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MEMORANDUM

CASS COUNTY COMMISSION

**Highway
Department**

Jason Benson, P.E.
County Engineer

Richard S. Sieg
Superintendent

Thomas B. Soucy, P.E.
Design and Construction
Engineer

TO: Cass County Road Advisory Committee
FROM: Jason Benson, Cass County Engineer *JAB*
DATE: March 6, 2014
SUBJECT: Road Advisory Committee Meeting
March 17, 2014 2:00 p.m.

A Road Advisory Committee meeting has been scheduled for Monday, March 17, 2014 2:00 pm in the Cass County Commission Room. The agenda is as follows:

2:00 – 2:05	Introduction and Recognition of Outstanding Highway Employees	Information
2:05 – 2:30	FM MetroCOG Presentation Long Range Transportation Plan 2040	Information
2:30 – 2:45	Review 2014 Planned Construction Projects	Information
2:45 – 2:55	Future Highway/Bridge Funding Needs	Information
2:55 – 3:00	Other Business	
3:00	Adjourn	

1201 Main Avenue West
West Fargo, North Dakota
58078-1301

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MEMORANDUM

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TO: Cass County Road Advisory Committee
FROM: Jason Benson, Cass County Engineer *JAB*
DATE: March 6, 2014
SUBJECT: Road Advisory Committee Meeting, March 17, 2014
Background Information

2014 Proposed Highway and Bridge Projects:

Bituminous Overlay and Grading Projects (\$6,756,819, all local funding):

Cass 20 from Cass 17 to University Drive and Cass 81 from Cass 20 to 0.4 miles north. (5.2 miles) This section of Cass 20 will have a 2.5 inch maintenance overlay and turnlanes will be installed in two locations east of I-29. We are working with the City of Fargo to cost share on the turnlanes and then turn this section of highway over to them upon completion of construction.

Cass 22 from Cass 11 to Prosper. (2.0 miles) This section of Cass 22 will have a 2.5 inch maintenance overlay. It was last overlaid in 1995.

Cass 22 from the intersection of Cass 17 east to Harwood and from Cass 81 to the Red River. (3.8 miles) The section west of Harwood will have the existing paved shoulders milled and overlaid. The section of Cass 22 east of Harwood will have a 2.5 inch maintenance overlay. It was last overlaid in 2005, but has seen extensive truck traffic, rutting, and flood damage.

Cass 31 from Cass 20 to Cass 22. (3.7 miles) This section of Cass 31 will have a 2.5 inch maintenance overlay. It was last overlaid in 1998 and a portion in 2000.

Cass 15 from I94 to Cass 10. (0.8 miles) This section of Cass 15 has seen continued increases in traffic as volumes have increased on Cass 15 and Cass 10. This road also has a higher rate of required maintenance and gravel. Planned construction includes grading and drainage improvements. Asphalt surfacing would be planned for 2015.

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Federal Aid Bituminous Overlay Projects (\$1,992,390 total cost, \$1,612,441 Federal funding, \$400,000 local funding):

Cass 14 from I29 to Cass 81. (1.8 miles) This section of Cass 14 will have a 2.0 inch maintenance overlay. It was last overlaid in 1999.

Cass 81 from 64th Ave S to Cass 16W. (5.4 miles) This section of Cass 14 will have a 2.0 inch maintenance overlay. It was last overlaid in 2000.

Drain Tile, Subgrade Repair, and Reshaping Projects:

Cass 32 from ND18 to Cass 11. (7.75 miles, \$403,649. All local funding.)
This will be used to install drain tile to help remove moisture from the subgrade of the road.

Cass 3 from Cass 4 to Cass 26. (7 Miles, \$974,436. All local funding.)
Sections of this road will be targeted for subgrade repair and reshaping.

Cass 16 two miles west of ND 18. (2 Miles, \$200,000. All local funding.)
Sections of this road will be targeted for reshaping to improve the safety of the curve sections of this roadway.

Cass 36 two miles east of Cass 15. (2 Miles, \$50,000. All local funding.)
Sections of this road will be targeted for reshaping to improve the safety of the curve sections of this roadway.

Bridge Projects:

12 Gill/7 Everest – Township Road on branch of Maple River. This is a township bridge with damaged piling at the south abutment. It is 21 feet long and was built in 1955. Estimated cost is \$230,000.

28/33 Empire – Township Bridge on Swan Creek. This is a township bridge with a Code 3 alert, and a 40.0 rating. It was built in 1950 and is 24 feet long. Estimated cost is \$230,000.

34/35 Highland – Township Bridge on Maple River. This township bridge is a minor structure in need of replacement. No data is available on the existing bridge but it is very narrow and deteriorating in age. Replace with metal arch culvert. Estimated cost is \$210,000.

31/32 Highland – Township Bridge on Maple River. This is a township bridge with a Code 3 alert and a rating of 38.0 and is closed to traffic. The existing bridge was built in

1955 and is 32 feet long. Recommend removing this structure and replace the 34/35 Highland structure. Estimated cost of removal is \$50,000.

15/16 Highland – Township Structure on Maple River. This is a large metal arch culvert that on a township road that is failing and in need of replacement. Replace with a new metal arch culvert. Estimated cost is \$150,000.

5/8 Hill – Township Road on the Maple River. This is a township bridge with a 70.0 rating, but has a Code 3 alert with significant deficiencies. This bridge will be replaced with a concrete box culvert. It is 31 feet long and was built in 1954. Estimated cost is \$300,000.

34 Pontiac – Township Bridge on Maple River. This is a township bridge with a Code 3 alert and a rating of 42.0. The total length is 121 feet and was built in 1960. Replacing the structure. Estimated cost is \$793,000, \$634,00 Federal funding, \$150,000 local funding.

1/2 Normanna – County Bridge on Cass 36 on the Sheyenne River. This is a County bridge with a posted limit of 34 tons and a rating of 67.3. The total length is 112 feet and was built in 1956. Replacing the structure as it has a restrictive load rating and is a narrow bridge that has sustained ongoing flood damage. Estimated cost is \$800,000.

27/28 Amenia – County Bridge on Cass 32 on the Rush River. This is a County bridge with a posted limit of 27 tons and a rating of 57.3. The total length is 62 feet and was built in 1955. Replacing the structure as it has a restrictive load rating. Estimated cost is \$950,000 for the bridge and to realign the approaching road segments that are slumping into the river.

11/16 Warren – County Bridge on Cass 6 on the Rush River. This is a County bridge and is a minor structure in need of replacement. It is a very narrow existing concrete box culvert. Add culvert extensions to lengthen the structure for safety improvements. Estimated cost is \$230,000.

16/17 Reed (Lake Shure Bridge). Township Bridge on Drain 45. This bridge has received a FEMA HMGP grant to be built in order to provide year around access for residents. Estimated cost is \$1,800,000, \$1,530,000 Federal HMGP funding, \$270,000 local funding.

Highway and Bridge Funding Needs:

The 2014-2018 Comprehensive Highway and Bridge Plan was developed based on continued funding from the ND Legislature. In the 2013-2014 bienium, the State of ND provided an additional \$12.5 million for highways and bridges. This funding was critical in allowing us to improve our paved highways, gravel roads, and most serious bridges.

Over the next five years, our Comprehensive Plan is looking to maintain pavements, improve gravel roads, aggressively improve our bridge network, and continue to make

safety improvements like widening roads and flattening the sideslope of the roadway. For our plan to come through, the ND Legislature will have to continue to provide this additional funding. In discussions with the NDDOT and NDACo, their recommendations have been to continue to plan for additional funding. As we move toward the 2015 Legislative Session, there are two key points:

1. UGPTI is completing a highway and bridge study with a draft to be completed in July 2014. This study will be utilized by the Legislature to develop future funding for Oil Producing and Non-Oil Producing Counties.
2. In 2013, SB2176 provided an emergency clause that distributed the highway funding to counties in February 2013. This was critical as it allowed the 2013 funding to be allocated quickly and projects were bid out for 2013 construction. Had this funding not had the emergency clause, it would not have been available until July 2013. This would have caused unnecessary project delays and would most likely increased project costs due to late bidding and contracting.

As future discussions occur with members of the Legislature it is important to address the need for additional funding and the need to have this funding available early in the session. This will ensure we can complete our 2015 planned projects both on time and at the best price.



MEMORANDUM

TO: Cass County Road Advisory Committee
FR: Bill Christian, Metro COG
RE: Metro COG Metro 2040

March 6, 2014

Metro COG is currently updating its long range transportation plan (LRTP), Metro 2040, to the year 2040. Development and maintenance of Metro 2040 is a core responsibility of Metro COG, as defined in federal legislation which also identifies the required content of the plan. It must be updated every five years to accommodate the changing needs of the area and to reflect changes in the socio-economic composition of the area, as well as changes in local transportation policy. The last LRTP for the F-M area was adopted in 2009.

While 2040 extends beyond what can be accurately predicted, a long range plan's value lies in compressively assessing the region's current transportation system, and charting a course of action for coming years. It presents an opportunity to step back and take a big-picture look at where we stand, the challenges we face and how to best address those problems.

Metro 2040 provide a vision that assists in guiding future decisions for the area's transportation system. It is designed to help realize identified outcomes to meet current and future transportation needs and to gauge the success of these efforts with established performance measures. It will provide a guide for the development of multimodal transportation systems throughout the Fargo-Moorhead (F-M) area for the next 25 years. It will be used to prioritize fiscally-constrained transportation spending throughout this period. Given the importance of such a document, it is vitally important that the plan reflect the choices and desires of the majority of the F-M area's residents, workers, and visitors.

Metro COG contracted with LSA Associates, Inc. to assist staff in the development of the update. Staff efforts are directed by the Metro 2040 Study Review Committee (SRC), which is a subcommittee of the Metro COG Transportation Technical Committee (TTC). The plan is being developed as a collaborative effort of staff, LSA, the public and input from our stakeholders and planning partners (local jurisdictions, transit operators, MnDOT, NDDOT, FHWA, and FTA).

Metro COG and LSA have completed the first round of public engagement in which we received direction from the public and our stakeholders on the content of the plan. We are currently in a second round of public engagement to present what we have developed so far and to ask the question "Did we hear you right?"

Staff will be present at your March 17, 2014 meeting to present issues relevant to Cass County as part of our outreach efforts. Your comments, as well as all comments received from this round of public engagement will be presented to the SRC for consideration.

Staff is moving forward in finalizing a draft plan to present to our Policy Board for approval. Once the draft is approved, it will be made available for a third and final public and stakeholder review. Any final comments will be presented to the Policy Board for disposition. Metro COG anticipates that the final Metro 2040 will be presented to the Policy Board for approval in July, 2014. It will then be forwarded to MnDOT and NDDOT for approval, and they will in turn forward the plan to FHWA and FTA for concurrence.