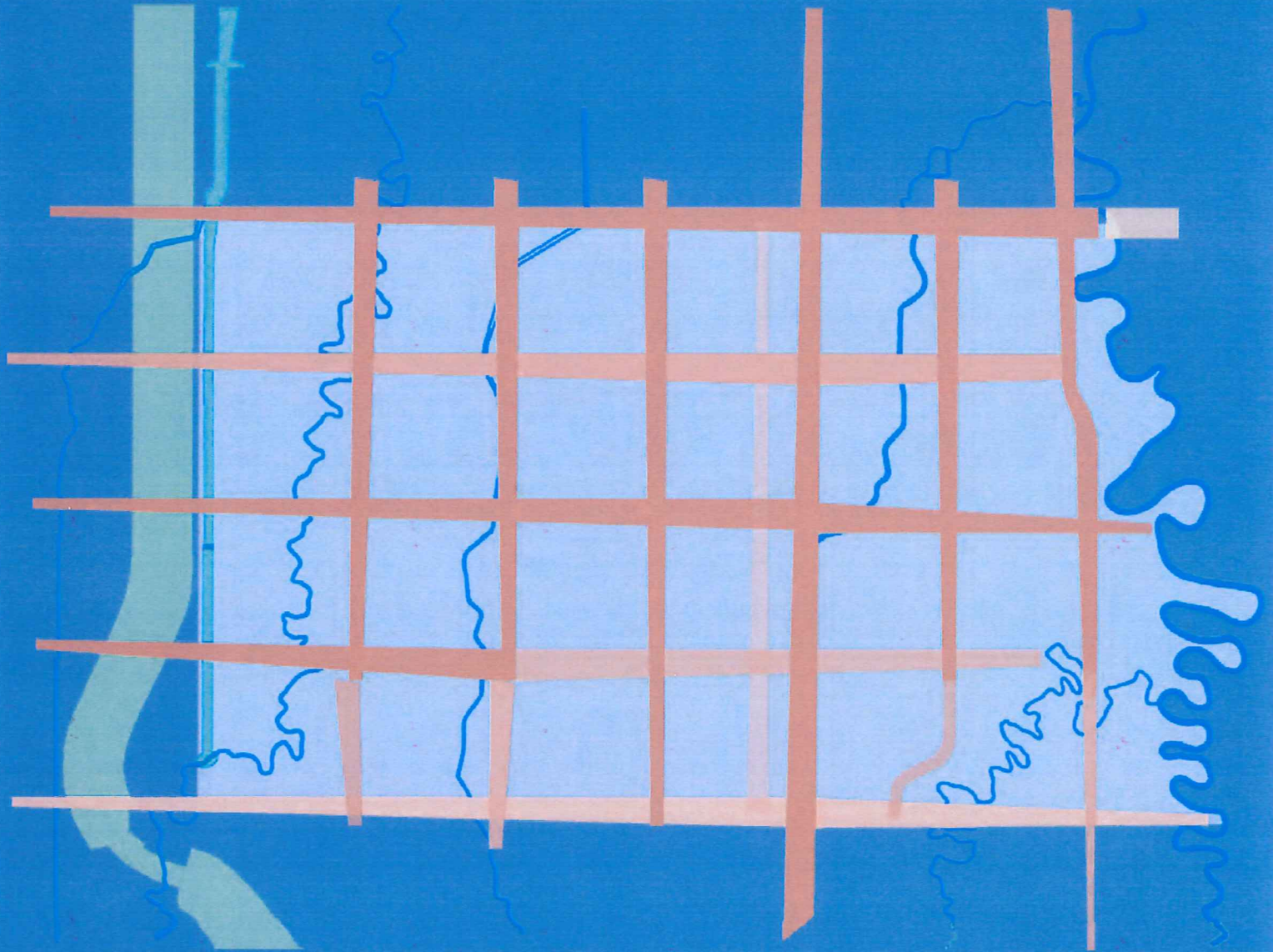
Chair

Michael Montplaisir

County Auditor

# Southwest Metro Transportation Plan

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS



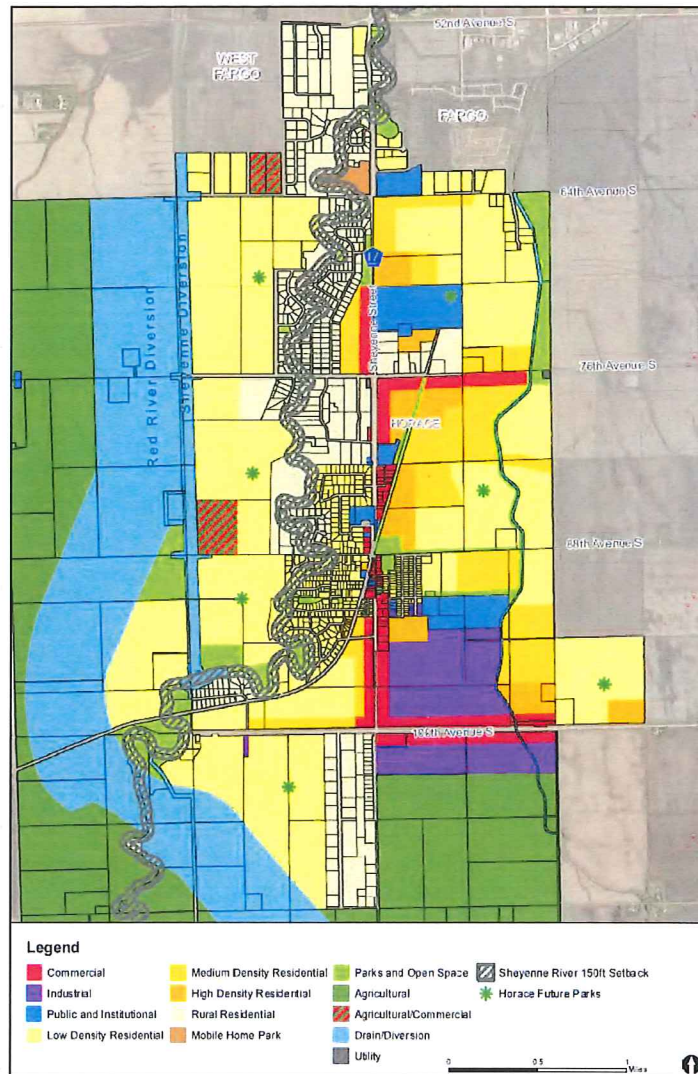
**DRAFT - FEBRUARY 2016**

# Executive Summary

Backed by a strong economic climate, the Fargo-Moorhead metropolitan area has grown at a rapid, steady rate in the last two decades. Much of this growth has been concentrated south of Interstate 94 and west of the Red River, where the cities of Fargo, Horace, and West Fargo have continued to expand municipal services, utilities, and transportation infrastructure. As these cities converge, it is imperative to follow a regional transportation plan. Metro COG’s Long Range Transportation Plan (Metro 2040) analyzed metro-wide transportation needs, but was not charged with looking in depth at the future right-of-way and capacity needs of the roadway system where Fargo and Horace will grow together south of 52<sup>nd</sup> Avenue South. The Southwest Metro Transportation Plan (SWMTP) is a thorough and timely document that addresses this planning gap through its comprehensive, coordinated, and long-term approach.

The SWMTP was developed through collaborative effort by stakeholders, planners, and members of the public. A Study Review Committee guided the project from start to finish, meeting six times beginning in May 2014. This group consisted of 16 representatives from Fargo, Horace, Cass County, Stanley Township, and the Fargo-Moorhead Metropolitan Council of Governments. The SRC ensured that planning methods were sound, conclusions were logical, and that the final product would be supported by citizens and administrators.

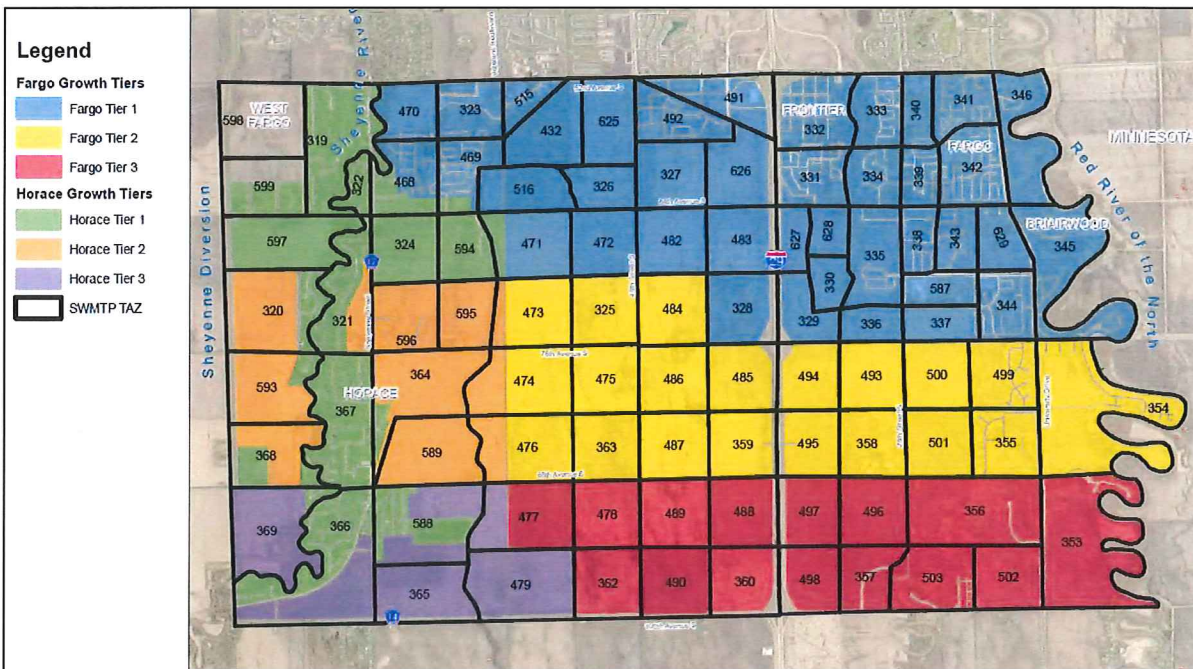
Public involvement was central to the planning process. Three meetings were fully open to the public. Community members were shown alternative network improvements and asked to provide input on what roadway features were important to them. In addition, citizen input was key to creating a travel demand model that would be representative of future land use. To initiate development of the travel



demand model, the City of Horace completed a future land use plan and the City of Fargo updated its future land use plan as it pertains to the study area. Creating these plans with the support of the community was a critical step in formulating realistic assumptions about the location and intensity of future land uses, which were then converted to GIS data to set model parameters.

Urban growth progresses over space and time. The Southwest Metro Transportation Plan has an expansive scope, with a study area encompassing more than 25 square miles and a planning horizon stretching several decades. The rate of growth will not be uniform across this timeline. Initially, growth may be suppressed by many factors, including limited sewer capacity in Horace, limited infrastructure in general, and flooding obstacles across the study area. On the other hand, the completion of a major improvement, such as the proposed interchange at 76<sup>th</sup> Avenue South and I-29, would catalyze development in the study area. When constraints are removed and conditions favorable to growth are put in place, the rate of growth in the study area will accelerate, then peak and follow a natural decline until build-out is complete.

To address phasing, the SWMTP utilizes a set of four growth tiers, each of which is tied to a geographic sub-region and a growth timeframe. Throughout the document, Tiers 1, 2, 3, and 4 are denoted as 2020, 2030, 2040, and 2040+. However, it is important to emphasize that actual development probably won't correspond precisely to these timeframes. Originally, it was assumed that flooding obstacles could be overcome at an early stage of development. If flood protection is delayed, however, the growth figures shown for "2020" may not be reached until a later date, and subsequently Tier 1 would be extended and the need for transportation improvements associated with that tier would be pushed back.



Likewise, the pace of growth may not align neatly with these timelines. If growth proceeds faster or slower than is implied to occur over each ten-year period, it will impact the schedule of roadway improvements. Therefore, it is best to follow the sequence of growth, which should progress generally from north to south, and not target a specific year as a trigger for network improvements. Rather than update growth tier labels throughout the document, the original naming scheme has been maintained.

The SWMTP contains seven chapters and appendices:

1. Plan Introduction
2. Existing Plan Review
3. Existing Conditions
4. Public Involvement
5. Travel Demand Model Development and Validation
6. Model Analysis
7. Findings and Recommendations

Appendices

- A. Planning Level Cost Calculations
- B. 76<sup>th</sup> Avenue Corridor Concept

Chapters 1, 2, and 3 provide background information to orient the reader. This information will help familiarize the reader with the existing planning landscape, and provides context for material that is presented in later chapters. However, the body of plan itself – new analysis, maps, recommendations, etc. – is contained in Chapters 5, 6, and 7. Readers who are more familiar with recent planning efforts in the Fargo-Moorhead growth area may wish to skip to these chapters.

Chapter 1, Plan Introduction, discusses recent growth trends and the impetus for the plan in greater detail. It identifies development opportunities and constraints to regional growth.

Chapter 2, Existing Plan Review, examines other planning documents of project relevance, including the 2007 Growth Plan, Go 2030, and existing corridor studies.

Chapter 3, Existing Conditions, inventories current land use, parcel, and roadway data and assesses baseline network performance. Most importantly, this chapter identifies starting population and household figures for Fargo, Horace, West Fargo, and Cass County. Based on those estimates, the amount of the growth that is expected to occur within each tier was calculated.

Municipality	2020			2030			2040		
	Population	Households	Jobs	Population	Households	Jobs	Population	Households	Jobs
Fargo	29,243	12,274	5,923	46,669	19,598	9,477	58,155	24,427	11,909
Horace	6,019	2,010	330	6,309	2,109	734	6,309	2,109	775
<b>Total</b>	<b>35,262</b>	<b>14,284</b>	<b>6,253</b>	<b>52,978</b>	<b>21,707</b>	<b>10,211</b>	<b>64,465</b>	<b>26,536</b>	<b>12,684</b>

Chapter 4, Public Involvement, describes the proceedings and planning outcomes for each meeting of the Study Review Committee and the three public meetings.

Chapter 5, Travel Demand Model Development and Validation, describes the process of updating, testing, and refining the travel demand model. The travel demand model is a traditional four-step model that allocates jobs and households to traffic analysis zones, generates trips between zones based on socioeconomic forecasts derived from the future land use plans, and assigns trips to the anticipated roadway network in an iterative fashion. Use of the tiered modeling framework allowed for improvements forecasted for one tier to be carried through subsequent tiers in a progressive manner.

Chapter 6, Model Analysis, documents the traffic forecasts and capacity issues. During each growth tier, a capacity analysis was performed to ensure that the new roadway network performed acceptably. Thorough review of model output led to the selection of a “best-fit” roadway network for each tier. Effort was made to optimize network efficiency while minimizing investment costs. Sensitivity analysis was performed to compare the impacts of network alteration at three links: Veterans Boulevard, the 76<sup>th</sup> Avenue South corridor, and the I-29 Interchange at 76<sup>th</sup> Avenue South. Based on these analyses, the extension of Veterans Boulevard is not a critical improvement; north/south volumes can be accommodated on other roadways. The 76<sup>th</sup> Avenue South/I-29 interchange, however, is an important component of the metro area’s future roadway network, and the extension of the 76<sup>th</sup> Avenue South corridor across the Red River, with connectivity to the east and west, has the benefit of reducing volumes on 52<sup>nd</sup> Avenue South and on important north/south corridors such as 25<sup>th</sup> Street and 45<sup>th</sup> Street South.

In Chapter 7, Findings and Recommendations, specific improvements are identified by growth tier on Figures 7.1-7.4. Preliminary cost estimates are provided. With annual costs adjusted for inflation, total project investments are estimated at \$98.9 million in Tier 1, \$158.4 million in Tier 2, and \$282.5 million in Tier 3. Chapter 7 concludes with a corridor observation summary, which highlights potential impediments to corridor expansion.

Chapters 6 and 7 constitute the body of the plan. These chapters contain essential information that would not be available without the use of a travel demand model. Modeling remains the most reliable, cost-effective method to forecast traffic volumes and prioritize network improvements. Good forecasts depend on practical assumptions as well as robust datasets that are representative of the real world. In the coming decades, growth in the southwest metro could unfold in a number of scenarios, all of which are dependent on the growth of the metro area as a whole. While the tiered framework accounts for some local growth restraints, all forecasts in the SWMTP nonetheless represent a straightforward scenario in which the regional economy is stable and metro-area population growth is steady. They assume that the entire study area is developable to build out, with some variation in density accounted for due to differing elevations and fill requirements. Following these assumptions leads to a series of first-order forecasts, which are highly useful for establishing an overall picture of

urban development, but which will require refinement if a significantly different scenario were to occur.

For instance, if the City of Fargo establishes interim flood protection prior to or in lieu of the Red River Diversion Project, it may pursue higher residential densities to maximize its investment in flood resiliency infrastructure. Efforts to concentrate development in certain locations may be associated with minimal development in others. If the pattern or intensity of land use changes significantly, the model will need to be updated. Likewise, if the City of Horace resolves its waste water treatment dilemma sooner rather than later, the model should be updated to reflect accelerated development during earlier growth tiers.

Finally, further study of access management along the 76<sup>th</sup> Avenue corridor is warranted. Currently, the travel demand model assumes ½-mile spacing between intersections. If access points are limited to 1-mile spacing or greater, which has been recommended for an expressway design, this will impact route selection throughout the study area.

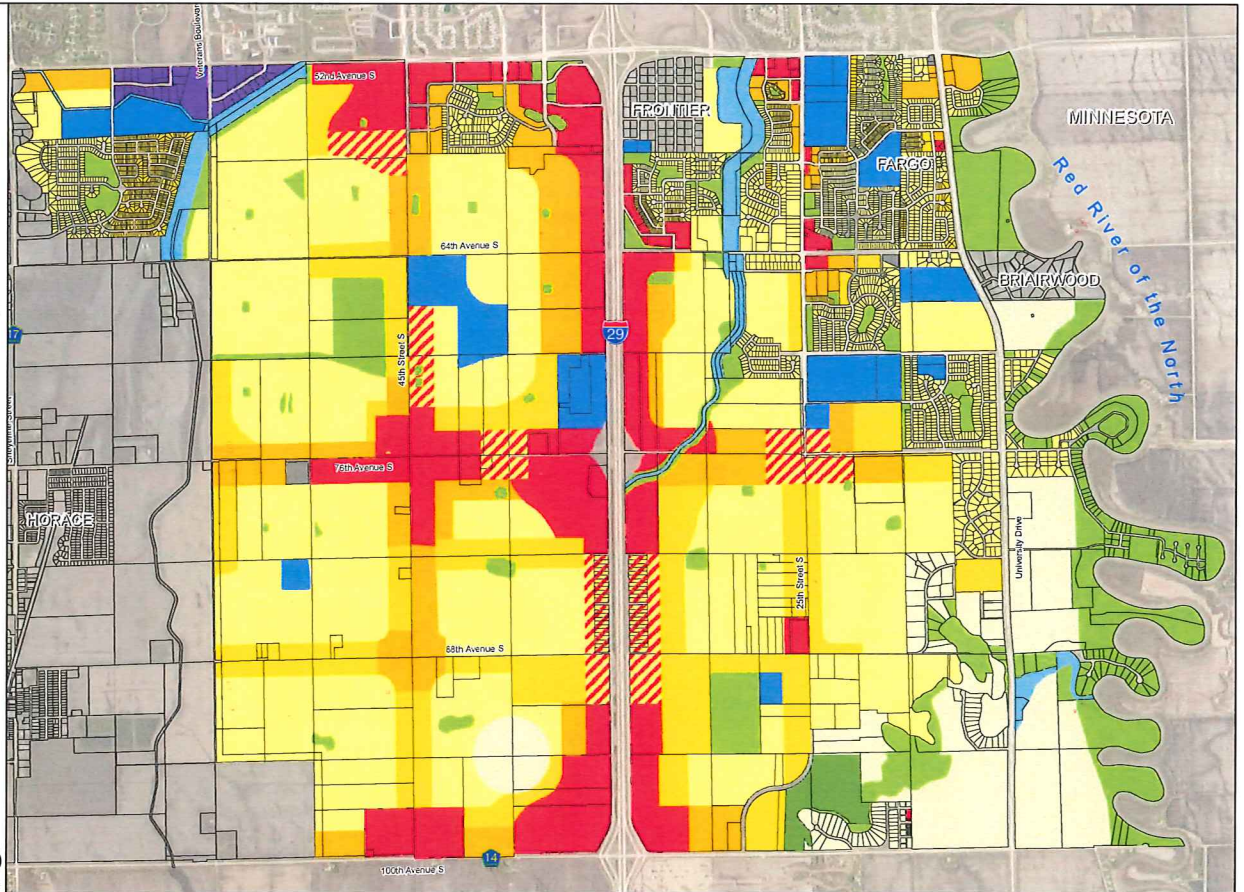
As it stands, the SWMTP fills a void in regional planning activities. It will aid policy makers, planners, engineers, and developers as demand for housing and services responds to continued growth pressure in the metropolitan area. The SWMTP should be consulted as other relevant planning documents are updated. These include Metro COG's Long-Range Transportation Plan, the capital improvement programs for Fargo, Horace, and Cass County, those entities' comprehensive plans, and any specific transportation plans, such as transit or bicycle/pedestrian plans, that impact the study area.



# Legend

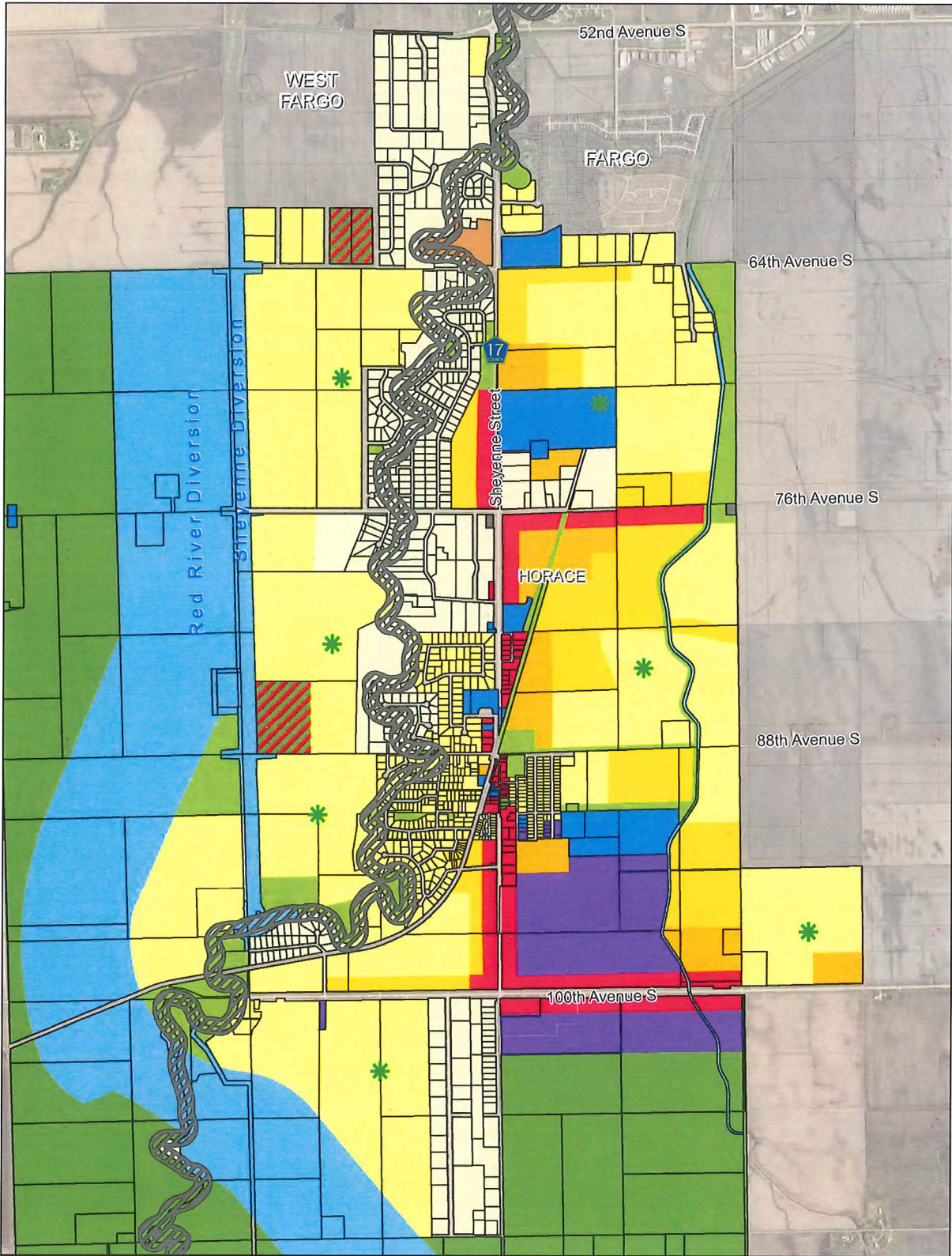
## Future Land Use

- Low Density Residential
- Commercial
- Industrial
- Public and Institutional
- Agricultural
- Park and Open Space
- Medium Density Residential
- High Density Residential
- Rural Residential
- Mixed Use
- Drain/Diversion
- Utility



**SRI Fargo Preferred Future Land Use Plan Update**

**Figure 5.1**



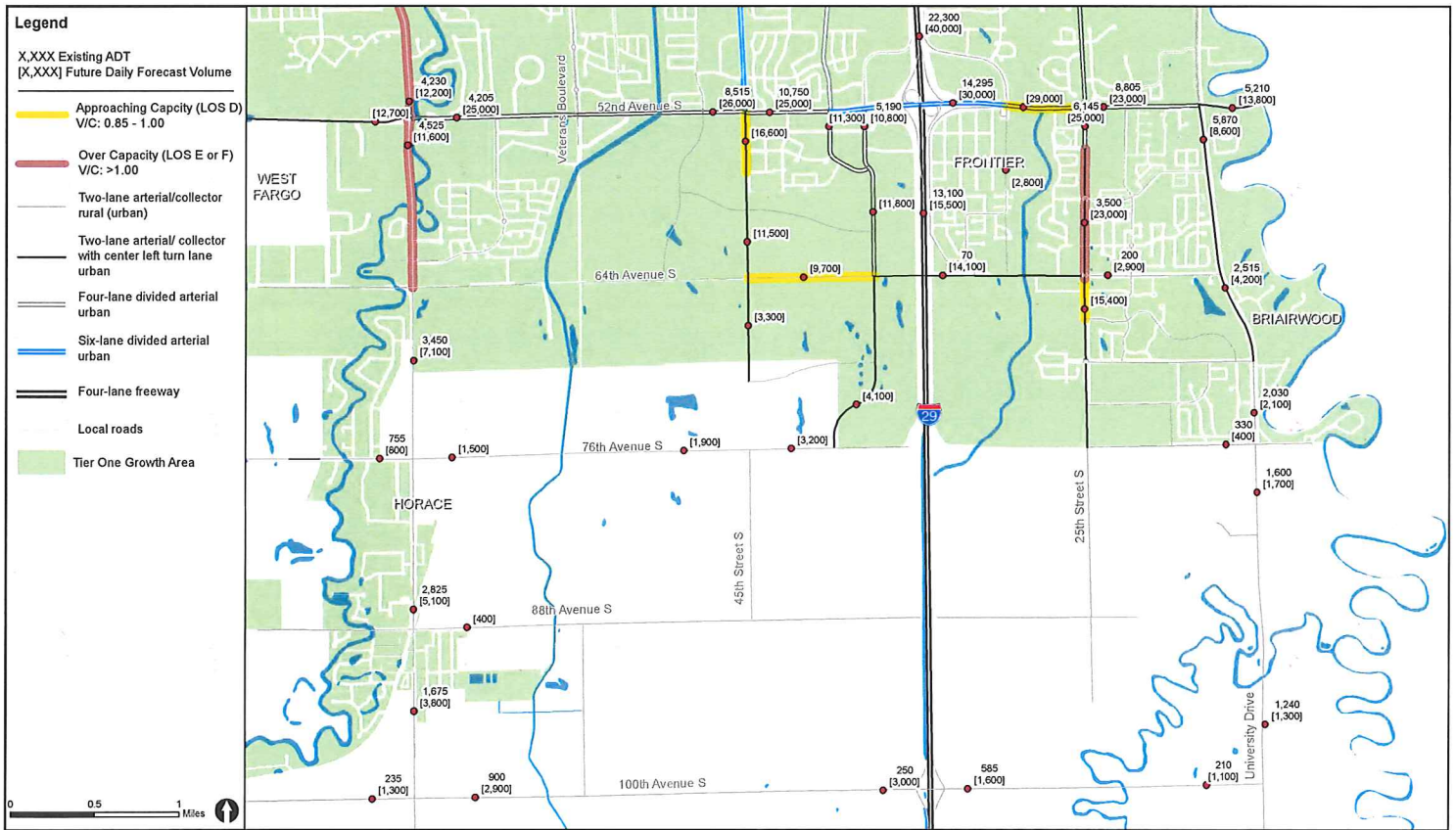
**Legend**

- |                          |                            |                         |                              |
|--------------------------|----------------------------|-------------------------|------------------------------|
| Commercial               | Medium Density Residential | Parks and Open Space    | Sheyenne River 150ft Setback |
| Industrial               | High Density Residential   | Agricultural            | Horace Future Parks          |
| Public and Institutional | Rural Residential          | Agricultural/Commercial |                              |
| Low Density Residential  | Mobile Home Park           | Drain/Diversion         |                              |
| Utility                  |                            |                         |                              |



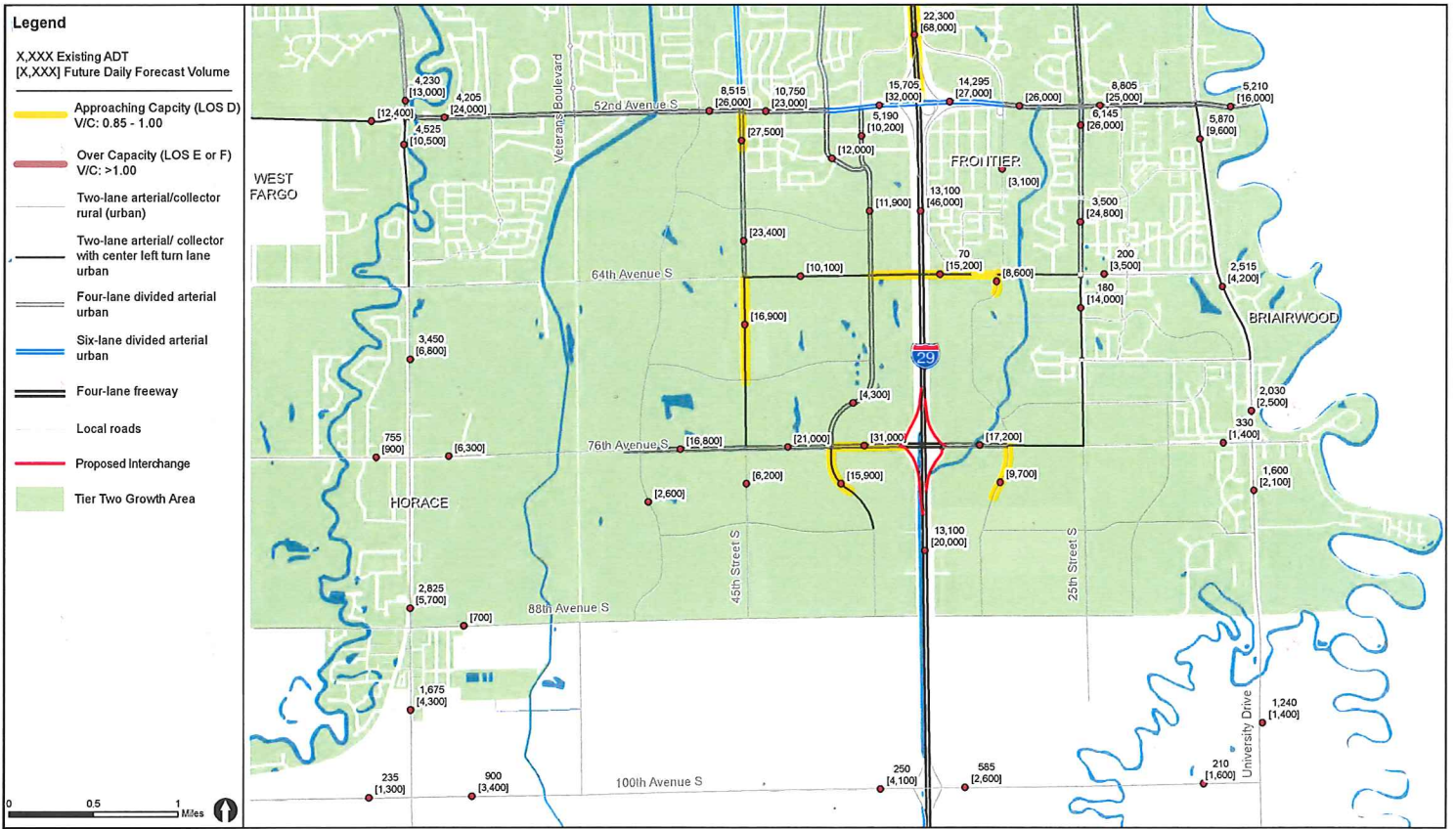
**Horace Preferred Future Land Use Plan**

**Figure 5.2**



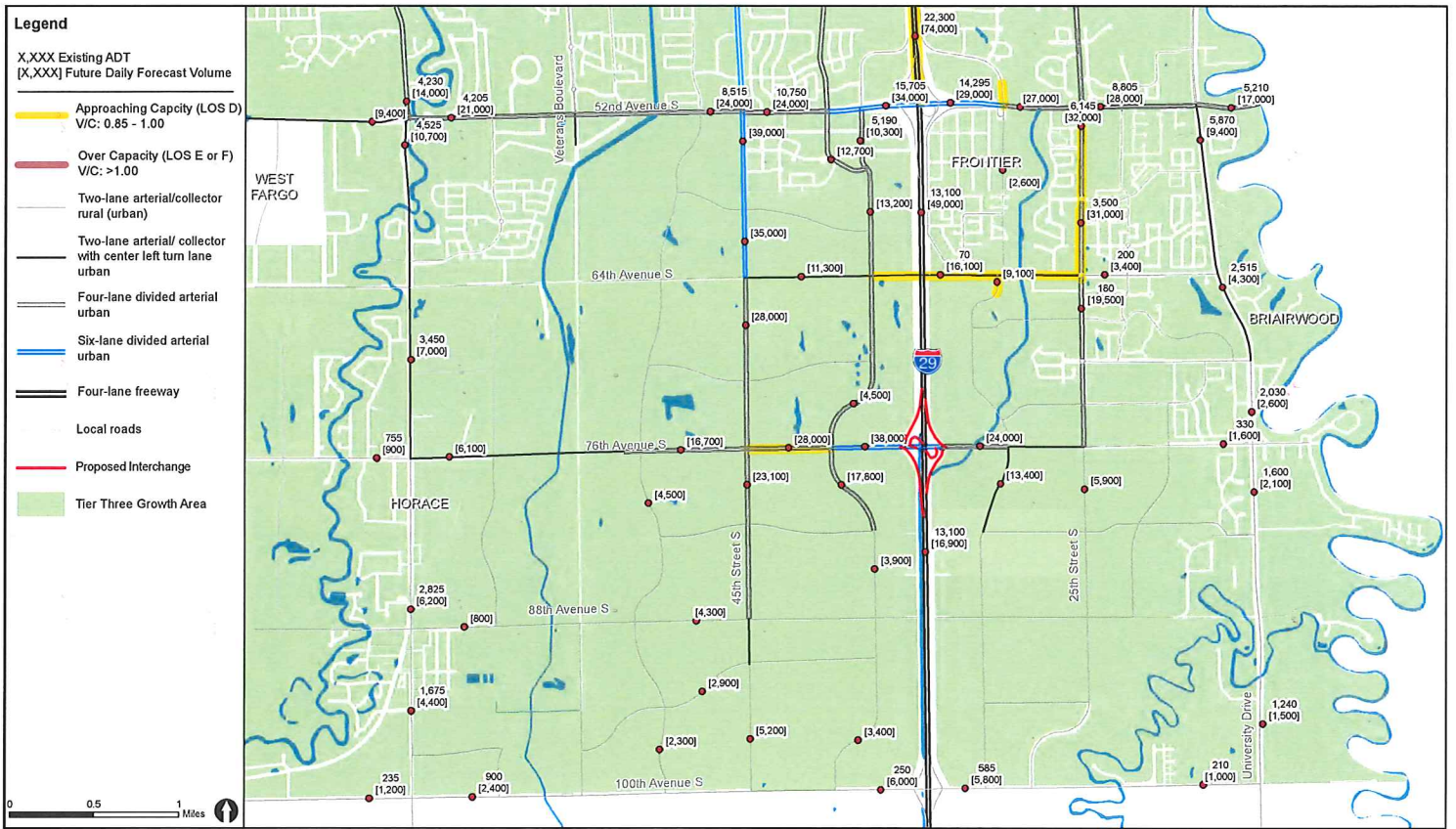
SR Year 2020 Best Fit Scenario - Capacity Analysis

Figure 6.3



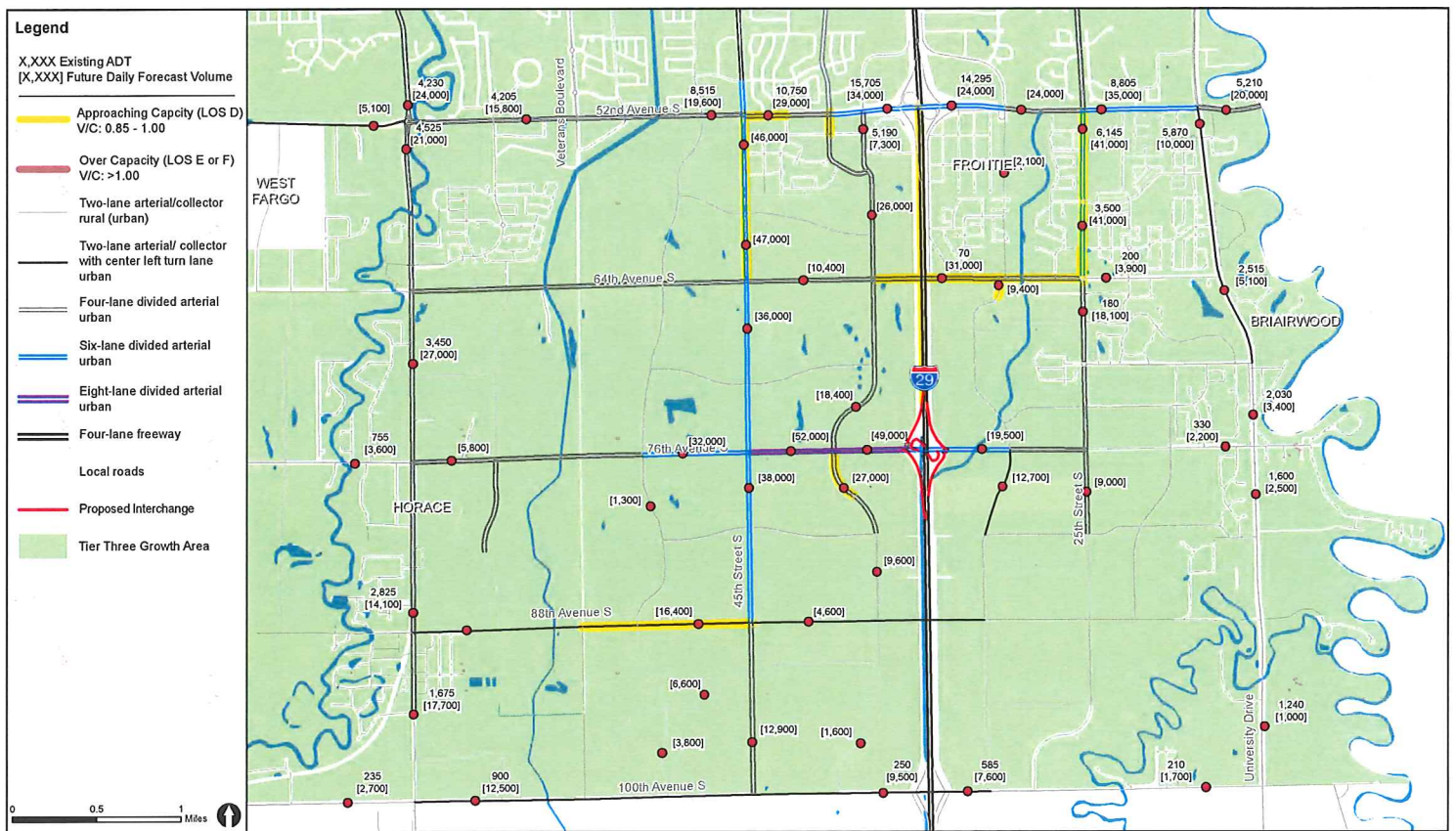
SR Year 2030 Best Fit Scenario - Capacity Analysis

Figure 6.4



SR Year 2040 Best Fit Scenario - Capacity Analysis

Figure 6.5



SRM Year 2040+ Best Fit Scenario - Capacity Analysis

Figure 6.6

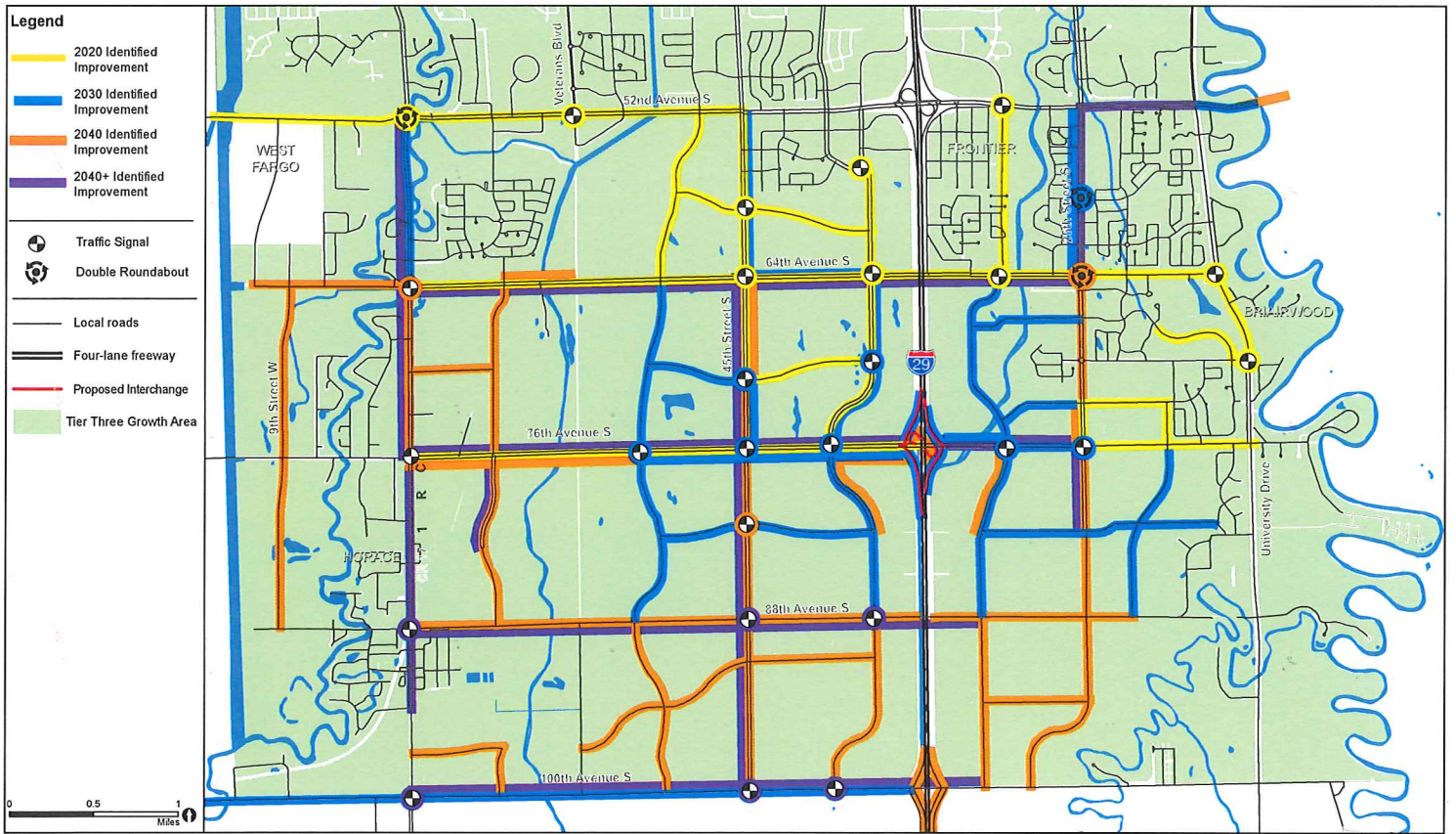


Table 7.1: 2020 Identified Improvements

Corridor Segment		Identified Improvement by 2020
<b>52<sup>nd</sup> Ave S</b>		
A	15 <sup>th</sup> St S to Veterans Blvd	Expand the existing 2-lane section to a divided 4-lane section
B	Veterans Blvd to 45 <sup>th</sup> St S	Expand the existing 3-lane section to a divided 4-lane section
<b>60<sup>th</sup> Ave S</b>		
C	48 <sup>th</sup> St S to 38 <sup>th</sup> St S	Construct a new 2-lane roadway
<b>64<sup>th</sup> Ave S</b>		
D	CR 17 to Veterans Blvd	Reconstruct a gravel 2-lane section as a paved 2-lane section
E	Veterans Blvd to I-29	Construct a new 2-lane roadway
F	I-29 to 25 <sup>th</sup> St S	Expand the existing 2-lane section to a 3-lane section
G	25 <sup>th</sup> St to S University Dr	Reconstruct a gravel 2-lane section as a paved 2-lane section
<b>68<sup>th</sup> Ave S</b>		
H	31 <sup>st</sup> St S to 70 <sup>th</sup> Ave S	Construct a new 2-lane roadway
<b>70<sup>th</sup> Ave S</b>		
I	45 <sup>th</sup> St S to 38 <sup>th</sup> St S	Construct a new 2-lane roadway
<b>76<sup>th</sup> Ave S</b>		
J	CR 17 to I-29	Upgrade an existing rural gravel 2-lane section to a paved 2-lane section
K	25 <sup>th</sup> St to S University Dr	Upgrade an existing rural 2-lane section to an arterial 2-lane section
<b>48<sup>th</sup> St S</b>		
L	52 <sup>nd</sup> Ave S to 64 <sup>th</sup> Ave S	Construct a new 2-lane roadway
<b>45<sup>th</sup> St S</b>		
M	52 <sup>nd</sup> Ave S to 70 <sup>th</sup> Ave S	Construct a new 3-lane roadway
<b>38<sup>th</sup> St S</b>		
N	42 <sup>nd</sup> St S to 64 <sup>th</sup> Ave S	Construct a new divided 4-lane roadway
O	64 <sup>th</sup> Ave S to 76 <sup>th</sup> Ave S	Construct a new 3-lane roadway
<b>31<sup>st</sup> St S</b>		
P	52 <sup>nd</sup> Ave S to 64 <sup>th</sup> Ave S	Construct a new 2-lane roadway
<b>25<sup>th</sup> St S</b>		
Q	73 <sup>rd</sup> Ave S to 76 <sup>th</sup> Ave S	Expand the existing 2-lane section to a 3-lane section
<b>17<sup>th</sup> St S</b>		
R	73 <sup>rd</sup> Ave S to 76 <sup>th</sup> Ave S	Construct a new 2-lane roadway
<b>S University Dr</b>		
S	Briarwood to 70 <sup>th</sup> Ave S	Expand the existing 2-lane section to a 3-lane section



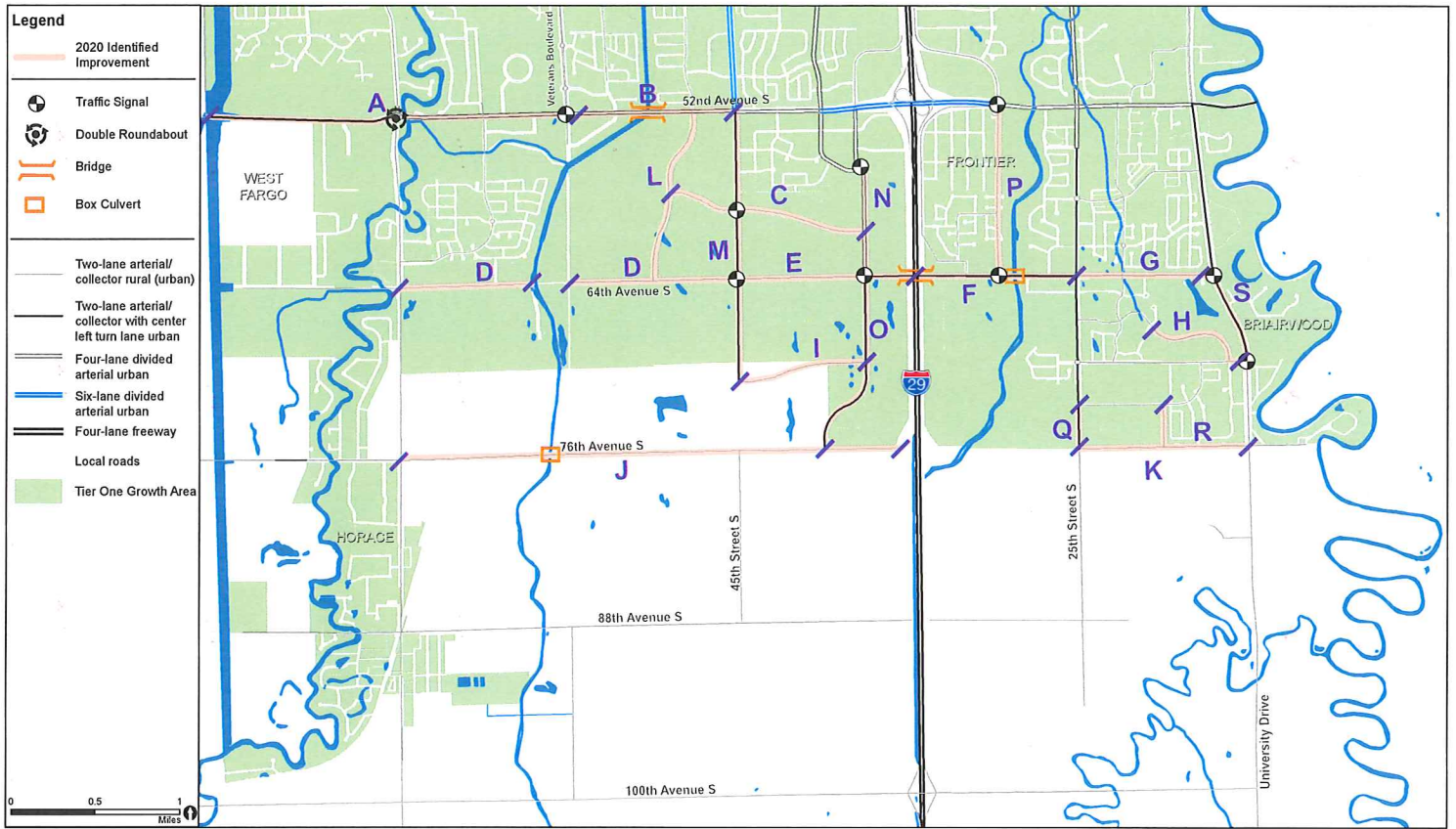


Table 7.3: 2030 Identified Corridor Improvements

Corridor Segment		Identified Improvement by 2020
<b>52<sup>nd</sup> Avenue S</b>		
A	University Dr to Red River	Expand existing 2-lane section to a 4-lane section
<b>64<sup>th</sup> Avenue S</b>		
B	45 <sup>th</sup> St to 38 <sup>th</sup> St	Expand existing 2-lane section to a 3-lane section
<b>70<sup>th</sup> Avenue S</b>		
C	48 <sup>th</sup> St to 45 <sup>th</sup> St	Construct 2-lane roadway
<b>73<sup>rd</sup> Avenue S</b>		
D	25 <sup>th</sup> St to 31 <sup>st</sup> St	Construct 2-lane roadway
<b>76<sup>th</sup> Avenue S</b>		
E	48 <sup>th</sup> St to I-29	Expand existing 2-lane section to a divided 4-lane section
F	1-29 to 31 <sup>st</sup> St	Construct interchange and divided 4-lane roadway
G	31 <sup>st</sup> St to 25 <sup>th</sup> St	Construct 3-lane roadway
<b>80<sup>th</sup> Avenue S</b>		
H	48 <sup>th</sup> St to University Dr	Construct 2-lane roadway
<b>100<sup>th</sup> Avenue S</b>		
I	Sheyenne Diversion to I-29	Mill and overlay of existing 2-lane roadway
<b>County Road 17</b>		
J	52 <sup>nd</sup> Ave to 64 <sup>th</sup> Ave	Expand existing 2-lane section to a 3-lane section
<b>48<sup>th</sup> Street S</b>		
K	64 <sup>th</sup> Ave to 88 <sup>th</sup> Ave	Construct 2-lane roadway
<b>45<sup>th</sup> Street S</b>		
L	52 <sup>nd</sup> Ave to 64 <sup>th</sup> Ave	Expand existing 3-lane section to a divided 4-lane section
M	70 <sup>th</sup> Ave to 76 <sup>th</sup> Ave	Construct 3-lane roadway
<b>38<sup>th</sup> Street S</b>		
N	64 <sup>th</sup> Ave to 76 <sup>th</sup> Ave	Expand existing 3-lane section to a divided 4-lane section
O	70 <sup>th</sup> Ave to 76 <sup>th</sup> Ave	Construct 3-lane roadway
P	76 <sup>th</sup> Ave to 88 <sup>th</sup> Ave	Construct 2-lane roadway
<b>31<sup>st</sup> Street S</b>		
Q	64 <sup>th</sup> Ave to 88 <sup>th</sup> Ave	Construct 2-lane roadway
<b>25<sup>th</sup> Street S</b>		
R	52 <sup>nd</sup> Ave to 64 <sup>th</sup> Ave	Expand existing 3-lane section to a 5-lane section
<b>17<sup>th</sup> Street S</b>		
S	76 <sup>th</sup> Ave to 88 <sup>th</sup> Ave	Construct 2-lane roadway

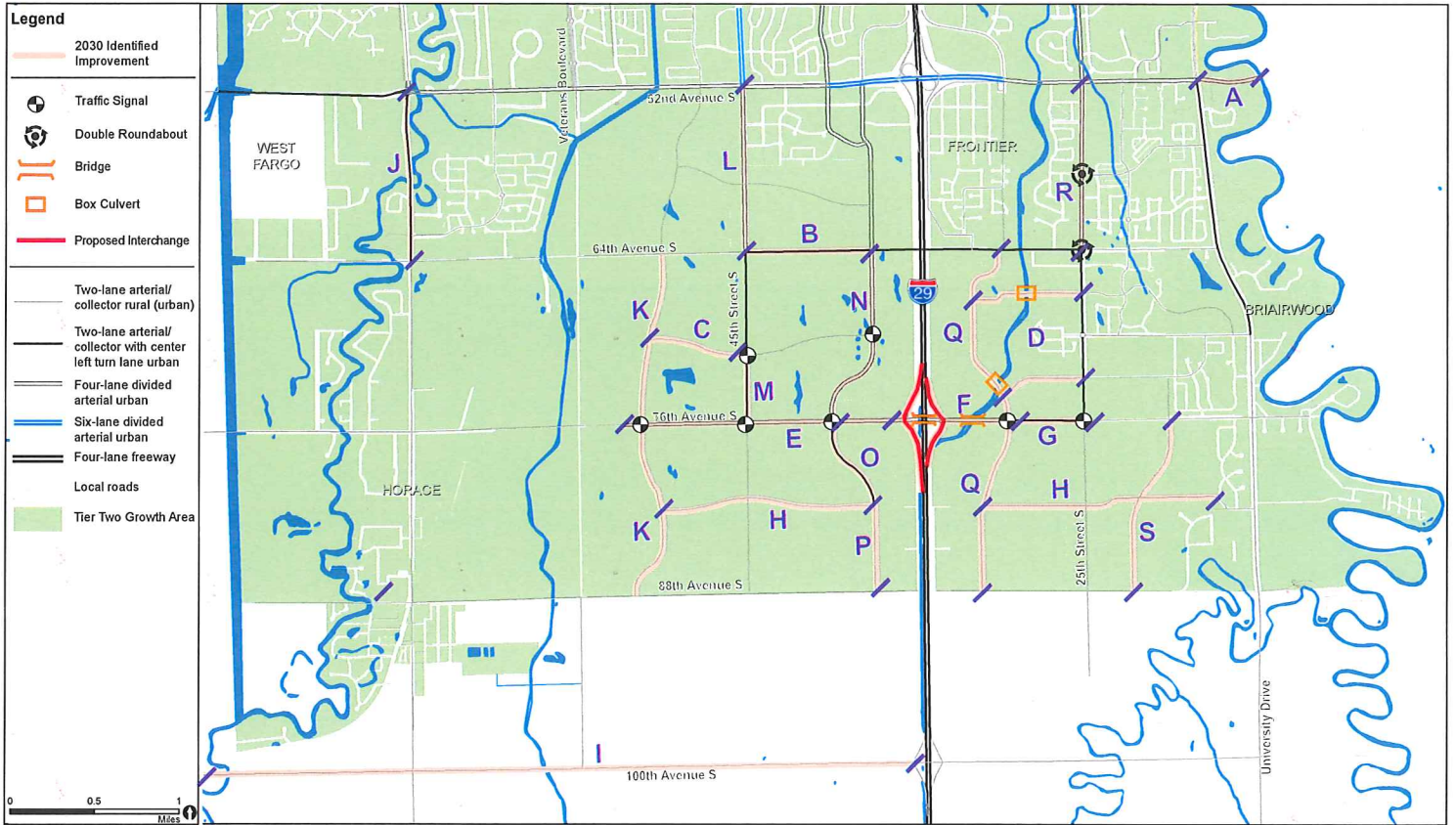


Table 7.5: 2040 Identified Corridor Improvements

Corridor Segment		Identified Improvement by 2040
<b>52<sup>nd</sup> Ave S</b>		
A	S University Dr to Red River	Bridge reconstruction (2-lane to 4-lane section)
<b>64<sup>th</sup> Ave S</b>		
B	9 <sup>th</sup> St W to CR 17	Construct 2-lane roadway
C	Drain 27 to Section Line	Construct 2-lane roadway with box culvert
<b>70<sup>th</sup> Ave S</b>		
D	CR 17 to 7 <sup>th</sup> St E	Construct 2-lane roadway
<b>76<sup>th</sup> Ave S</b>		
E	CR 17 to 48 <sup>th</sup> St S	Construct 3-lane roadway
F	38 <sup>th</sup> St S to I-29	Expand existing 4-lane section to a divided 6-lane section and add loops to NW and SE quadrants of interchange
<b>88<sup>th</sup> Ave S</b>		
G	CR 17 to Wild Rice River	Upgrade a rural gravel 2-lane section to an arterial 2-lane section
<b>92<sup>nd</sup> Ave S</b>		
H	CR 17 to 38 <sup>th</sup> St S	Construct 2-lane roadway
I	31 <sup>st</sup> St S to 25 <sup>th</sup> St S	Construct 2-lane roadway
<b>100<sup>th</sup> Avenue S</b>		
J	Section Line to I-29	Expand existing 2-lane section to a divided 4-lane section and reconstruct interchange
<b>9<sup>th</sup> Street</b>		
K	52 <sup>nd</sup> Ave S to 88 <sup>th</sup> Ave S	Construct 2-lane roadway
<b>County Road 17</b>		
L	64 <sup>th</sup> Ave S to 76 <sup>th</sup> Ave S	Expand to 3-lane section
<b>7<sup>th</sup> Street</b>		
M	64 <sup>th</sup> Ave S to 100 <sup>th</sup> Ave S	Construct 2-lane roadway
<b>48<sup>th</sup> Street S</b>		
N	88 <sup>th</sup> Ave S to 100 <sup>th</sup> Ave S	Construct 2-lane roadway
<b>45<sup>th</sup> Street S</b>		
O	64 <sup>th</sup> Ave S to 76 <sup>th</sup> Ave S	Expand existing 3-lane section to a divided 4-lane section
P	76 <sup>th</sup> Ave S to 88 <sup>th</sup> Ave S	Expand existing 2-lane section to a divided 4-lane section
Q	88 <sup>th</sup> Ave S to 100 <sup>th</sup> Ave S	Construct 2-lane roadway
<b>38<sup>th</sup> Street S</b>		
R	76 <sup>th</sup> Ave S to 80 <sup>th</sup> Ave S	Expand existing 3-lane section to a divided 4-lane section
S	88 <sup>th</sup> Ave S to 100 <sup>th</sup> Ave S	Construct 2-lane section
<b>31<sup>st</sup> Street S</b>		
T	76 <sup>th</sup> Ave S to 80 <sup>th</sup> Ave S	Expand existing 2-lane section to a 3-lane section
U	88 <sup>th</sup> Ave S to 100 <sup>th</sup> Ave S	Construct new 2-lane section
<b>25<sup>th</sup> Street S</b>		
V	58 <sup>th</sup> Ave S to 76 <sup>th</sup> Ave S	Expand existing 3-lane section to a 5-lane section
W	76 <sup>th</sup> Ave S to 100 <sup>th</sup> Ave S	Construct 2-lane roadway

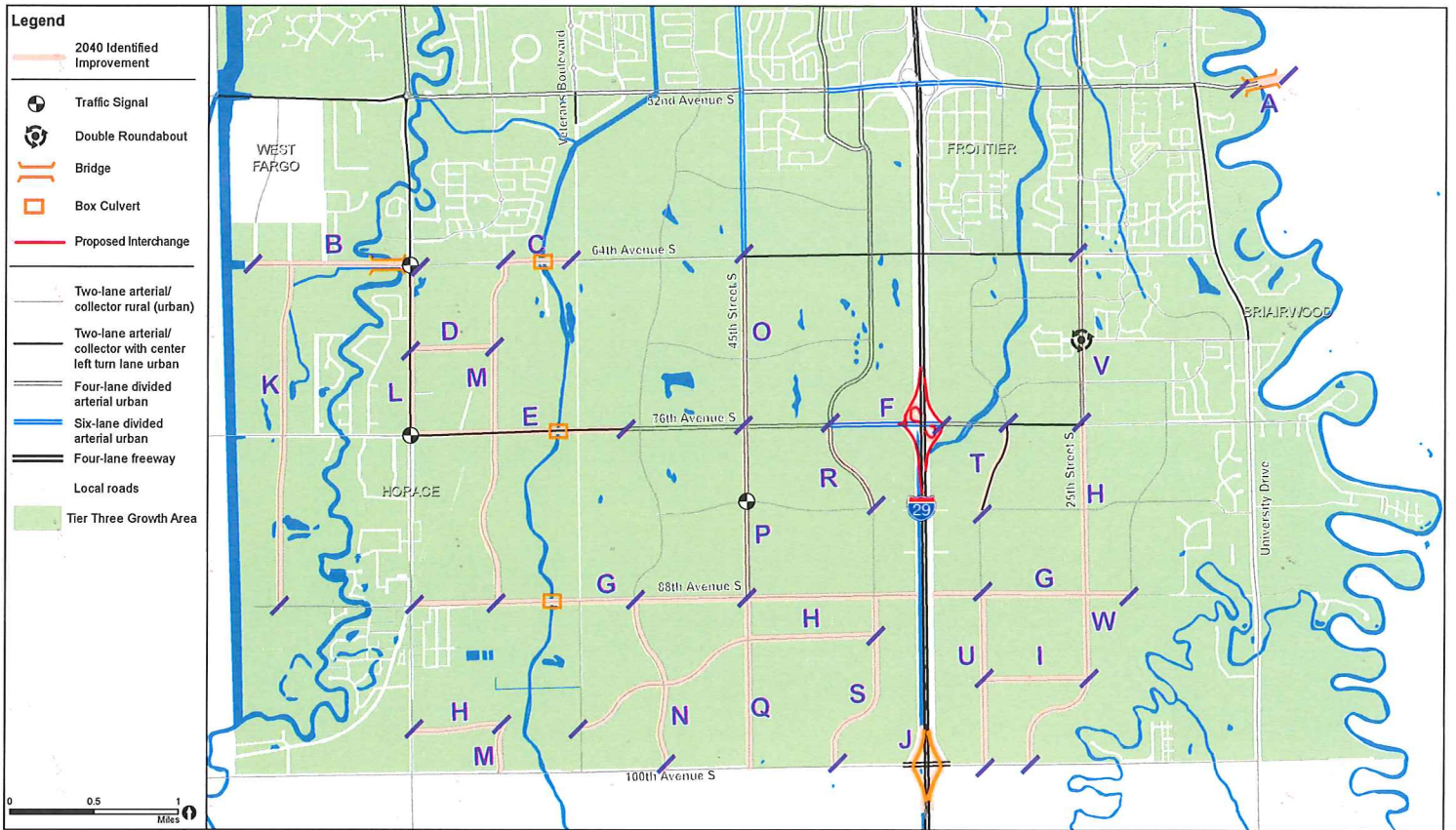


Table 7.6: 2040 Intersection Improvements

Intersection	Identified Improvement by 2040
64 <sup>th</sup> Ave S and CR 17	Install traffic signal
68 <sup>th</sup> Ave S and 25 <sup>th</sup> St S	Expand existing single-lane roundabout to a 2-lane roundabout
76 <sup>th</sup> Ave S and CR 17	Install traffic signal
80 <sup>th</sup> Ave S and 45 <sup>th</sup> St S	Install traffic signal

### 2040+ Projects

The 2040+ Best Fit Scenario and identified improvement list were generated with the assumption of nearly a full build-out of the study area. This growth resulted in a variety of additional roadway improvements identified as needed throughout the study area to reduce congestion and provide access to and from both new growth areas and fully developed neighborhoods and commercial centers. Table 7.7 and Figure 7.4 list the identified improvements needed as development continues over and above the 2040 scenario.

Table 7.7: 2040+ Identified Corridor Improvements

Corridor Segment	Identified Improvement by 2040+	
<b>52<sup>nd</sup> Avenue S</b>		
A	25 <sup>th</sup> St S to S University Dr	Expand existing 4-lane section to 6-lane section
<b>64<sup>th</sup> Avenue S</b>		
B	CR 17 to 45 <sup>th</sup> St S	Expand existing 2-lane section to a divided 6-lane section
C	45 <sup>th</sup> St S to 25 <sup>th</sup> St S	Expand existing 3-lane section to a divided 6-lane section
<b>76<sup>th</sup> Avenue S</b>		
D	CR 17 to 48 <sup>th</sup> St S	Expand existing 3-lane section to a divided 4-lane section
E	48 <sup>th</sup> St S to 45 <sup>th</sup> St S	Expand existing 4-lane section to 6-lane section
F	45 <sup>th</sup> St S to 38 <sup>th</sup> St S	Expand existing 4-lane section to 8-lane section
G	38 <sup>th</sup> St S to I-29	Expand existing 6-lane section to 8-lane section
H	I-29 to 31 <sup>st</sup> St S	Expand existing 4-lane section to 6-lane section
I	31 <sup>st</sup> St S to 25 <sup>th</sup> St S	Expand existing 3-lane section to a divided 4-lane section
<b>88<sup>th</sup> Avenue S</b>		
J	CR 17 to 31 <sup>st</sup> St S	Expand existing 2-lane section to 3-lane section
<b>100<sup>th</sup> Avenue S</b>		
K	CR 17 to 31 <sup>st</sup> St S	Expand existing 2-lane section to 3-lane section
<b>County Road 17</b>		
L	52 <sup>nd</sup> Ave S to 76 <sup>th</sup> Ave S	Expand existing 3-lane section to a divided 4-lane section
M	76 <sup>th</sup> Ave S to Liberty Ln	Expand existing 2-lane section to a divided 4-lane section
<b>7<sup>th</sup> Street</b>		
N	76 <sup>th</sup> Ave S to 80 <sup>th</sup> Ave S	Expand existing 2-lane section to a divided 4-lane section
<b>45<sup>th</sup> Street S</b>		
O	64 <sup>th</sup> Ave S to 88 <sup>th</sup> Ave S	Expand existing 4-lane section to 6-lane section
P	88 <sup>th</sup> Ave S to 90 <sup>th</sup> Ave S	Expand existing 3-lane section to a divided 4-lane section
Q	90 <sup>th</sup> Ave S to 100 <sup>th</sup> Ave S	Expand existing 2-lane section to a divided 4-lane section
<b>25<sup>th</sup> Street S</b>		
R	52 <sup>nd</sup> Ave S to 64 <sup>th</sup> Ave S	Expand existing 4-lane section to 6-lane section
S	76 <sup>th</sup> Ave S to 80 <sup>th</sup> Ave S	Expand existing 2-lane section to a divided 4-lane section

