

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

2003 – 2005
Final Document

Prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

BISMARCK, NORTH DAKOTA

www.discovernd.com/dot

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September 2002



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2003-2005 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Enclosed is North Dakota's 2003-2005 Statewide Transportation Improvement Program (STIP).

The North Dakota Department of Transportation (NDDOT) takes a great deal of pride in overseeing and coordinating the development of our state's transportation system. North Dakota's transportation system plays a vital role in enhancing economic competitiveness at the local, state, and national level.

The NDDOT has, over the past year, been developing a Statewide Strategic Transportation Plan as directed by Governor Hoeven. This planning process included an extensive public input process that focused on all transportation modes and addressed the transportation challenges being faced by all governmental jurisdictions within the state. This process has developed a shared transportation vision that will provide the traveling public with the best possible transportation system. The department recently conducted statewide public meetings to discuss the draft plan and the plan concepts were accepted by the public.

The STIP has been developed in accordance with the applicable guidance and regulations. We believe this three-year STIP complies with the intent of our past transportation plan and the new Statewide Strategic Transportation Plan. In addition, the STIP supports the NDDOT mission of "Providing a surface transportation system that safely moves people and goods."

A handwritten signature in cursive script that reads "David Sprynczynatyk".

DAVID A. SPRYNCZYNATYK, P.E., DIRECTOR

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Enclosures

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INTRODUCTION

Every year, since passage of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), each state is required under 23 CFR Section 450 to submit a Statewide Transportation Improvement Program (STIP) to the Federal Highway Administration (FHWA).

The STIP is a three-year approved program of projects for fiscal years 2003, 2004, and 2005, with an expiration date of September 30, 2004. The financial budget for these projects is financially constrained based on the projected federal funding levels provided by the "Transportation Equity Act for the 21st Century (TEA-21) of 1998." The actual funding level that will be available depends upon Congressional appropriation.

The MPO TIPS should be considered as incorporated into the STIP by reference. However, project summaries have been included in the STIP as informational items. This was done to facilitate citizens's review so that they can view the entire program in one document.

In 1998, Congress enacted new legislation for fiscal years 1998 to 2003. The new legislation is titled The Transportation Equity Act for the 21st Century (TEA-21).

TEA-21 continues the requirement that a Statewide Transportation Improvement Program (STIP) be prepared and submitted to Federal Highway Administration (FHWA).

The STIP is also on the internet. Access is through the North Dakota Department of Transportation website address, <http://www.state.nd.us/dot/manuals/stip.html> Then click on the **Manuals** icon, followed by clicking on the **STIP** icon.

Any questions or comments on specific items in the STIP should be directed to the District in your area, the Office of Transportation Program Services, or the Planning and Programming Division. The District Engineers' addresses and telephone numbers are found in the District Maps section inside this STIP.

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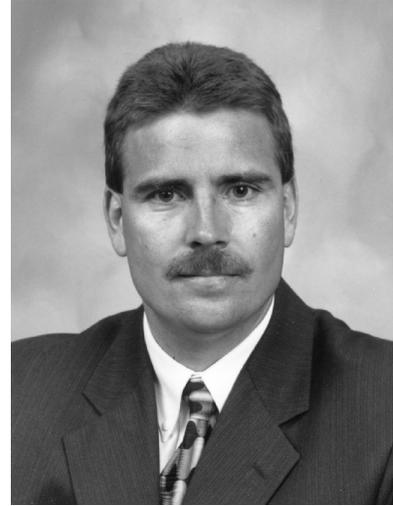
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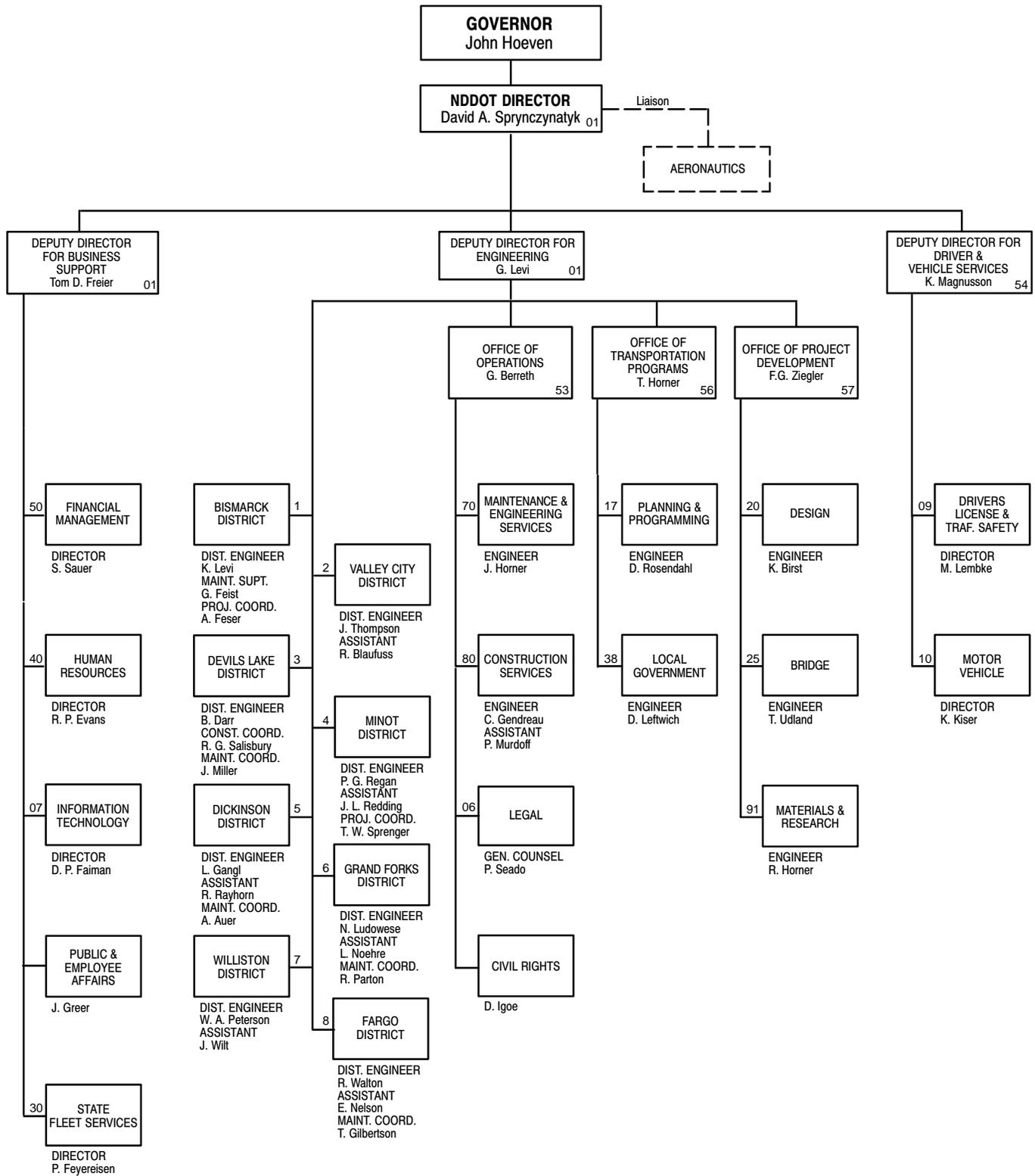


Timothy J. Horner
Director of Transportation Programs



Darcy R. Rosendahl
Planning & Programming Engineer

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
ORGANIZATION CHART
July 15, 2002**



The STIP is to include all federally-funded highway and transit projects to be constructed in North Dakota. Approval by the FHWA and Federal Transit Administration (FTA) is required.

North Dakota has developed a Statewide Transportation Plan. The development of the 2003-2005 STIP included consideration of elements and policies contained in the Statewide Transportation Plan. In addition to the Statewide Transportation Plan, the following items were considered in the development of the STIP:

1. Development of TIP's by designated metropolitan planning areas.
2. Coordination with other urban areas (5,000 to 50,000 population).
3. Coordination with counties.
4. Informal input statewide from various groups, officials, and District Engineers.

Selection of projects on the National Highway System and the State Rural Highway System included the use of the Bridge Management System (BMS) and the Pavement Management System (PMS). The BMS provides information in selecting bridge projects. The PMS provides information pertaining to ride, surface conditions, maintenance costs, and a suggested list of roadway sections to be improved. This data along with sound engineering judgment and other considerations is used to develop and program the projects for each year.

A news release asking for public comments was prepared for each of the eight districts. The news release is tailored to the district involved. It contained a three-year list of proposed projects for work that is to take place inside the district boundary. It was sent to the daily newspaper in the highway district and to weekly newspapers where there was a project in the area. Over all, news releases were sent to the ten daily newspapers and several weekly newspapers throughout the state.

The MPO's obtain input for the development of a program of projects for the TIP by holding public meetings. The TIP's have a detailed discussion of the public involvement process for each metro area.

The draft STIP is made available to the public throughout the state. Notices of its availability will be published in the ten daily newspapers and all weekly county newspapers. Citizens are encouraged to contact the District Engineer in their area with comments or questions.

Copies of the final STIP were sent to the Bismarck, Grand Forks, and Fargo MPO's; the South Dakota Department of Transportation central office; the Montana Department of Transportation central office; the Minnesota Department of Transportation central office, Detroit Lakes district office, and the Bemidji district office; the Tribal Council Chairmen and Tribal Transportation Planner at each of the four North Dakota reservations; and the Bureau of Indian Affairs (BIA) at Aberdeen, South Dakota.

NDDOT received seven comments from the following public as a result of the news releases.

1. A comment from Eugene Triebold of Leeds indicated he was concerned about the condition of ND 1 from Binford S to the Jct of 200. He feels it is in deplorable condition and should have a high priority for improvement.
This section of roadway is not in the 2003-2005 STIP. It is one of the higher priorities in

the Valley City District. There is also the possibility that it will get a thin lift overlay with maintenance funds.

2. A second comment was received from Eric Clausen with the North Dakota Geographic Alliance at Minot State University. He is concerned about long distance Amtrak and intercity bus service. He feels North Dakota needs to start work on developing the Williston to Dickinson high speed rail corridor with connecting feeder bus services to off line communities. He enclosed a copy of his article from the North Dakota Geographic Alliance Magazine.

North Dakota does not use highway funds to improve passenger rail facilities. NDDOT, however, promotes all modes of transportation, including rail, and has made significant rail infrastructure investments through the Local Rail Freight Assistance and Freight Railroad Improvement Programs it administers. North Dakota is a member of the Midwest Interstate Rail Passenger Compact which promotes the development and implementation of improvements to intercity passenger rail service in the Midwest.

3. Stephen L. Stenehjem of Watford City would like to see Main Street upgraded. It has been many years since it has been repaired and it is important for the community to have their roads maintained.

This roadway, because of funding constraints will have to be a “future” project. The Williston District will be adding it to its future construction priorities.

4. Elroy and Laura Schlenker of Adrian would like to see ND 46 from US 281 to ND 1 redone. They feel it needs work badly. They also have a gravel pit along ND 46 if the NDDOT is looking for gravel.

The bid opening for this project was April 19, 2002. It has been awarded and should be in the process of being resurfaced.

5. Susan Ritter and the Renville County Commissioners have two concerns. They are surface improvements on ND 5 from Jct 28 to Mohall, and reconstructing US 52 from Kenmare to the Brooks Jct.

ND 5 is in the year 2004 in the 2003-2005 STIP. A thin lift overlay with selective grading is being looked at.

The whole corridor from Kenmare to US 2 is scheduled to be rebuilt, in sections, over the next five years. The first section, Baden Overhead to Donnybrook, was let to contract November 16, 2001.

6. Kim Heskin of Norwich thinks the westbound side of US 2 from near the Velva Corner to

Minot is in need of immediate attention. There are ruts and cracks that bounce you off the seat. Some truckers have bounced so hard that their trucks have jumped out of gear. This makes for a very unsafe situation.

This roadway is not in the 2003-2005 STIP . It is on the Minot District Priority List and is being looked at as a future project.

7. A letter was received from Morris Saxerud, the Mayor of Lisbon. He had two issues. He would like to see the proposed frontage road from 15th Avenue to the Fargo Assembly Plant put on state highway right-of-way. That may improve their ability to negotiate a price agreement for the land. The second issue was to have ND 32 through Lisbon resurfaced.

Frontage Road-There is not enough space available to place the frontage road in the highway right-of-way.

ND 32 through Lisbon-This was not in the Draft STIP but it will be in the Final STIP. It will tentatively be a mill and overlay project in 2005.

DISTRICT MAPS

Many highway projects for the next three years can be found in the various districts. A district map shows a project's location and type of improvement. The adjacent page provides a detailed description of the work involved and the estimated cost of the project. Most of the NDDOT's projects for the next three years are shown on the maps. Each map and facing page refers to one of the following districts:

		<u>MAP KEY DESIGNATION</u>
○	#1 Bismarck	100's
○	#2 Valley City	200's
○	#3 Devils Lake	300's
○	#4 Minot	400's
○	#5 Dickinson	500's
○	#6 Grand Forks	600's
○	#7 Williston	700's
○	#8 Fargo	800's
○	# Various Locations	900's and 1,000's

Specific projects are identified and located with a map number and a corresponding improvement code. The page directly opposite the map lists the following information:

- Map Key
- Funding Sources
- Pending Obligation Limitation
- Highway
- Location
- Length of the Project
- Type of Work (exact description of the type of improvement, not just an overview)
- Fiscal Year
- Construction year
- Total Cost of the Project
- Federal Funds
- State Funds
- Local Funds

Description of Improvement Codes

NEW

CONSTRUCTION - Constructing a new highway on a new location or corridor, example is new grading.

RECONSTRUCTION - Regrading or restoring the roadbed and surface, or widening an existing roadbed on the existing highway location.

SURFACING - Placing asphalt or concrete on a previously surface or roadbed, includes Portland Concrete Cement (PCC), Hot Bituminous Pavement (HBP), milling, grinding, etc.

STRUCTURAL - Construction of new structures or reconstruction of existing structures or structural features; such as, substructure, piers, and bridge rails.

MAINTENANCE - Work which would include Interstate Maintenance, and Bridge Preventive Maintenance, and includes concrete pavement repair (CPR), joint seal replacement, drain pipe repairs, seal coats, thin lift overlays or striping.

SAFETY - Work activities which would provide for improved traffic control operations, guidance, upgrading of obsolete road side features, and improvement of roadside geometrics related to safety.

MISCELLANEOUS

IMPROVEMENTS - Construction of new buildings or preservation or reconstruction of existing buildings related to rest areas, and other building, construction, or rehabilitation of transportation related projects funded with transportation enhancement funds; such as, depots, rest areas, etc. Activities in this category would also be those activities constructed off of the traveled roadway but within or near the right-of-way intended to either improve the roadside environment right-of-way or provide for alternative modes of transportation; such as, bikeways, drainage repair, fencing; etc.

MUNICIPAL - Any construction activities within the urban city limits (new construction, reconstruction, surfacing, curb & gutter, structural, etc.)

FUND SOURCE - An alpha designate is used to designate which category of federal funds will be used with each funding source.

PENDING - Projects designed as pending; shown with a P03, P04, or P05, are projects which are programmed for the pending fiscal year shown. These are the first projects that would be shifted to the following fiscal year if sufficient obligational authority is not provided by Congress.

STEWARDSHIP AGREEMENT INTERACTION BETWEEN NDDOT AND FHWA

HIGHWAY PROGRAM	NATIONAL HIGHWAY/INTERSTATE SYSTEM						NON-NATIONAL HIGHWAY SYSTEM			OTHER		
	> \$1 MILLION			< \$1 MILLION (S = "SMALL PROJECTS")						OFF-SYSTEM/FOREST HIGHWAY/ DEMONSTRATION/DEFENSE, ETC.		
TYPE OF:	Project	FHWA Involvement	Obligation	Project	FHWA Involvement	Obligation	Project	FHWA Involvement	Obligation (STP)	Project	FHWA Involvement	Obligation (STP)
N D D O T A N D F H W A I N T E R A C T I O N	IM	Full	By Project	SIM	Limited	By Project						
	NH	Full	By Project	SNH	Limited	By Project	SS	Partial	By Project			
	NHU	Full	By Project	S-NHU	Limited	By Project	SU	Partial	By Project			
							SC	Partial	By Project	SO	Partial	By Project
	BRI	Full	By Project	S-BRI	Limited	By Project	BRS	Partial	By Project			
	BRN	Full	By Project	SBR	Limited	By Project	BRU	Partial	By Project			
	U-BRN	Full	By Project	U-SBR	Limited	By Project	BRC	Partial	By Project	BRO	Partial	By Project
	HEN	Full	By Project	SHE	Limited	By Project	HES	Partial	By Project			
				S-HEU	Limited	By Project	HEU	Partial	By Project	HEO	Partial	By Project
							HEC	Partial	By Project			
	RSN	Full	By Project	SRS	Limited	By Project	RSS	Partial	By Project			
				S-RSU	Limited	By Project	RSU	Partial	By Project			
							RSC	Partial	By Project	RSO	Partial	By Project
	RPN	Full	By Project	SRP	Limited	By Project	RPS	Partial	By Project			
				S-RPU	Limited	By Project	RPU	Partial	By Project			
							RPC	Partial	By Project	RPO	Partial	By Project
	CM	Full	By Project	SCM	Limited	By Project	CMS	Partial	By Project	FHS	Partial	By Project
	CMU	Full	By Project	S-CMU	Limited	By Project	U-CMU	Partial	By Project	FHC	Partial	By project
	TEI	Full	By Project	STI	Limited	By Project	TES	Partial	By Project	FHO	Partial	By project
	TEN	Full	By Project	STN	Limited	By Project	TEU	Partial	By Project	TEO	Partial	By Project
			S-TNU	Limited	By Project	TEC	Partial	By Project	DPC	Partial	By Project	
						TET	Partial	By Project	DPI	Partial	By Project	
									ROM	Full	By Project	
DESIGN STANDARDS	Interstate ----- AASHTO National Highway System 4-Lane Rural ----- AASHTO Urban ----- AASHTO 2-Lane Rural Total Reconstruction - AASHTO Resurfacing ----- North Dakota RRR						Rural New Construction - AASHTO Resurfacing ----- North Dakota RRR Structures ----- North Dakota RRR and Low Volume Stream Crossing Defense ----- AASHTO/USAF Urban ----- North Dakota Urban					

LEGEND: SEE BACK SIDE.

Revised February 12, 2001

FHWA INVOLVEMENT

FULL = Full FHWA Review/Approval in all of following activities:

P R O J E C T T I T	Environmental Clearance
	Class I - EIS
	Class II - Cat. Ex.
	Class III - EA/FONSI
	Field Reviews
	Alignment
	Safety
	Pavement Strategy
	TS&L
	Public Hearing
Approval	
Environmental/Concept/ Pavement Structure	

D E S I G N	Reviews
	Preliminary Field
	Final Field
	PS&E Office
A D M I N	Approval
	Exceptions

A D M I N	Approval
	PS&E/ROW
	Construction Authorization
	Obligation of Funds
	Contract Addendums
C O N S T	Change Orders
	Concurrence in Award
	Inspections/Reviews/Approval
	Quality Assurance/Control
	Time Extensions
C O N S T	Final Progressive Estimates
	Final Field Inspection

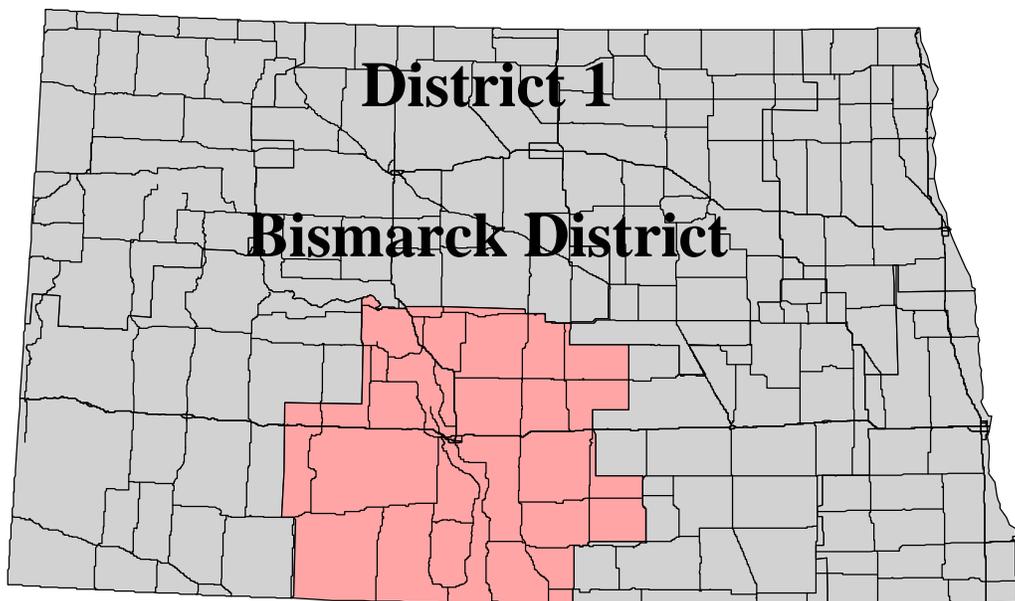
LIMITED = Limited to Environmental/ROW Clearance, Construction Authorization, Obligation of Funds, Process Reviews, and Technical Assistance.

PARTIAL = Environmental/ROW Clearance, Fiscal Delivery, and Technical Assistance only.

LEGEND

PROJECT PREFIX

S	= "Small Projects" - National Highway/Interstate Systems - Costing less than \$1 million
IM	= Interstate Maintenance - State Project - Includes all I-4R type of work
SIM	= Interstate Maintenance - "Small" State Project - Includes all I-4R type of work
NH	= National Highway System - State Project - Includes new construction and RRR-type of work
SNH	= National Highway System - "Small" State Project - Includes new construction and RRR-type of work
NHU	= National Highway System - State Urban Project - Includes new construction and RRR-type of work
S-NHU	= National Highway System - "Small" State Urban Project - Includes new construction and RRR-type of work
SS	= Non-National Highway System - State Rural Project
SU	= Non-National Highway System - State or City Urban Project
SC	= Non-National Highway System - County Rural Project
SO	= Non-National Highway System - County Off-System Project - (Bridge Rehabilitation/Replacement-type of work only)
BRI	= Bridge Replacement - State Project - Interstate System
S-BRI	= Bridge Replacement - "Small" State Project - Interstate System
BRN	= Bridge Replacement - State Project - National Highway System
U-BRN	= Urban Bridge Replacement - State Project - National Highway System
SBR	= Bridge Replacement - "Small" State Project - National Highway System
U-SBR	= Urban Bridge Replacement - "Small" State Project - National Highway System
BRS	= Bridge Replacement - State Project - Non-National Highway System
BRU	= Bridge Replacement - State or City Urban Project - Non-National Highway System
BRC	= Bridge Replacement - County Project - Non-National Highway System
BR0	= Bridge Replacement - County Off-System Project
HEN	= High Hazard Elimination - State Safety Project - National Highway System
SHE	= High Hazard Elimination - "Small" State Safety Project - National Highway System
S-HEU	= High Hazard Elimination - "Small" State Urban Safety Project - National Highway System
HES	= High Hazard Elimination - State Safety Project - Non-National Highway System
HEU	= High Hazard Elimination - State or City Urban Safety Project - Non-National Highway System
HEC	= High Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector)
HEO	= High Hazard Elimination - County Off-System Safety Project
RN	= Railroad Crossing Hazard Elimination - State Safety Project - National Highway System
SRS	= Railroad Crossing Hazard Elimination - "Small" State Safety Project - National Highway System
S-RSU	= Railroad Crossing Hazard Elimination - "Small" State Urban Safety Project - National Highway System
RSS	= Railroad Crossing Hazard Elimination - State Safety Project - Non-National Highway System
RSU	= Railroad Crossing Hazard Elimination - State or City Urban Safety Project - Non-National Highway System
RSC	= Railroad Crossing Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector)
RSO	= Railroad Crossing Hazard Elimination - County Off-System Safety Project
RPN	= Railroad Crossing Protection Device - State Safety Project - National Highway System
SRP	= Railroad Crossing Protection Device - "Small" State Safety Project - National Highway System
S-RPU	= Railroad Crossing Protection Device - "Small" State Urban Safety Project - National Highway System
RPS	= Railroad Crossing Protection Device - State Safety Project - Non-National Highway System
RPU	= Railroad Crossing Protection Device - State or City Urban Safety Project - Non-National Highway System
RPC	= Railroad Crossing Protection Device - County Safety Project - Non-National Highway System - (County major collector)
RPO	= Railroad Crossing Protection Device - County Off-System Safety Project
CM	= Congestion Mitigation - State Rural Project - National Highway/Interstate System
CMU	= Congestion Mitigation - State Urban Project - National Highway/Interstate System
SCM	= Congestion Mitigation - "Small" State Rural Project - National Highway/Interstate System
S-CMU	= Congestion Mitigation - "Small" State Urban Project - National Highway/Interstate System
CMS	= Congestion Mitigation - State Rural Project - Non-National Highway System
U-CMU	= Congestion Mitigation - State or City "Urban" Project - Non-National Highway System
TEI	= Transportation Enhancement - State Project - Interstate System
STI	= Transportation Enhancement - "Small" State Project - Interstate System
TEN	= Transportation Enhancement - State Project - National Highway System
STN	= Transportation Enhancement - "Small" State Project - National Highway System
S-TNU	= Transportation Enhancement - "Small" State Urban Project - National Highway/Interstate System
TES	= Transportation Enhancement - State Project - Non-National Highway System
TEU	= Transportation Enhancement - State or City "Urban" Project - Non-National Highway System
TEC	= Transportation Enhancement - County Project - Non-National Highway System
TEO	= Transportation Enhancement - County Off-System Enhancement Project - (Bicycle Transportation and Pedestrian Walkway Facilities)
TET	= Transportation Enhancement - State Historic Sites, State Parks, and Other Tourism Attractions
FHS	= Forest Highway - State Project
FHC	= Forest Highway - County Project
FHO	= Forest Highway - County Off-System Project
DPC	= Congestion Relief - State Project - (ISTEA Demonstration)
DPI	= Innovative County Project - (ISTEA Demonstration)
HPP	= High Priority Project - (TEA-21 Demonstration)
ROM	= Regraveling Project - U.S. Air Force Transporter-Erector System - (FHWA project designation = OM-AD)



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**North Dakota Department of Transportation
District 1 - Bismarck**

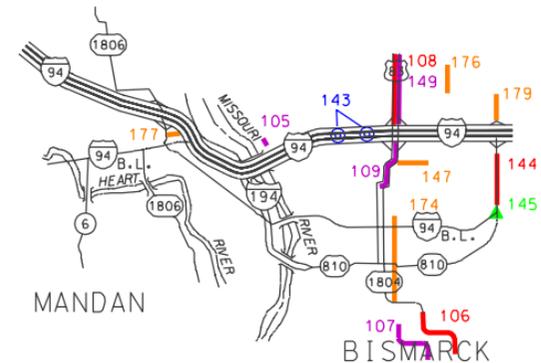
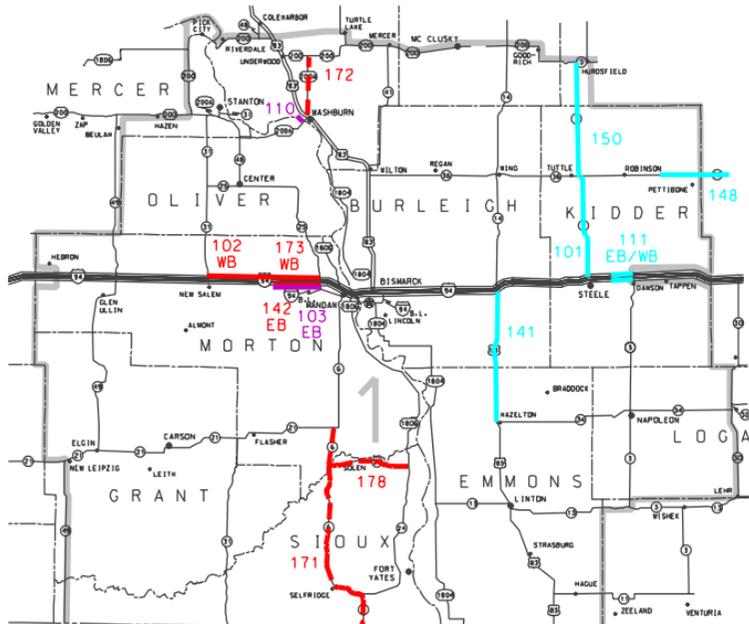
						(In Thousands)						
Map Fund	Key	Source	Pend	Hwy	Location	Work Length	Work Type	Const Year	Total Cost	Federal Funds	State Funds	Local Funds
Fiscal Year: 2003												
101	SS			3	STEELE N TO TUTTLE	20.0	HOT BIT PAVE & SLOPE FLATTEN & SIGNING	2003	2156	1745	411	0
102	IM			94	NEW SALEM INTR E TO SWEET BRIAR-WB	8.0	PCC RECYCLE	2003	9480	8532	948	0
103	IM			94	SWEET BRIAR E TO ND 25 INTR-EB	0.1	MEDIAN X-OVERS	2003	300	270	30	0
104	SU			981	BISMARCK-CITY WIDE	0.0	SIGNALS	2003	300	240	0	60
105	TEU			981	MISSOURI VALLEY LEGACY CENTER	0.0	INTERPRETIVE CENTER	2003	987	120	0	867
106	SU	P2002		1804	BISMARCK-48TH ST TO AIRPORT	0.8	GRADE-BASE-HOT BIT PAVE	2003	1650	1320	0	330
106	NHU	P2002		1804	BISMARCK-AIRPORT TO 12TH ST	0.8	GRADE-BASE-HOT BIT PAVE	2003	1650	1320	330	0
107	TES			1804	BISMARCK-ND 1804/UNIVERSITY DRIVE	6.0	SHARED USE PATH	2003	313	250	63	0
108	AC-CMU			83	BIS-STATE ST (I-94-43RD ST)	1.5	RECONSTRUCTION	2003	7435	6045	1266	124
109	TEU			83	BISMARCK-STATE STREET(6TH-I-94)	0.7	LANDSCAPING	2003	375	300	45	30
110	TCSP				LEWIS AND CLARK CENTER TO FT MANDAN	2.0	TRAIL	2003	800	800	0	0
111	IM			94	NEAR ROBINSON INTR TO DAWSON EB/WB	3.6	HOT BIT PAVE	2003	2359	2123	236	0
Subtotal									27805	23065	3329	1411
Fiscal Year: 2004												
141	NH			83	JCT 34-HAZELTON N TO JCT I-94	24.0	HOT BIT PAVE	2004	4964	4017	947	0
142	IM			94	SWEET BRIAR E TO ND 25 INTR-EB	10.0	PCC RECYCLE	2004	11100	9990	1110	0
143	IM			94	BIS-WASHINGTON ST & 4TH ST BRIDGES	0.4	STRUCTURE REPAIR & SLOPE REPAIR	2004	598	538	60	0
144	CMU			94	BIS-I-94 BUS LOOP (ROSSER TO DIVIDE)	0.8	RECONSTRUCTION	2004	3000	2400	300	300
145	SU			981	BIS-EXPRESSWAY & E ROSSER AVE	0.0	SIGNALS	2004	150	120	0	30
146	SU			981	BISMARCK-CITY WIDE	0.0	SIGNALS	2004	150	120	0	30
147	SU			981	BISMARCK-DIVIDE AVE(13TH ST-17TH ST)	0.2	RECONSTRUCTION	2004	600	480	0	120
148	SS	P2004		36	LAKE WILLIAMS TO WOODWORTH	16.0	HOT BIT PAVE	2005	1986	1607	379	0
149	TEU			83	BISMARCK-STATE STREET (I-94-43RD)	0.7	LANDSCAPING	2004	250	200	0	50
150	SS			3	TUTTLE N TO JCT 200	20.0	HOT BIT PAVE	2004	2496	2020	476	0
Subtotal									25294	21492	3272	530
Fiscal Year: 2005												
171	SS			6	STATE LINE N TO JCT ND 21	41.6	THIN LIFT OVERLAY	2005	1945	1574	371	0
172	NH			200	WASHBURN N TO JCT 200	10.7	THIN LIFT OVERLAY	2005	536	434	102	0
173	IM			94	SWEET BRIAR E TO ND 25 INTR-WB	10.0	PCC RECYCLE	2005	11100	9990	1110	0
174	SU			981	BISMARCK-12TH ST (BROADWAY-UNIV DR)	0.5	RECONSTRUCTION AND WIDEN	2005	2200	1600	0	600
175	SU			981	BISMARCK-CITYWIDE	0.0	SIGNALS	2005	300	240	0	60
176	SU			981	BIS-19TH ST (43RD AVE-IDAHO DR)	0.3	CONSTRUCTION	2005	1200	960	0	240
177	SU			988	MDN-DIV ST(MDN AVE-MISSOURI DR NE)	0.5	CONSTRUCTION	2005	5152	2570	0	2582
178	SS			24	SOLEEN EAST AND WEST	15.0	THIN LIFT OVERLAY	2005	752	608	144	0
179	SU			981	BIS-CENTENNIAL RD (TRENTON-JERICHO)	0.6	RECONSTRUCTION-WIDEN	2005	3015	2410	0	605
Subtotal									26200	20386	1727	4087
Total									79299	64943	8328	6028

2003-2005 CONSTRUCTION PROGRAM

LEGEND

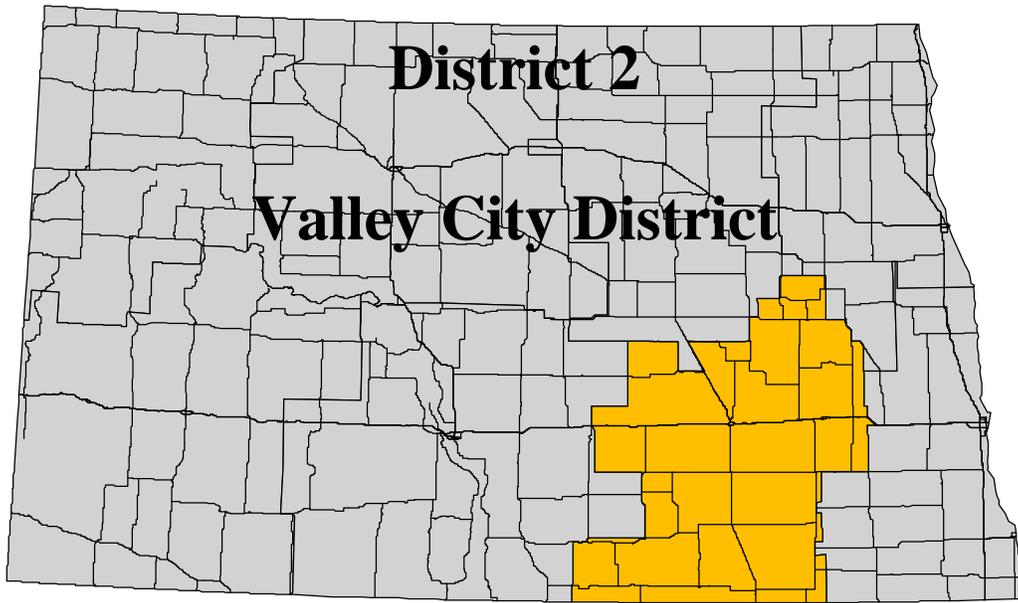
- DISTRICT BOUNDARY -
- NEW CONSTRUCTION -
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- MUNICIPAL -
- MISCELLANEOUS -
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- STRUCTURAL -
- BEGIN PROJECT -
- END PROJECT -

DISTRICT 1-BISMARCK



- 104 - CITYWIDE
- 146 - CITYWIDE
- 175 - CITYWIDE

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 NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
 PLANNING AND PROGRAMMING DIVISION- MAPPING SECTION
 REVISED AUGUST 2002



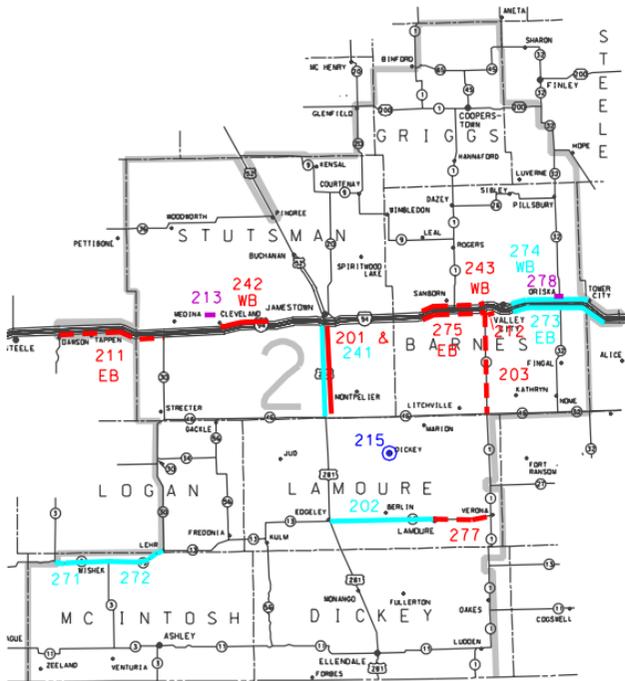
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Fax: (701) 845-8804

**North Dakota Department of Transportation
District 2 - Valley City**

(In Thousands)

Map Fund Key	Fund Source	Pend	Hwy	Location	Length	Work Type	Const Year	Total Cost	Federal Funds	State Funds	Local Funds
Fiscal Year: 2003											
201	NH	P2002	281	JCT 46 TO 0.5 MI S OF I-94	17.0	GRADE & STRUCT/INCID	2003	5470	4427	1043	0
202	NH	P2003	13	EDGELEY TO LAMOURE	19.0	HOT BIT PAVE	2004	3000	2400	600	0
202	NH	P2003	13	LAMOURE CITY SECTION	19.5	GRADE & AGGR BASE & CURB & GUTTER & HOT BIT PAVE	2004	1000	809	95	96
203	SS		1	JCT ND 46 N TO NEAR I-94	19.5	THIN LIFT OVERLAY/SELG GRADE	2003	1055	854	201	0
204	HPP		52	JAMESTOWN BYPASS-SURFACING	3.0	AGGR BASE & HOT BIT PAVE	2003	724	143	145	436
205	SU		20	JAMESTOWN-ND 20 (1ST-12TH AVE NE)	1.0	RECONSTRUCTION	2003	992	793	199	0
206	TEU		987	JAMESTOWN-FORT SEWARD	0.0	ARCHAEOLOGICAL RESEARCH	2003	93	58	0	35
207	HEU		987	JAMESTOWN-BUS LOOP E & 17TH ST SW	0.0	LIGHTING	2003	142	66	0	76
208	STI		94	VALLEY CITY I-94	5.0	LANDSCAPING	2003	445	400	45	0
209	SU		990	VALLEY CITY-E MAIN (6TH AVE-4TH AVE)	0.0	STORM SEWER	2003	350	280	35	35
210	TEU		990	VC ROSEBUD SCENIC BYWAY	0.0	INTERPRETIVE CENTER	2003	740	245	0	495
211	IM		94	DAWSON E TO STREETER-EB	18.5	CPR-GRINDING-DOWEL BAR RETROFIT	2003	3710	3339	371	0
212	SS		1	NEAR I-94 N TO I-94	3.5	FROST HEAVE REPAIR	2003	700	567	133	0
213	TET			PRAIRIE WETLANDS CENTER	0.0	BUILDING/DISPLAYS	2003	1200	700	0	500
214	TET			VC-NORTH DAKOTA WINTER SHOW	0.0	DISPLAYS	2003	125	100	0	25
215	TEO			LAMOURE COUNTY-DICKEY	0.0	HISTORIC BRIDGE REHABILITATION	2003	500	400	100	0
Subtotal								20246	15581	2967	1698
Fiscal Year: 2004											
241	NH		281	JCT 46 TO 0.5 MI S OF I-94-SURFACE	17.0	BLNDED BIT BASE & HOT BIT PAVE	2004	6850	5480	1370	0
242	IM		94	CLEVELAND E TO LIPPERT-(WB)	7.0	PCC PAVE	2004	8270	7443	827	0
243	IM		94	ECKELSON TO OAKES-WB	12.0	CPR & DOWEL RETROFIT	2004	1515	1363	152	0
244	BRU		990	VC-SHEYENNE RIVER & 4TH ST SW	0.1	STRUCTURE	2004	1000	800	0	200
245	SU		987	JAMESTOWN-3RD ST SE(1ST-8TH AVE SE)	0.5	RECONSTRUCTION	2004	1639	1311	0	328
246	SU		990	V.CITY-5TH AVE (MAIN-12TH ST NE)	0.8	RECONSTRUCTION	2004	2250	1800	0	450
247	BRU		94	VAL CITY-E MAIN (RAINBOW ARCH BRDGE)	0.1	STRUCT/INCID	2004	2200	1760	220	220
247	TEU		94	VAL CITY-E MAIN (RAINBOW ARCH BRDGE)	0.1	STRUCTURE	2004	300	240	30	30
Subtotal								24024	20197	2599	1228
Fiscal Year: 2005											
271	NH		3	E JCT 13-WISHEK TO W JCT 13	9.0	HOT BIT PAVE	2005	990	801	189	0
272	NH		13	E JCT 3-WISHEK TO JCT 30	9.0	HOT BIT PAVE	2005	1995	1615	380	0
273	IM		94	VALLEY CITY TO HILL-EB	14.7	HOT BIT PAVE	2005	9796	8816	980	0
274	IM		94	VALLEY CITY TO TOWER CITY-WB	12.0	HOT BIT PAVE	2005	3892	3503	389	0
275	IM		94	ECKELSON TO OAKES - EB	13.2	CPR & DOWEL RETROFIT	2005	1515	1363	152	0
277	SS		13	LAMOURE E TO N JCT 1-VERONA	10.0	THIN LIFT OVERLAY	2005	502	407	95	0
278	TE		94	ORISKA REST AREA	0.0	REST AREA	2005	2000	1800	200	0
Subtotal								20690	18305	2385	0
Total								64960	54083	7951	2926

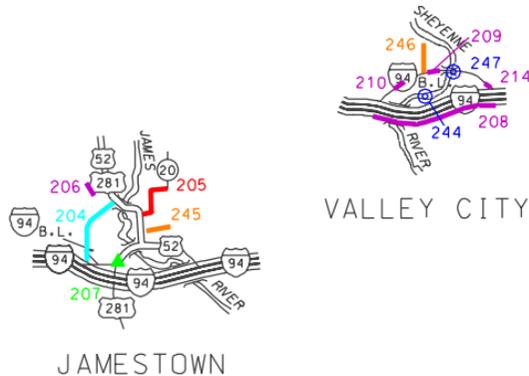
2003-2005 CONSTRUCTION PROGRAM



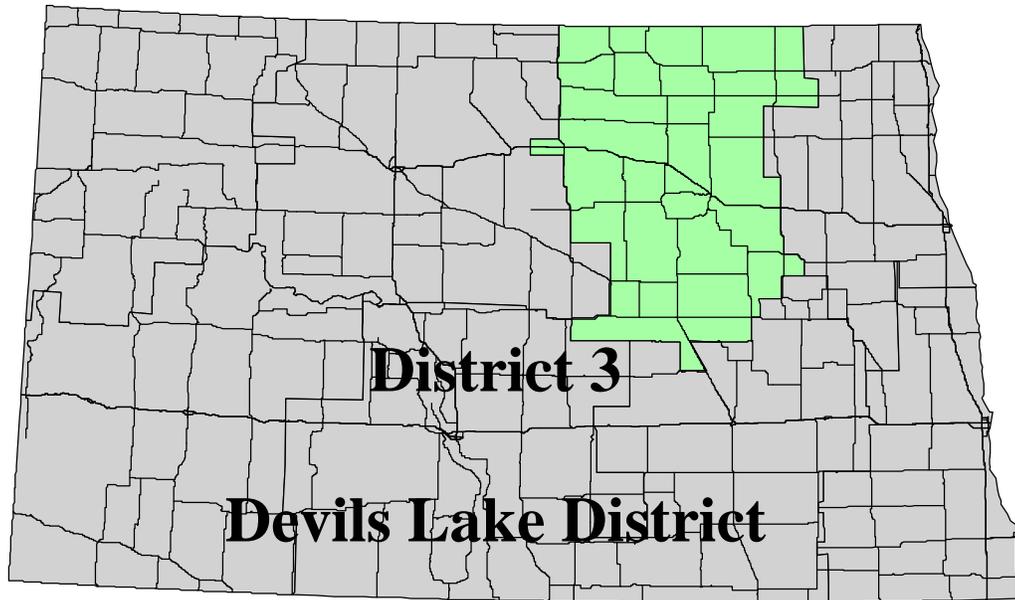
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- DISTRICT BOUNDARY -
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- SAFETY - ▲
- STRUCTURAL - ⊙
- BEGIN PROJECT -
- END PROJECT - -E

DISTRICT 2-VALLEY CITY



MAP PREPARED BY
 NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
 PLANNING AND PROGRAMMING DIVISION, MAPPING SECTION
 REVISED AUGUST 2002



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**North Dakota Department of Transportation
District 3 - Devils Lake**

(In Thousands)

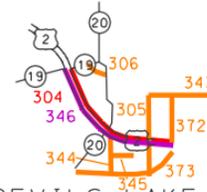
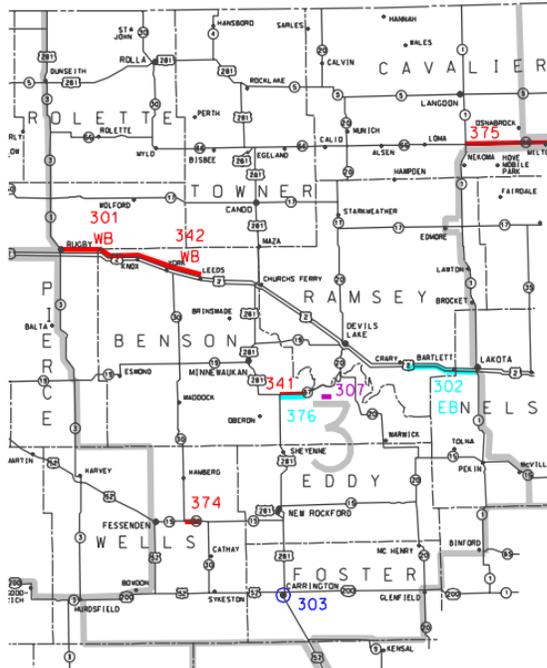
Map Fund Key	Source	Pend	Hwy	Location	Work Length	Type	Const Year	Total Cost	Federal Funds	State Funds	Local Funds
Fiscal Year: 2003											
301	NH	P2002	2	RUGBY TO KNOX-WB	15.0	WIDENING & BLNDED BIT BASE & HOT BIT PAVE	2003	9328	7549	1779	0
302	NH		2	2 MI E CRARY TO LAKOTA-EB	11.0	HOT BIT PAVE	2003	1513	1224	289	0
303	BRN		52	52/200 OVERPASS IN CARRINGTON	0.1	STRUCTURE	2003	1000	809	191	0
304	CMU		2	D.LAKE-US 2 (ND 19 TO 14TH AVE S)	1.1	RECONSTRUCTION	2003	12500	10000	2500	0
305	SU		982	DL-8TH AVE (5TH ST-17TH ST S)	1.0	NEW CONSTRUCTION	2003	1132	906	0	226
306	SU		982	DL-2ND ST (COLLEGE DR-5TH AVE)	0.3	NEW CONSTRUCTION	2003	493	394	0	99
307	PLH			FORT TOTTEN	1.5	SHARED USE PATH	2003	520	520	0	0
Subtotal								26486	21402	4759	325
Fiscal Year: 2004											
341	NH		57	JCT 281 E TO FT TOTTEN	6.0	GRADE & AGGR BASE	2004	4000	3200	800	0
342	NH	P2004	2	KNOX TO LEEDS-WB	10.0	WIDENING & BLNDED BIT BASE & HOT BIT PAVE	2005	7147	5784	1363	0
343	SU		982	DL-WALNUT ST (8TH AVE-CITY LIMITS)	1.0	MILL AND OVERLAY	2004	750	600	0	150
344	SU		982	DL-5TH AVE (HWY 2 TO CITY LIMITS)	0.2	NEW CONSTRUCTION	2004	86	68	0	18
345	SU		982	DL-11TH ST (5TH AVE-8TH AVE)	0.3	NEW CONSTRUCTION	2004	402	322	0	80
346	S-TNU		2	DEVILS LAKE-US 2	2.0	LANDSCAPING	2004	250	200	0	50
Subtotal								12635	10174	2163	298
Fiscal Year: 2005											
372	SU		982	DL-14TH AVE S (WALNUT ST-HIGHWAY 2)	0.3	NEW CONSTRUCTION	2005	950	760	0	190
373	SU		982	DL-17TH ST (HIGHWAY 20-HIGHWAY 2)	0.4	NEW CONSTRUCTION	2005	2550	1960	0	590
374	SS		30	E JCT ND 15 TO W JCT ND 15	4.5	THIN LIFT OVERLAY	2005	225	182	43	0
375	SS		66	ND 1 E TO NEAR MILTON	14.0	SELG GRADE & HOT BIT PAVE	2005	3828	3098	730	0
376	NH		57	JCT 281 E TO FT TOTTEN-SURFACING	6.0	HOT BIT PAVE	2005	1400	1120	280	0
Subtotal								8953	7120	1053	780
Total								48074	38696	7975	1403

2003-2005 CONSTRUCTION PROGRAM

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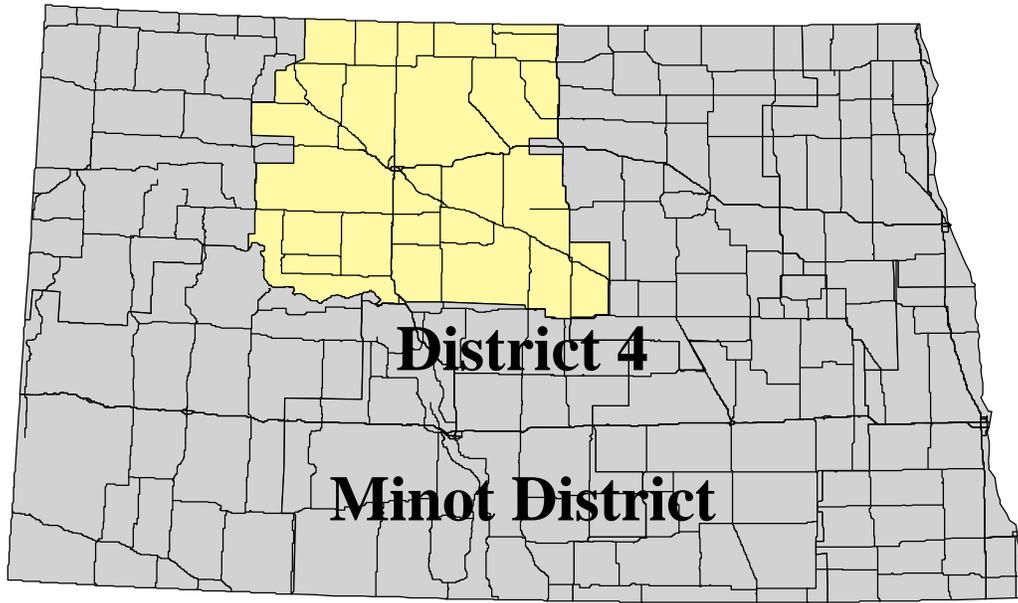
- DISTRICT BOUNDARY -
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- BEGIN PROJECT - -B
- END PROJECT - -E

DISTRICT 3-DEVILS LAKE



DEVILS LAKE

MAP PREPARED BY
 NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
 PLANNING AND PROGRAMMING DIVISION, MAPPING SECTION
 REVISED AUGUST 2002



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**North Dakota Department of Transportation
District 4 - Minot**

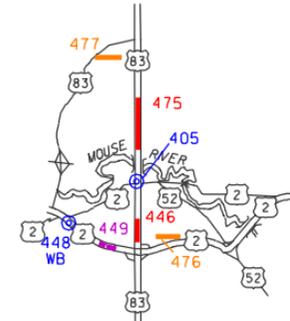
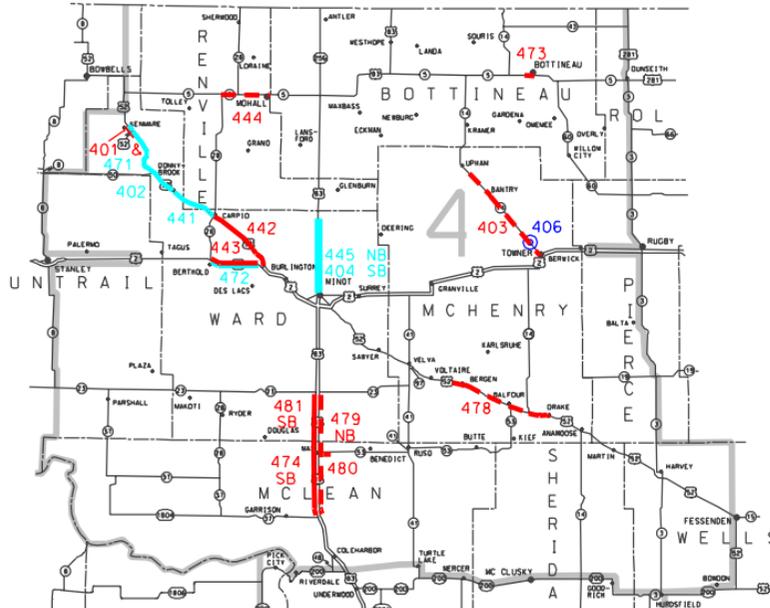
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Map Fund				Work		Const	Total	Federal	State	Local
Key	Source	Pend	Hwy	Location	Length	Year	Cost	Funds	Funds	Funds
					Type					
Fiscal Year: 2003										
401	HPP		52	KENMARE TO BADEN OVERHEAD	8.0	2003	4468	3320	894	254
402	HPP		52	BADEN OVERHEAD TO DONNYBROOK	8.0	2003	1702	0	340	1362
403	SS		14	E JCT 2 N TO 4 MI S UPHAM	19.0	2003	1015	821	194	0
404	NH		83	MINOT N TO THE AIR FORCE BASE-SB	10.0	2003	1600	1295	305	0
405	TEU		989	MINOT-ANNE STREET BRIDGE	0.1	2003	530	215	0	315
406	BRS		14	2 MI NW OF TOWNER	0.1	2003	325	263	62	0
Subtotal							9640	5914	1795	1931
Fiscal Year: 2004										
441	HPP		52	DONNYBROOK TO CARPIO	8.0	2004	1890	1157	378	355
442	HPP		52	CARPIO TO BROOKS JCT	13.0	2004	6933	5151	1387	395
443	NH		2	BERTHOLD TO 3 MI W JCT 52-4 L	7.0	2004	3883	3143	740	0
444	NH		5	W JCT 28 TO MOHALL	9.0	2004	675	540	135	0
445	NH		83	MINOT N TO THE AIR FORCE BASE-NB	10.0	2004	1600	1295	305	0
446	ACUCMU		83	MINOT-US 83 (7TH AVE-19TH AVE SW)	1.2	2003	8200	6560	820	820
448	BRN	P2004	2	BNRR OVERHEAD W EDGE OF MINOT-WB	0.1	2005	1000	800	200	0
449	STN		2	MINOT-US 2 & US 83 BYPASS	8.0	2004	500	400	100	0
Subtotal							24681	19046	4065	1570
Fiscal Year: 2005										
471	HPP		52	KENMARE TO BADEN OVERHEAD	8.0	2005	1853	1447	371	35
472	NH		2	BERTHOLD TO 3 MI W JCT 52-4 L	7.0	2005	1553	1257	296	0
473	NH		5	BOTTINEAU CITY SECTION	1.0	2005	2000	1619	381	0
474	NH	P2005	83	NEAR JCT 37 N TO 0.6 MI N MAX-SB	13.0	2006	9240	7478	1762	0
475	U-CMU		83	MINOT-BROADWAY (4TH AVE-20TH AVE NW)	1.0	2005	6400	5120	640	640
476	SU		989	MINOT-20TH AVE SE CORRIDOR(6TH-13TH)	0.5	2005	1826	1226	0	600
477	SU		989	MINOT-30TH AVE NW (8TH ST NW-83 BYP)	0.5	2005	361	289	0	72
478	NH		52	1 MI W BERGEN SE TO DRAKE	18.4	2005	920	745	175	0
479	NH		83	0.4 MI N JCT 37 TO 0.5 MI S JCT 23-N	21.9	2005	1428	1156	272	0
480	SS	P2005	53	APPROX 2.2 MI E MAX (RP 23.9)	1.1	2006	347	281	66	0
481	NH	P2005	83	0.6 MI N MAX N TO 0.9 MI S JCT 23-SB	9.0	2006	4275	3460	815	0
Subtotal							30203	24078	4778	1347
Total							64524	49038	10638	4848

2003-2005 CONSTRUCTION PROGRAM

LEGEND

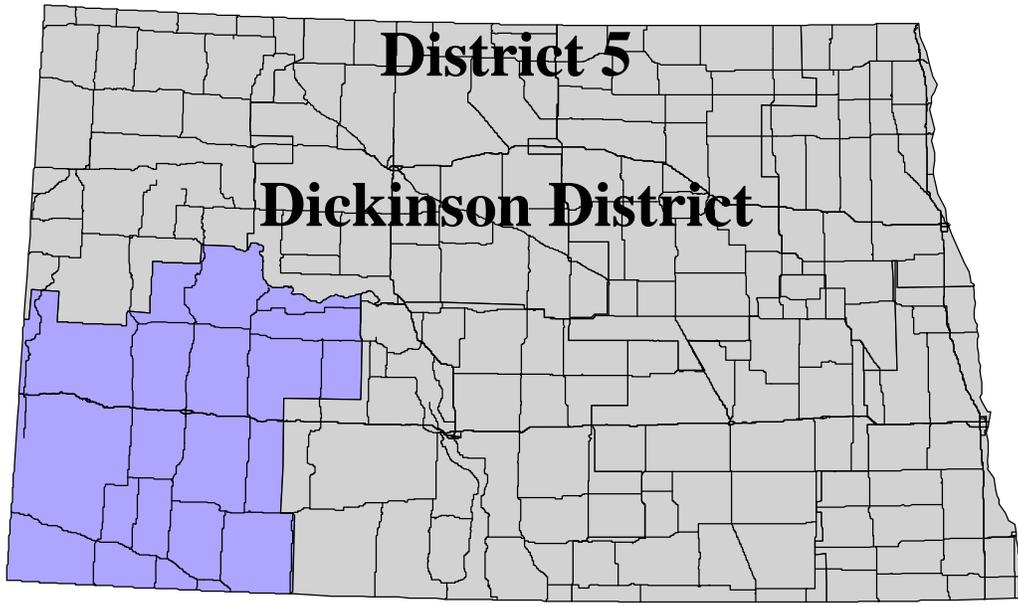
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DISTRICT 4-MINOT



MINOT

MAP PREPARED BY
 NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
 PLANNING AND PROGRAMMING DIVISION, MAPPING SECTION
 REVISED AUGUST 2002



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**North Dakota Department of Transportation
District 5 - Dickinson**

(In Thousands)

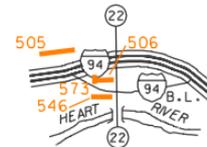
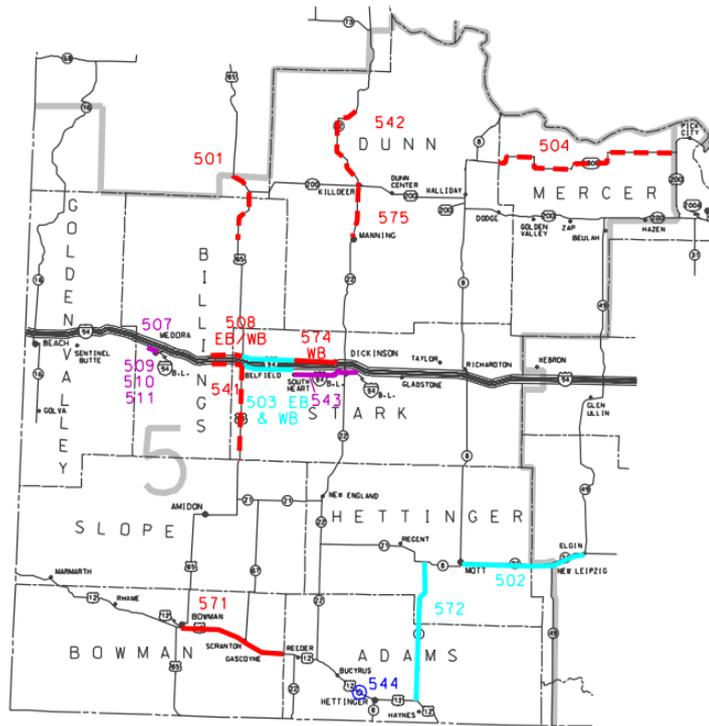
Map Key	Fund Source	Pend	Hwy	Location	Length	Work Type	Const Year	Total Cost	Federal Funds	State Funds	Local Funds
Fiscal Year: 2003											
501	NH		85	GORHAM JCT N TO GRASSY BUTTE	22.0	THIN LIFT OVERLAY	2003	2216	1793	423	0
502	SS	P2003	21	E JCT ND 8 E TO W JCT ND 49	17.0	HOT BIT PAVE	2004	2000	1619	381	0
503	IM		94	BELFIELD TO SOUTH HEART EB/WB	10.0	HOT BIT PAVE	2003	6600	5940	660	0
504	SS		1806	ND 200 W TO JCT ND 8	41.9	THIN LIFT OVERLAY	2003	1980	1602	378	0
505	SU		983	DICKINSON-15TH ST W (STATE-6TH AVE)	0.8	RECONSTRUCTION	2003	1236	991	0	245
506	SU		983	DICKINSON-FAIRWAY ST(STATE AVE-23RD)	0.3	CONSTRUCTION	2003	713	529	0	184
508	IM		94	FRYBURG TO BELFIELD-EB/WB	7.2	MAINTENANCE/CPR	2003	350	315	35	0
509	TET			MEDORA TO T. ROOSEVELT INSTITUTE	3.0	TRAIL	2003	375	300	0	75
510	TET			MEDORA-ND COWBOY HALL OF FAME	0.0	DISPLAYS	2003	313	250	0	63
511	TET			THEODORE ROOSEVELT INSTITUTE	0.0	BUILDING/DISPLAYS	2003	250	200	0	50
Subtotal								16033	13539	1877	617
Fiscal Year: 2004											
541	NH		85	0.25 MI S CO LN N TO BELFIELD	18.0	THIN LIFT OVERLAY	2004	1876	1518	358	0
542	SS	P2004	22	JCT 200 N TO LOST BRIDGE-CS-KILLDEER	21.0	HOT BIT PAVE & GRADE & AGGR BASE & THIN LIFT OVERLAY	2005	3322	2689	633	0
543	IM		94	NEAR SOUTH HEART TO W DICKINSON INTR	0.1	MEDIAN X-OVERS	2004	500	450	50	0
544	SBR		12	WEST OF HETTINGER(RP 69.791)	0.1	BRIDGE APPR SLAB	2004	250	200	50	0
546	SU		983	DICK.-E & W BRDWY (STATE-9TH AVE E)	1.5	MILL AND OVERLAY	2004	1250	940	0	310
Subtotal								7198	5797	1091	310
Fiscal Year: 2005											
571	NH		12	BOWMAN TO ADAMS COUNTY LINE	20.0	WIDENING & BLNDED BIT BASE & HOT BIT PAVE	2005	6200	4960	1240	0
572	SS		8	E JCT 12 TO W JCT 21	25.0	HOT BIT PAVE	2005	3750	3000	750	0
573	SU		983	DICK-23RD AVE W (6TH ST W-EMPIRE RD)	0.8	CONSTRUCTION	2005	1210	882	0	328
574	IM	P2005	94	NEAR SOUTH HEART TO E DICK INTCHG-WB	10.0	PCC PAVE	2006	13879	12491	1388	0
575	SS		22	MANNING N TO JCT ND 200	8.8	THIN LIFT OVERLAY	2005	440	356	84	0
Subtotal								25479	21689	3462	328
Total								48710	41025	6430	1255

2003-2005 CONSTRUCTION PROGRAM

LEGEND

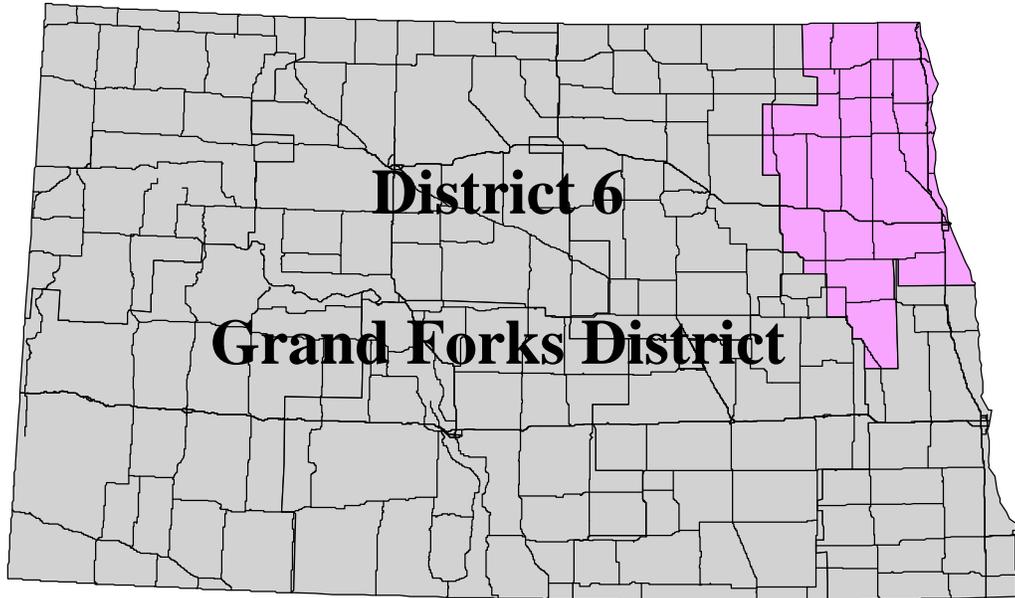
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DISTRICT 5-DICKINSON



DICKINSON

MAP PREPARED BY
 NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
 PLANNING AND PROGRAMMING DIVISION, MAPPING SECTION
 REVISED AUGUST 2002



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**North Dakota Department of Transportation
District 6 - Grand Forks**

(In Thousands)

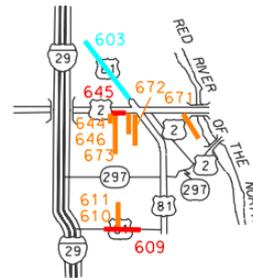
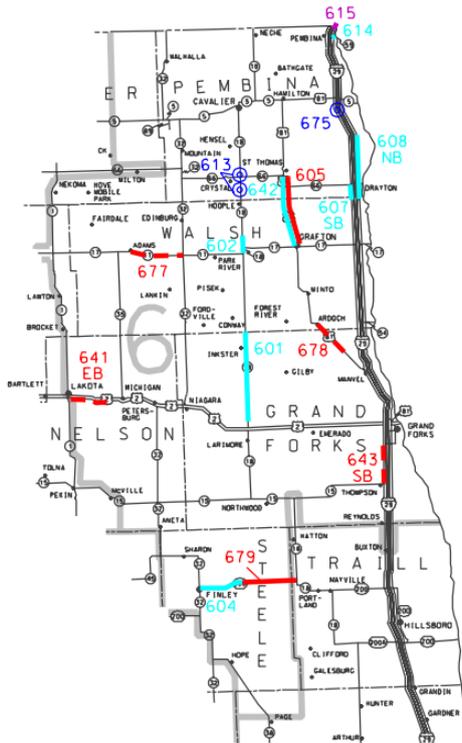
Map Fund Key	Fund Source	Pend	Hwy	Location	Work Length	Type	Const Year	Total Cost	Federal Funds	State Funds	Local Funds
Fiscal Year: 2003											
601	SS	P2002	18	3 MI N US 2 N TO CO LN	14.0	HOT BIT PAVE	2003	2088	1691	397	0
602	SS	P2002	18	ND 17 NORTH APPROX 4 MILES	4.0	HOT BIT PAVE & DECK OVERLAY	2003	496	402	94	0
603	SU		986	GF-GATEWAY DR TO N GF INTERCHANGE	4.4	HOT BITUMINOUS PAVEMENT	2003	697	558	69	70
603	SS		81	GF-GATEWAY DR TO N GF INTERCHANGE	4.4	HOT BIT PAVE	2003	566	458	108	0
604	NH		200	N JCT 32-FINLEY E 11 MILES	11.0	BLNDED BIT BASE & HOT BIT PAVE	2003	2795	2262	533	0
605	NH	P2003	81	GRAFTON N TO NORTH JCT 66	12.0	WIDENING & AGGR BASE	2004	3619	2932	687	0
606	TEU		985	GRAFTON-PARK RIVER DIKE	0.1	SHARED USE PATH	2003	78	63	0	15
607	IM	P2003	29	S OF HERRICK TO N OF JCT 66-SB	4.0	HOT BIT PAVE	2004	1293	1164	129	0
608	IM	P2003	29	S OF HERRICK TO N OF BOWESMONT-NB	12.0	HOT BIT PAVE	2004	4032	3629	403	0
609	U-CMU		81	GF-32ND AVE (31ST ST-23RD ST)	0.5	RECONSTRUCTION	2003	4201	3361	420	420
610	U-CMU		986	GF-COLUMBIA RD (32ND-24TH AVE)	0.5	RECONSTRUCTION	2003	3107	2486	0	621
611	CPU		986	G FORKS-COLUMBIA RD (32ND-24TH AVE)	0.6	WATER MAIN	2003	352	0	0	352
612	SU		985	GRAFTON-MCHUGH AVE/14TH ST	0.2	RECONSTRUCTION	2003	280	227	0	53
613	SS	P2002	18	STRUCTURES AT RP 203 AND 207	0.1	DECK OVERLAY	2003	155	125	30	0
614	SS	P2003	59	I-29 EAST TO RED RIVER	1.1	HOT BIT PAVE	2004	148	120	28	0
615	IM	P2003	29	PEMBINA BORDER CROSSING-NB	0.0	SIGNING	2003	30	27	3	0
Subtotal								23937	19505	2901	1531
Fiscal Year: 2004											
641	NH		2	0.4 MI E ND 1 E TO 5.7 MI E ND 1-EB	5.0	CPR & DOWEL RETROFIT	2004	621	503	118	0
642	NH	P2004	81	GRAFTON N TO NORTH JCT 66	12.0	BLENDED BASE-HOT BIT PAVE	2005	5553	4442	1111	0
643	IM		29	S ND 15 N TO NEAR 32 AVE S-SB	7.3	CPR - HOT BIT PAVE	2004	500	450	50	0
644	NHU		2	GF-GATEWAY DR & COLUMBIA/CAMBRIDGE	0.5	RECONSTRUCTION	2004	905	724	181	0
645	S-NHU		2	US 2 AT ENGLISH COULEE	0.1	CONCRETE PAVEMENT REPAIR	2004	15	12	3	0
646	SU		986	GF-GATEWAY DR & COLUMBIA/CAMBRIDGE	0.5	RECONSTRUCTION	2004	1725	1380	0	345
647	SU		985	GRAFTON-PROSPECT AVE (5TH-12TH ST)	0.5	RECONSTRUCTION	2004	470	380	0	90
Subtotal								9789	7891	1463	435
Fiscal Year: 2005											
671	SU		986	GF-3RD ST N (8TH AVE N-GATEWAY DR)	0.4	MILL AND OVERLAY	2005	75	60	0	15
672	SU		986	GF-20TH ST N (UNIV AVE-GATEWAY DR)	0.4	MILL AND OVERLAY	2005	75	60	0	15
673	SU		986	GF-COLUMBIA RD (12TH AVE-UNIV DR)	0.4	RECONSTRUCTION	2005	4543	3634	0	909
675	BRI		29	NORTH BOWESMONT SEPARATION	0.1	STRUCTURAL	2005	1200	960	240	0
677	SS		17	ADAMS TO ND 32	9.4	THIN LIFT OVERLAY	2005	467	378	89	0
678	NH		81	LEVANT NW TO N EDGE OF ARDOCH	5.8	THIN LIFT OVERLAY	2005	290	234	56	0
679	NH		200	11 MI E FINLEY E TO JCT 18	7.0	GRADE & SELECTIVE GRADE & HOT BIT PAVE	2005	1798	1455	343	0
Subtotal								8448	6781	728	939
Total								42174	34177	5092	2905

2003-2005 CONSTRUCTION PROGRAM

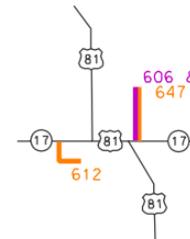
LEGEND

- DISTRICT BOUNDARY -
- NEW CONSTRUCTION -
- RECONSTRUCTION -
- SURFACING -
- MAINTENANCE -
- MUNICIPAL -
- MISCELLANEOUS -
- SAFETY - ▲
- STRUCTURAL - ⊙
- BEGIN PROJECT -
- END PROJECT -

DISTRICT 6-GRAND FORKS

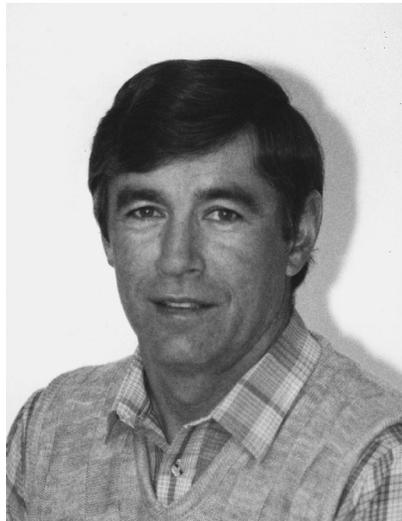
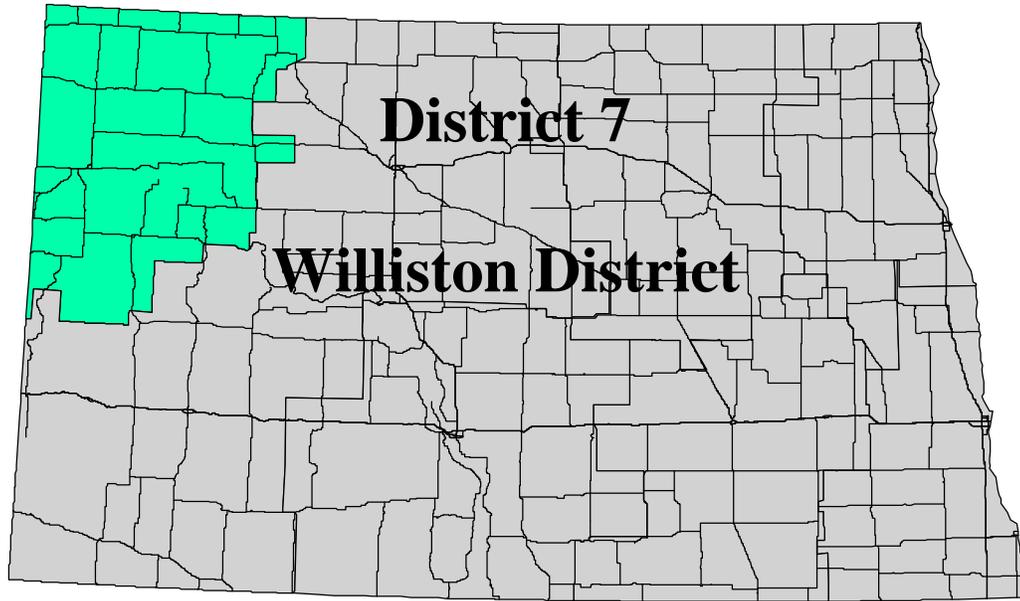


GRAND FORKS



GRAFTON

MAP PREPARED BY
 NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
 PLANNING AND PROGRAMMING DIVISION, MAPPING SECTION
 REVISED AUGUST 2002



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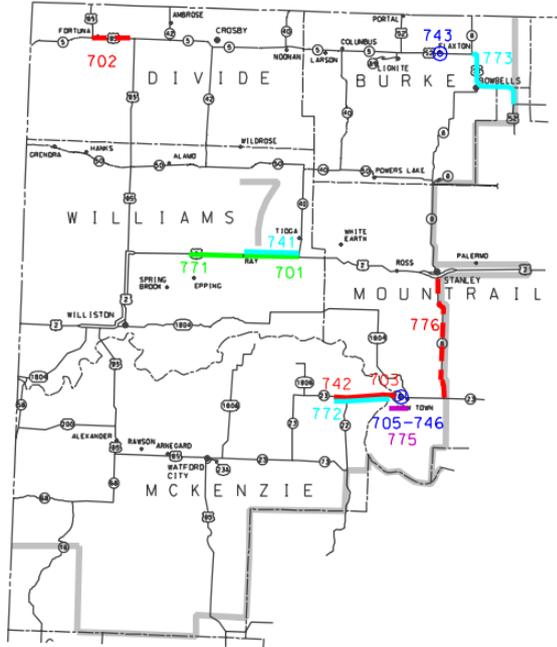
**North Dakota Department of Transportation
District 7 - Williston**

(In Thousands)

Map Fund Key	Source	Pend	Hwy	Location	Work Length	Type	Const Year	Total Cost	Federal Funds	State Funds	Local Funds
Fiscal Year: 2003											
701	HPP		2	RAY EAST TO TIOGA-4 LANE	12.2	GRADE & AGGR BASE	2003	4280	0	856	3424
702	NH		85	E JCT 5 W TO W JCT 5	8.0	THIN LIFT OVERLAY	2003	554	448	106	0
703	NH		23	4000' W OF FOUR BEARS BR TO BRIDGE	0.7	GRADE & AGGR BASE & HOT BIT PAVE	2003	1500	1214	286	0
703	FLH		23	4000' W OF FOUR BEARS BR TO BRIDGE	0.7	GRADE & AGGR BASE & HOT BIT PAVE	2003	1000	0	0	1000
704	SU		993	WILLISTON-2ND AVE W(2ND ST-11TH ST)	0.6	RECONSTRUCTION	2003	810	648	0	162
705	BRN		23	FOUR BEARS BRIDGE	0.6	STRUCTURE	2003	0	0	0	0
706	TES		23	NEW TOWN MARINA TO E END OF BRIDGE	2.0	TRAIL	2003	375	300	75	0
707	TES		23	FOUR BEARS BRIDGE-WEST END PLAZA	0.0	LANDSCAPING	2003	375	300	75	0
Subtotal								8894	2910	1398	4586
Fiscal Year: 2004											
741	HPP		2	RAY EAST TO TIOGA-4 LANE	12.2	HOT BIT PAVE	2004	2140	0	428	1712
742	NH		23	RES BNDRY E TO 4000'W OF 4 BEARS BRG	9.0	GRADE & AGGR BASE	2004	4040	3232	808	0
743	RSN		52	FLAXTON RAILROAD SEPARATION	0.1	STRUCTURE	2004	2000	1800	200	0
744	SU		993	WILLISTON-6TH AVE W(2ND ST-11TH ST)	0.6	MILL AND OVERLAY	2004	490	392	0	98
745	SU		993	WILLISTON-6TH AVE W(11TH ST-18TH ST)	0.3	RECONSTRUCTION	2004	740	592	0	148
746	ACBR		23	FOUR BEARS BRIDGE	0.6	STRUCT/INCID	2004	8300	6640	1660	0
Subtotal								17710	12656	3096	1958
Fiscal Year: 2005											
771	NH		2	10 MI E JCT 85 E TO RAY-4 LANE	10.0	GRADE & AGGR BASE	2005	5134	4155	979	0
772	NH		23	RES BNDRY E TO 400' W OF 4 BEARS BRG	9.4	HOT BIT PAVE	2005	1692	1369	323	0
773	NH	P2005	52	N JCT 8 TO E JCT 5	16.0	BLNDED BIT BASE & HOT BIT PAVE	2006	7425	6009	1416	0
774	SU		993	WILL-9TH AVE NW (11TH ST-HWY 2/85)	0.4	RECONSTRUCTION	2005	600	480	0	120
776	SS		8	JCT 23-E NEW TOWN-N TO STANLEY	24.4	THIN LIFT OVERLAY	2005	1219	987	232	0
Subtotal								16070	13000	2950	120
Total								42674	28566	7444	6664

* Special federal funding, \$35 million, is available to build the structure in 2003.
Any additional funds necessary to complete the structure will come from FY 2004.

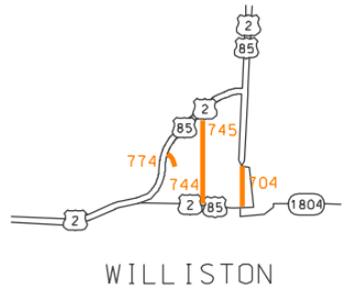
2003-2005 CONSTRUCTION PROGRAM



LEGEND

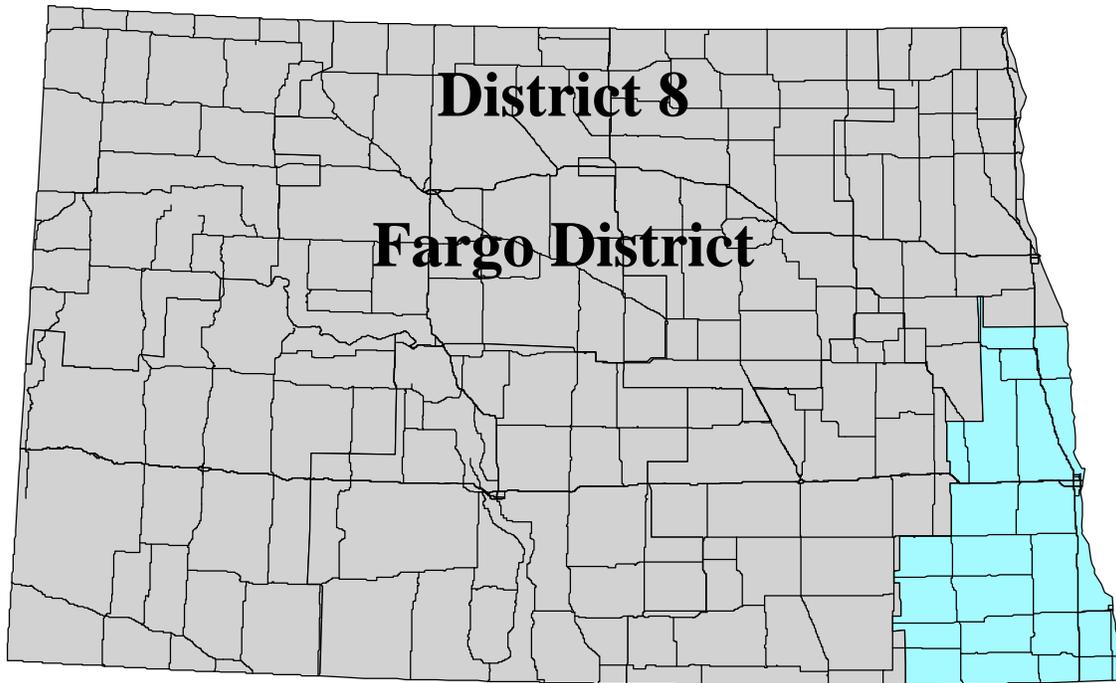
- DISTRICT BOUNDARY -
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- RECONSTRUCTION -
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- SAFETY - ▲
- STRUCTURAL - ⊙
- BEGIN PROJECT - -B
- END PROJECT - -E

DISTRICT 7-WILLISTON



WILLISTON

MAP PREPARED BY
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
 PLANNING AND PROGRAMMING DIVISION, MAPPING SECTION
 REVISED AUGUST 2002



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**North Dakota Department of Transportation
District 8 - Fargo**

(In Thousands)

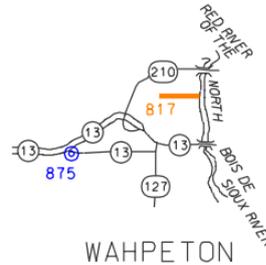
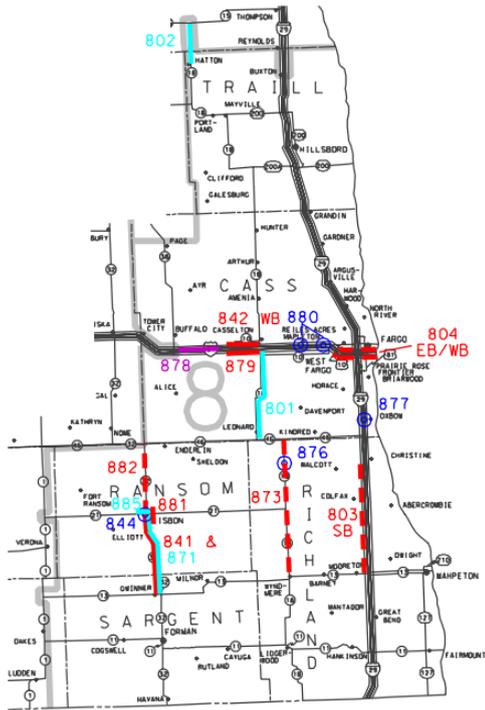
Map Fund Key	Source	Pend	Hwy	Location	Work Length Type	Const Year	Total Cost	Federal Funds	State Funds	Local Funds	
Fiscal Year: 2003											
801	SS		18	W JCT 46-LEONARD N TO CASSELTON	17.8	BLENDED BASE - HBP	2003	4451	3605	846	0
802	SS	P2003	18	HATTON N TO ND 15	6.0	HOT BIT PAVE	2004	740	599	141	0
803	IM	P2002	29	ND 13 N TO CHRISTINE-SB	21.4	CPR & DOWEL RETROFIT	2003	3307	2976	331	0
804	IM		94	W FARGO TO RED RIVER-EB/WB	9.6	CPR-DOWEL BAR RETROFIT-GRINDING	2003	1784	1606	178	0
805	IM		94	FARGO I-29 & I-94 INTR STRUCTURES	0.1	STRUCT/INCLD	2003	3500	3150	350	0
806	AC-IM		29	BNSF NEW STRUCTURE	0.1	STRUCT/INCLD	2003	5675	5107	568	0
807	SU		992	W FGO-13TH AVE, 9TH ST AND SHEYENNE	0.2	CONCRETE PAVEMENT REPAIR	2003	200	160	0	40
808	SU		992	W FGO-17TH AVE (6TH ST-9TH ST)	0.2	CONSTRUCTION	2003	1000	800	0	200
809	NHU		10	FARGO-MAIN AVE (45TH ST TO I-29)	1.0	RECONSTRUCTION	2004	5625	4500	562	563
810	U-CMU		984	FARGO-45TH ST AND 32ND AVE	0.8	RECONSTRUCTION	2004	8321	3000	0	5321
811	TEU		10	FARGO-MAIN AVENUE BRIDGE	0.2	LANDSCAPING	2003	375	300	0	75
812	TEU		984	FARGO-BROADWAY STREETScape	0.0	STREETScape	2003	501	200	0	301
814	U-BRN		10	FARGO MAIN AVE BRIDGE-ND SHARE	0.1	STRUCTURE	2003	3416	2732	342	342
815	U-BRN		10	FARGO-MAIN AVE(RED RIVER TO 2ND ST)	0.2	RECONSTRUCTION	2003	350	280	35	35
816	U-CMU		984	FARGO-TMO AGREEMENT	0.0	URBAN PLANNING	2003	204	150	0	54
817	SU		991	WAHPETON-16TH AVE N (4TH-11TH ST)	0.5	RECONSTRUCTION	2003	1660	1328	0	332
818	IM		94	NOISE ABATEMENT-US 81 TO 5TH ST	1.0	NOISE ABATEMENT	2003	2930	2700	230	0
Subtotal							44039	33193	3583	7263	
Fiscal Year: 2004											
841	SS		32	GWINNER NORTH TO LISBON	15.0	WIDENING & BASE & HOT BIT PAVE	2004	4600	3680	920	0
842	IM		94	1 MI W WHEATLAND TO CASSELTON-WB	7.0	PCC PAVE	2004	9782	8803	979	0
843	IM		29	FARGO-I-29 AND MAIN AVE	0.1	STRUCTURE WIDEN	2004	6000	5400	600	0
844	BRS		32	SHEYENNE RIVER BRIDGE-N END LISBON	0.1	BRIDGE DECK OVERLAY	2004	92	74	18	0
845	NHU		10	FARGO-MAIN AVE (I-29 TO 25TH ST)	1.0	RECONSTRUCTION	2004	13375	10700	1337	1338
846	SU		992	W FGO-1ST ST (7TH TO 13TH AVE)	0.6	RECONSTRUCTION	2004	1200	960	0	240
847	TEI		29	FARGO I-29 (MAIN AVE TO 52ND AVE S)	2.5	LANDSCAPING	2004	1333	1200	133	0
848	HEU		984	FGO-UNIV DR (1ST AVE S-1ST AVE N)	1.0	RECONSTRUCTION	2004	1000	900	50	50
Subtotal							37382	31717	4037	1628	
Fiscal Year: 2005											
871	SS		32	GWINNER NORTH TO LISBON-SURFACING	15.0	BLENDED BASE-HOT BIT PAVE	2005	2900	2347	553	0
872	IM		29	FARGO-MAIN AVE N TO N FARGO INTR-SB	0.1	MEDIAN X-OVERS	2005	2180	1962	218	0
873	SS		18	WYNDMERE N TO JCT 46	25.8	THIN LIFT OVERLAY	2005	1400	1133	267	0
874	U-CMU		984	FGO-S UNIV DR (40TH AVE-52ND AVE S)	1.0	RECONSTRUCTION	2005	5050	4040	505	505
875	BRU		13	HWY 13 WAHPETON	0.1	STRUCTURAL	2005	200	160	0	40
876	BRS		18	HWY 18 OVER SHEYENNE RIVER	0.1	STRUCTURAL	2005	150	120	30	0
877	IM		29	WILD RICE RIVER STRUCTURES NB/SB	0.0	DECK OVERLAY	2005	1200	1080	120	0
878	IM		94	BUFFALO TO WHEATLAND	1.1	MEDIAN X-OVERS	2005	300	270	30	0
879	IM		94	1 MI W WHEATLAND TO CASSELTON-EB	7.0	PCC RECYCLE	2005	11643	10479	1164	0
880	IM		94	MAPLETON AND RAYMOND INTR	0.1	STRUCTURAL	2005	2500	2250	250	0
881	SS		27	LISBON CITY SECTION	0.7	GRADE-BASE-HOT BIT PAVE	2005	1500	1214	143	143
882	SS		32	LISBON N TO JCT 46	12.8	THIN LIFT OVERLAY	2005	640	518	122	0
883	U-CMU		81	FARGO-UNIV DR (1ST AVE S-1ST AVE N)	0.2	RECONSTRUCTION	2005	2700	2160	270	270
883	SU		984	FARGO-UNIV DR (1ST AVE S-1ST AVE N)	0.2	RECONSTRUCTION	2005	3000	2400	0	600
884	BRU		294	FARGO-12TH AVE N/BNSF RAILROAD	0.1	STRUCTURE	2005	1500	1200	0	300
885	SS		32	LISBON CITY SECTION	0.6	MILL AND OVERLAY	2005	450	364	43	43
Subtotal							37313	31697	3715	1901	
Total							118734	96607	11335	10792	

2003-2005 CONSTRUCTION PROGRAM

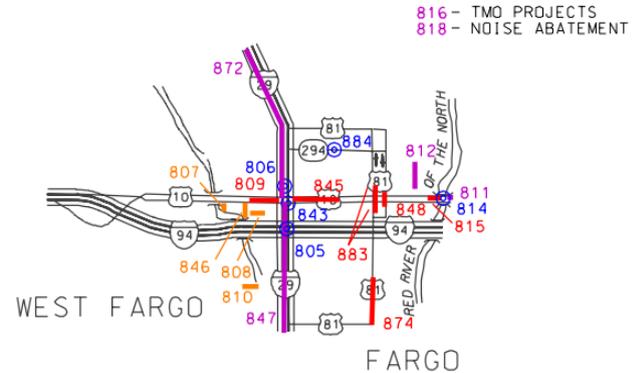
LEGEND

- DISTRICT BOUNDARY -
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- MISCELLANEOUS -
- SAFETY -
- STRUCTURAL -
- BEGIN PROJECT -
- END PROJECT -

DISTRICT 8-FARGO



WAHPETON



816 - TWO PROJECTS
818 - NOISE ABATEMENT

MAP PREPARED BY
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
PLANNING AND PROGRAMMING DIVISION, MAPPING SECTION
REVISED AUGUST 2002

**North Dakota Department of Transportation
District 9 - Various Locations**

(In Thousands)

Map Fund Key	Fund Source	Pend	Hwy	Location	Length	Work Type	Const Year	Total Cost	Federal Funds	State Funds	Local Funds
Fiscal Year: 2003											
901	BR		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE-BRIDGE INSPECTIONS,ETC	2003	750	600	150	0
902	BRS		0	VARIOUS LOCATIONS-STATEWIDE	0.0	BRIDGE OVERRUNS	2003	1250	1000	250	0
903	BRS		0	VAR. LOC.-SMALL SCALE PROJECTS	0.0	REHAB.-MISC.	2003	200	160	40	0
904	BRU		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE & R/W	2003	50	40	0	10
905	HES		0	VARIOUS LOCATIONS-STATEWIDE	0.0	HIGH ACCIDENT LOCATIONS-R	2003	889	800	89	0
906	HES		0	VARIOUS LOCATIONS-STATEWIDE	0.0	SMALL SCALE IMPR.	2003	222	200	22	0
907	HEU		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE & R/W	2003	50	40	0	10
908	HEU		0	VARIOUS LOCATIONS-STATEWIDE	0.0	HIGH ACCIDENT LOCATIONS-U	2003	667	600	0	67
909	IM		0	VARIOUS LOCATIONS-STATEWIDE	0.0	R/W	2003	213	192	21	0
910	IM		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE	2003	2222	2000	222	0
911	IM		0	VARIOUS LOCATIONS-STATEWIDE	0.0	SEAL COATS	2003	222	200	22	0
912	SS		0	VARIOUS LOCATIONS-STATEWIDE	0.0	R/W	2003	1629	1318	311	0
913	SS		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE	2003	6364	5150	1214	0
914	SS		0	VAR. LOC.-SMALL SCALE IMPR.	0.0	MISC.	2003	1000	800	200	0
915	SS		0	VARIOUS LOCATIONS-STATEWIDE	0.0	SEAL COATS	2003	1112	900	212	0
916	SU		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE & R/W	2003	500	400	0	100
917	RPS		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PROTECTIVE DEVICES	2003	1380	1250	130	0
918	RSS		0	INDIVIDUAL PROJECTS-STATEWIDE	0.0	CROSSING IMPR.	2003	440	400	40	0
919	SRP		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE	2003	167	150	17	0
920	TE		0	VARIOUS LOCATIONS-STATEWIDE	0.0	SCENIC BYWAYS ADMINISTRATION-PE	2003	31	25	6	0
921	FOR		0	VAR.LOC.-STATEWIDE-ND FOREST SERV.	0.0	CTE LANDSCAPING	2003	156	125	0	31
924	TEI		0	VARIOUS LOCATIONS-STATEWIDE	0.0	BILLBOARD CONTROL	2003	33	30	3	0
925	TEI		0	JAMESTOWN AND BEACH REST AREAS	0.0	REST AREA DISPLAYS	2003	89	80	9	0
927	TES		0	VARIOUS LOCATIONS-STATEWIDE	0.0	INTERPRETIVE DISPLAYS	2003	63	50	13	0
930	TE		0	NDSU	0.0	LANDSCAPING SERVICES PE	2004	69	55	14	0
931	SS		0	VARIOUS LOCATIONS-STATEWIDE	0.0	WETLANDS BANKING	2003	309	250	59	0
932	NH		0	VARIOUS LOCATIONS-STATEWIDE	0.0	SEAL COATS	2003	1112	900	212	0
933	IM		0	VAR LOC-STATEWIDE-INTERSTATE	0.0	PREVENTIVE MAINTENANCE	2003	1000	900	100	0
934	SS		0	BRIDGE PREVENTIVE MTCE-STATEWIDE	0.0	STRUCTURAL ITEMS	2003	618	500	118	0
935	ST		0	I-29, I-94 AND MAIN AVENUE IN FARGO	0.0	PUBLIC COORDINATION CONSULTANT	2003	120	97	23	0
936	ST		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PUBLIC COORDINATION CONSULTANT	2003	50	40	10	0
937	SC		0	VARIOUS LOCATIONS-STATEWIDE	0.0	COUNTY ROADWAYS	2003	7900	6400	0	1500
938	BR		0	VARIOUS LOCATIONS-STATEWIDE	0.0	COUNTY BRIDGES	2003	6200	5000	0	1200
939	TEO		0	VARIOUS LOCATIONS-STATEWIDE	0.0	COUNTY TE	2003	500	400	0	100
941	SS		66	DRAYTON BRIDGE	0.0	PE	2003	500	400	100	0
942	SS		0	VARIOUS LOCATIONS-STATEWIDE	0.0	BRIDGE INVENTORY	2003	402	325	77	0
943	HSP		0	VARIOUS LOCATIONS-STATEWIDE	0.0	REPEAT OFFENDER	2003	3822	3822	0	0
Subtotal								42301	35599	3684	3018

**North Dakota Department of Transportation
District 9 - Various Locations**

(In Thousands)

Map Fund Key	Source	Pend	Hwy	Location	Work Length	Type	Const Year	Total Cost	Federal Funds	State Funds	Local Funds
Fiscal Year: 2004											
951	BR		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE-BRIDGE INSPECTIONS-ETC	2004	750	600	150	0
952	BRS		0	VAR. LOC.-SMALL SCALE PROJECTS	0.0	REHAB.-MISC.	2004	200	160	40	0
953	BRU		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE & R/W	2004	50	40	0	10
954	HES		0	VARIOUS LOCATIONS-STATEWIDE	0.0	HIGH ACCIDENT LOCATIONS-R	2004	889	800	89	0
955	HES		0	VARIOUS LOCATIONS-STATEWIDE	0.0	SMALL SCALE IMPR.	2004	222	200	22	0
956	HEU		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE & R/W	2004	50	40	0	10
957	HEU		0	VARIOUS LOCATIONS-STATEWIDE	0.0	HIGH ACCIDENT LOCATIONS-U	2004	667	600	0	67
958	IM		0	VARIOUS LOCATIONS-STATEWIDE	0.0	R/W	2004	213	192	21	0
959	IM		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE	2004	2222	2000	222	0
960	IM		0	VARIOUS LOCATIONS-STATEWIDE	0.0	SEAL COATS	2004	222	200	22	0
961	SS		0	VARIOUS LOCATIONS-STATEWIDE	0.0	R/W	2004	1629	1318	311	0
962	SS		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE	2004	7132	5772	1360	0
963	SS		0	VAR. LOC.-SMALL SCALE IMPR.	0.0	MISC.	2004	1000	800	200	0
964	SS		0	VARIOUS LOCATIONS-STATEWIDE	0.0	SEAL COATS	2004	1112	900	212	0
965	SU		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE & R/W	2004	500	400	0	100
966	RPS		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PROTECTIVE DEVICES	2004	1380	1250	130	0
967	RSS		0	INDIVIDUAL PROJECTS-STATEWIDE	0.0	CROSSING IMPR.	2004	440	400	40	0
968	SRP		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE	2004	167	150	17	0
969	FOR		0	VAR.LOC.-STATEWIDE-ND FOREST SERV.	0.0	CTE LANDSCAPING	2004	188	150	0	38
973	TEI		0	VARIOUS LOCATIONS-STATEWIDE	0.0	INTERPRETIVE DISPLAYS	2004	55	50	5	0
974	TEI		0	VARIOUS LOCATIONS-STATEWIDE	0.0	BILLBOARD CONTROL	2004	33	30	3	0
975	TEI		0	ORISKA REST AREA	0.0	PE	2005	250	200	50	0
977	TE		0	NDSU	0.0	LANDSCAPING SERVICES PE	2005	73	58	15	0
978	TEU		0	VARIOUS LOCATIONS-STATEWIDE	0.0	DIRECTORS TASK FORCE	2004	1125	900	0	225
979	SS		0	VARIOUS LOCATIONS-STATEWIDE	0.0	WETLANDS BANKING	2004	309	250	59	0
981	NH		0	VARIOUS LOCATIONS-STATEWIDE	0.0	SEAL COATS	2004	1112	900	212	0
982	IM		0	VAR. LOC-STATEWIDE-INTERSTATE	0.0	PREVENTIVE MAINTENANCE	2004	1000	900	100	0
983	SS		0	BRIDGE PREVENTIVE MTCE-STATEWIDE	0.0	STRUCTURAL ITEMS	2004	618	500	118	0
985	ST		0	I-29, I-94 AND MAIN AVENUE IN FARGO	0.0	PUBLIC COORDINATION CONSULTANT	2004	120	97	23	0
986	ST		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PUBLIC COORDINATION CONSULTANT	2004	50	40	10	0
987	TES		0	VARIOUS LOCATIONS-STATEWIDE	0.0	HISTORIC BRIDGE REHABILITATION	2004	1000	800	200	0
988	TEU		0	VARIOUS LOCATIONS-STATEWIDE	0.0	REGIONAL PROJECTS TO BE NAMED	2004	156	125	0	31
989	SC		0	VARIOUS LOCATIONS-STATEWIDE	0.0	COUNTY ROADWAYS	2004	14200	11500	0	2700
990	BR		0	VARIOUS LOCATIONS-STATEWIDE	0.0	COUNTY BRIDGES	2004	7500	6000	0	1500
991	TE0		0	VARIOUS LOCATIONS-STATEWIDE	0.0	COUNTY TE	2004	500	400	0	100
992	TET		0	PROJECTS TO BE NAMED	0.0	STATE TOURISM	2004	812	650	0	162
993	SS		0	VARIOUS LOCATIONS-STATEWIDE	0.0	BRIDGE INVENTORY	2004	402	325	77	0
Subtotal								48348	39697	3708	4943

**North Dakota Department of Transportation
District 9 - Various Locations**

(In Thousands)

Map Fund Key Source	Pend	Hwy	Location	Length	Work Type	Const Year	Total Cost	Federal Funds	State Funds	Local Funds
Fiscal Year: 2005										
1001 BR		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE-BRIDGE INSPECTIONS-ETC	2005	750	600	150	0
1002 BRS		0	VAR. LOC.-SMALL SCALE PROJECTS	0.0	REHAB.-MISC.	2005	200	160	40	0
1003 BRU		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE & R/W	2005	50	40	0	10
1004 HES		0	VARIOUS LOCATIONS-STATEWIDE	0.0	HIGH ACCIDENT LOCATIONS-R	2005	889	800	89	0
1005 HES		0	VARIOUS LOCATIONS-STATEWIDE	0.0	SMALL SCALE IMPR.	2005	222	200	22	0
1006 HEU		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE & R/W	2005	50	40	0	10
1007 HEU		0	VARIOUS LOCATIONS-STATEWIDE	0.0	HIGH ACCIDENT LOCATIONS-U	2005	667	600	0	67
1008 IM		0	VARIOUS LOCATIONS-STATEWIDE	0.0	R/W	2005	213	192	21	0
1009 IM		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE	2005	2222	2000	222	0
1010 IM		0	VARIOUS LOCATIONS-STATEWIDE	0.0	SEAL COATS	2005	222	200	22	0
1011 IM		0	VARIOUS LOCATIONS-STATEWIDE	0.0	REST AREAS	2005	600	540	60	0
1012 SS		0	VARIOUS LOCATIONS-STATEWIDE	0.0	R/W	2005	1629	1318	311	0
1013 SS		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE	2005	7132	5772	1360	0
1014 SS		0	VAR. LOC.-SMALL SCALE IMPR.	0.0	MISC.	2005	1000	800	200	0
1015 SS		0	VARIOUS LOCATIONS-STATEWIDE	0.0	SEAL COATS	2005	1112	900	212	0
1016 SU		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE & R/W	2005	500	400	0	100
1017 RPS		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PROTECTIVE DEVICES	2005	1380	1250	130	0
1018 RSS		0	INDIVIDUAL PROJECTS-STATEWIDE	0.0	CROSSING IMPR.	2005	440	400	40	0
1019 SRP		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PE	2005	167	150	17	0
1020 FOR		0	VAR. LOC.-STATEWIDE-ND FOREST SERV.	0.0	CTE LANDSCAPING	2005	188	150	0	38
1021 TE		0	TO BE DETERMINED	0.0	LANDSCAPING	2005	500	400	100	0
1023 TEI		0	VARIOUS LOCATIONS-STATEWIDE	0.0	INTERPRETIVE DISPLAYS	2005	64	58	6	0
1024 TEI		0	VARIOUS LOCATIONS-STATEWIDE	0.0	BILLBOARD CONTROL	2005	33	30	3	0
1027 TES		0	JAMESTOWN REST AREAS	0.0	LANDSCAPING	2005	250	225	25	0
1028 TE		0	NDSU	0.0	LANDSCAPING SERVICES PE	2006	73	58	15	0
1029 TEU		0	VARIOUS LOCATIONS-STATEWIDE	0.0	DIRECTORS TASK FORCE	2005	1125	900	0	225
1030 SS		0	VARIOUS LOCATIONS-STATEWIDE	0.0	WETLANDS BANKING	2005	309	250	59	0
1031 NH		0	VARIOUS LOCATIONS-STATEWIDE	0.0	SEAL COATS	2005	1112	900	212	0
1032 IM		0	VAR LOC-STATEWIDE-INTERSTATE	0.0	PREVENTIVE MAINTENANCE	2005	1000	900	100	0
1033 SS		0	BRIDGE PREVENTIVE MTCE-STATEWIDE	0.0	STRUCTURAL ITEMS	2005	618	500	118	0
1034 TE		0	VARIOUS LOCATIONS-STATEWIDE	0.0	SCENIC BYWAYS ADMINISTRATION	2005	31	25	6	0
1035 ST		0	VARIOUS LOCATIONS-STATEWIDE	0.0	PUBLIC COORDINATION CONSULTANT	2005	50	40	10	0
1036 TEU		0	VARIOUS LOCATIONS-STATEWIDE	0.0	REGIONAL PROJECTS TO BE NAMED	2005	375	300	0	75
1037 BR		0	VARIOUS LOCATIONS-STATEWIDE	0.0	E-RAIL RETROFIT(FR DESIGN EXCEPT)	2005	300	240	60	0
1038 SC		0	VARIOUS LOCATIONS-STATEWIDE	0.0	COUNTY ROADWAYS	2005	14200	11500	0	2700
1039 BR		0	VARIOUS LOCATIONS-STATEWIDE	0.0	COUNTY BRIDGES	2005	7500	6000	0	1500
1040 TEO		0	VARIOUS LOCATIONS-STATEWIDE	0.0	COUNTY TE	2005	500	400	0	100
1041 FHO		0	VARIOUS LOCATIONS-STATEWIDE	0.0	FOREST HIGHWAYS	2005	1000	1000	0	0
1042 TET		0	PROJECTS TO BE NAMED	0.0	STATE TOURISM	2005	812	650	0	162
1043 SS		0	VARIOUS LOCATIONS-STATEWIDE	0.0	BRIDGE INVENTORY	2005	402	325	77	0
Subtotal							49887	41213	3687	4987
Total							140536	116509	11079	12948

PROGRAMS

Federal aid highway funds are apportioned to the state from several sources. The major categories of funds are:

- ' Interstate
- ' National Highway System
- ' Congestion Mitigation
- ' Surface Transportation
- ' Minimum Guarantee
- ' Bridge Replacement
- ' Transportation Enhancement
- ' Safety
- ' Planning (MPO Planning & State Planning and Research)

The state is responsible for overall management of these funds. A portion of the funds are made available by North Dakota Department of Transportation (NDDOT) to urban areas (Population > 5,000), counties, and other agencies for their use.

Each source of federal funds has its own criteria for eligibility and administration. Recipients of these funds must follow the federal law and administrative rules that apply.

Highway Construction Programs

The federal aid highway construction funding sources can generally be grouped into four categories: Roadway Construction, Bridge Replacement, Transportation Enhancement, and Safety, which are further broken down by state, urban, and county. The annual construction programs are developed on the basis of available funds in each funding category. In October of each year, the state is notified of the amount that it can spend for that fiscal year. At that time, the fiscal year program is adjusted and projects may be delayed into the following year.

Roadway Construction

The Roadway Construction Category includes Interstate Maintenance, National Highway System, Congestion Mitigation, and Surface Transportation.

Interstate Maintenance (IM) funds are used for interstate reconstruction, rehabilitation, restoration, or resurfacing on the Interstate system. National Highway System (NHS) funds are to be used on highways classified as on the National Highway System.

Because North Dakota does not have any non attainment areas as defined by EPA, federal rules allow the NDDOT to use funds received from the Congestion Mitigation and Air Quality (CMAQ) category for any project eligible under the Surface Transportation program. Surface Transportation (STP) funds can be used on any public roadway except local roads and rural minor collectors. Minimum Guarantee funds are also reserved and can generally be used in the same way as STP funds.

Urban Streets and Highways

In urban areas, roads that primarily serve traffic generating outside of the urban area have been designated as the Regional System. The Regional System generally consists of streets and highways on the state system in and through urban areas. Other functionally classified streets are referred to as urban roads. The apportionment for urban streets and highways is divided between the Urban Roads and Urban Regional systems. Generally, the apportionment given to urban streets and highways is divided equally between Urban Roads and Urban Regional systems.

Urban areas over 50,000 residents have Metropolitan Planning Organizations (MPO) which are involved in program planning for those areas. These areas are required to prepare a Transportation Improvement Plan (TIP) each year. In North Dakota there are three areas:

1. Bismarck-Mandan
2. Fargo-Moorhead
3. Grand Forks-East Grand Forks

The transit and highway programs for these areas are shown in this document in summary format. Each of the three MPO's have prepared a TIP document which is available upon request from the Local Government Division (701) 328-2540.

Local Government

The Local Government (LG) division allocates money to each county for roads and bridges. The annual allocations are sometimes not sufficient to fund a project within a county. In those instances, the counties may allow their allocations to accumulate for two or more years. When sufficient amounts exist, they may then fund a project.

The North Dakota Department of Transportation (NDDOT) shares the federal highway funds with the 53 counties. The amount of federal aid the counties receive is based on percentages the federal highway bills specified prior to the 1991 highway bill. Since 1991, NDDOT has continued to share the federal highway funds at these same percentages even though the federal highway bill does not require it. NDCC 24-04-01 clearly indicates it is the legislative intent that NDDOT works closely with the counties to provide an integrated system of roads and streets.

The counties receive 8.44 percent of the federal funds for roadways. These funds are distributed to the 53 counties based on the following formula:

- 25% - Land area
- 25% - Population
- 25% - Miles of federal aid roads
- 25% - Local effort (mill levy program)

Approximately \$14.5 million per year is distributed to the counties. The counties can use these funds for any project they select as long as it is on their federal aid system of roads. The match on these projects is 80 percent federal and 20 percent county.

The counties also receive a percentage of the Transportation Enhancement (TE) funds. These funds are used mainly for shared use paths (bike trails). The counties get 12.08 percent or approximately \$0.5 million per year. The counties compete for the TE funds on a statewide basis. A committee reviews the projects and recommends to the NDDOT Director which ones should be funded. The match on these projects is 80 percent federal and 20 percent county.

The counties also receive a percentage of the bridge funds. Half the bridge funds are given to the counties to use on the county and township roads and on the streets in the cities not on the urban system. The match on these projects is 80 percent federal and 20 percent county or city.

The basis for all the federal match is 23 USC 120 (a) and (b).

The individual counties select their projects on an annual basis. Since most county projects are not too complex, the plans can be completed in less than a year. LG has provided a three year programmatic program of projects.

Bridge Construction

Bridge Replacement (BR) funds are dedicated to reconstructing or rehabilitating bridges which meet certain sufficiency ratings. Generally, a bridge with a rating ≤ 50 is eligible for replacement. Bridges rated between 50 and 80 are generally eligible for rehabilitation but not replacement.

Transportation Enhancements

Transportation Enhancement (TE) funds are to be used for activities that enhance the highway environment and are not part of a regular construction project.

TE projects include the following activities:

1. pedestrian and bicycle facilities, and safety and educational activities for pedestrians and bicyclists,
2. acquisitions of scenic and historic sites,
3. scenic and historic highway programs, including tourist and welcome center facilities,
4. landscaping and other scenic beautification,
5. historic preservation,

6. rehabilitation and operation of historic transportation buildings, structures, or facilities including historic railroad facilities and canals,
7. preservation of abandoned railroad corridors, including the conversion and use thereof for pedestrian or bicycle trails,
8. archeological planning and research,
9. control and removal of outdoor advertising,
10. environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity, and
11. the establishment of transportation museums.

The following describes how each portion of the Transportation Enhancement (TE) program is developed.

NDDOT Initiated Projects

The Local Government (LG) division handles the project development and works with management to select TE projects with the exception of TE projects tied to regularly funded projects. The Planning and Programming (P&P) division develops projects which are tied to regularly scheduled projects in rural areas. P&P will also work with management to decide which projects will receive obligational authority.

Tourism Plan

ND Parks, ND Tourism and the ND State Historical Society will submit projects to the LG division. LG coordinates eligibility and project development. The Tourism funds will receive approximately the same percentage of obligational authority as NDDOT receives from FHWA.

Director's Task Force (DTF) Urban & Rural Projects

The LG division coordinates project development. The DTF prioritizes projects. The LG division, based on discussions with the 13 major cities, will assign approximately the same percentage of obligational authority to urban TE funds as NDDOT receives.

Regularly Funded Urban Projects

The LG division will coordinate project development. The LG division, based on discussions with the 13 major cities, will assign approximately the same percentage of obligational authority to urban TE funds as NDDOT receives.

Directors's Task Force Projects

The LG division will coordinate project development. The DTF will prioritize projects. LG will assign the obligational authority.

The Director's Task Force consists of one representative from each of the following jurisdictions appointed by the Director:

- , North Dakota Parks
- , North Dakota Tourism
- , North Dakota State Historical Society
- , Urban Areas
- , Counties
- , North Dakota Indian Affairs Commission
- , North Dakota Department of Transportation (Chair of DTF)

Safety

Hazard Elimination

Projects eligible for funding under the Hazard Elimination program are those projects that provide improvements at identified high accident locations, minimize the potential for accidents, or are part of a system-wide improvement of substandard geometric properties related to safety. Safety projects can be proposed by counties; however, their eligibility must meet the criteria of the safety program.

Railroad/highway Protective Devices

Railroad/Highway Protective Devices funds are used to install or improve protective devices at railroad crossings. Protective devices can include signing, signals, or signals with gates.

Railroad/Highway Elimination of Hazards

Railroad/Highway Elimination of Hazards funds can be used for improving at-grade railroad crossings and constructing or reconstruction of highway-railroad separation structures.

High Priority and Demonstration Projects

Congress directs certain allocated funds be distributed by requiring that particular projects are to receive specific amounts of funding. This may be done either in the legislative language or by including statements of congressional intent in the committee reports accompanying the legislation. TEA-21 directed funds for North Dakota's High Priority and Demonstration Projects. The legislation specifically earmarked funds for High Priority projects in the following areas for the six years of TEA-21:

- Upgrade U.S. Route 52 Donnybrook to US Route 2
- Construct Jamestown Bypass
- Upgrade US Route 52 Kenmare to Donnybrook
- State Priority Projects

Federal funds will be programmed for preliminary engineering for the first three projects listed above. Demonstration projects were congressionally earmarked projects under ISTEA. Congressionally directed funds are normally available until expended.

Federal Lands Highways Program

The Federal Lands Highway program consists of Indian Reservation Roads, National Park Highways, Forest Service Highways, and Public Lands Highways. The Bureau of Indian Affairs (BIA) administers the federal aid for the Indian Reservation Roads program. The National Park Highways program is administered by Federal Highway Administration.

In North Dakota, NDDOT develops the program for the Forest Service Highways. The projects are generally on local or county roads. The National Park Service Highways and the Forest Service Highways programs have no programmed projects for fiscal years 2003 to 2005.

BIA has provided their tentative 2002-2004 programs. They are coordinating with the Indian tribes to finalize their 2003 to 2005 program. This agency's available program is included in this document.

Region: Great Plains
 State: North Dakota
 FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				PE	FY2002	FY2003	FY2004	FY2002 -- 2004
002	DUNN	FT BERTHOLD GRAVEL SURFACING	OVRLAY					
1	FORT BERTHOLD	105.8	A04002					
10	FORT BERTHOLD							
101								
102								
11								
12								
13								
14								
15								
17								
18								
20								
22								
3								
4								
5								
7								
9								
				PE	\$0	\$0	\$0	\$0
				CE	\$25,000	\$25,000	\$1,000	\$51,000
				CON	\$575,000	\$575,000	\$0	\$1,150,000
					\$600,000	\$600,000	\$1,000	\$1,201,000



INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204

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Region: Great Plains

State: North Dakota

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS					
				FY2002	FY2003	FY2004	FY2002 -- 2004		
114	DUNN	TRAFFIC CONTROL SIGNING	SAFETY	PE	\$1,000	\$0	\$0	\$1,000	
1	FORT BERTHOLD	209.4		CE	\$0	\$10,000	\$0	\$10,000	
10	FORT BERTHOLD		A04114	CON	\$0	\$100,000	\$0	\$100,000	
101					\$1,000	\$110,000	\$0	\$111,000	
102									
11									
12									
13									
14									
15									
17									
18									
1810									
1820									
2									
20									
22									
221									
222									
223									
225									
24									
26									
27									
28									
3									
30									
301									
4									
5									
6									
601									
602									
603									
7									
9									
902									
904									
16	MCKENZIE	WELLS ROAD RECONSTRUCT	RECONS	PE	\$40,000	\$0	\$0	\$40,000	
27	FORT BERTHOLD	3.8		CE	\$0	\$45,000	\$1,000	\$46,000	
	FORT BERTHOLD		A04116	CON	\$0	\$495,000	\$0	\$495,000	
					\$540,000	\$1,000	\$1,000	\$581,000	



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Level Regional Road Engineer

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Region: Great Plains

State: North Dakota

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS					
				FY2002	FY2003	FY2004	FY2002 -- 2004		
342 3100	MCLEAN FORT BERTHOLD FORT BERTHOLD	WHITESHIELD HOUSING 1.3	RECONS A04342	PE	\$0	\$5,000	\$0	\$5,000	
				CE	\$0	\$0	\$5,000	\$5,000	
				CON	\$0	\$0	\$40,000	\$40,000	
						\$45,000	\$50,000		
502 0023	MCKENZIE FORT BERTHOLD FORT BERTHOLD	PS&E FOR 4 BEARS BRIDGE 45.2	BRIDGE A04502	PE	\$1,000	\$0	\$0	\$1,000	
				CE	\$0	\$0	\$0	\$0	
				CON	\$0	\$0	\$0	\$0	
					\$0	\$0	\$1,000		
709 12 124	MCKENZIE FORT BERTHOLD FORT BERTHOLD	MANDAREE STREETS & HILL 3.5	RECONS A04709	PE	\$0	\$0	\$0	\$0	
				CE	\$47,000	\$0	\$0	\$47,000	
				CON	\$3,000	\$0	\$0	\$3,000	
					\$50,000	\$0	\$0	\$50,000	
716 3300	MCKENZIE FORT BERTHOLD FORT BERTHOLD	DRAGS WOLF STRT ADDITION .4	NEWCON A04716	PE	\$0	\$0	\$0	\$0	
				CE	\$2,000	\$0	\$0	\$2,000	
				CON	\$3,000	\$0	\$0	\$3,000	
					\$5,000	\$0	\$0	\$5,000	
906 3302	MOUNTRAIL FORT BERTHOLD FORT BERTHOLD	RED FOX ADDITION .4	RECONS A04906	PE	\$5,000	\$0	\$0	\$5,000	
				CE	\$0	\$15,000	\$1,000	\$16,000	
				CON	\$0	\$135,000	\$0	\$135,000	
					\$5,000	\$150,000	\$1,000	\$156,000	
109 7	BENSON FORT TOTTEN SPIRIT LAKE TRIBE	AGENCY STREETS CH SL 10.5	SEALING A05109	PE	\$500	\$0	\$0	\$500	
				CE	\$1,500	\$0	\$0	\$1,500	
				CON	\$157,000	\$0	\$0	\$157,000	
					\$159,000	\$0	\$0	\$159,000	



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Region: Great Plains
State: North Dakota
FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2002	FY2003	FY2004	FY2002 -- 2004	
110 1	BENSON FORT TOTTEN SPIRIT LAKE TRIBE	MISSION ROAD CH SL 2.7	SEALING A05110	PE	\$200	\$0	\$0	\$200
				CE	\$500	\$0	\$0	\$500
				CON	\$43,500	\$0	\$0	\$43,500
					\$44,200			\$44,200
111 4	BENSON FORT TOTTEN SPIRIT LAKE TRIBE	MATOHIN SCHOOL RD CH SL 1.8	SEALING A05111	PE	\$100	\$0	\$0	\$100
				CE	\$500	\$0	\$0	\$500
				CON	\$28,700	\$0	\$0	\$28,700
					\$29,300	\$0	\$0	\$29,300
112 6	BENSON FORT TOTTEN SPIRIT LAKE TRIBE	EAST-WEST ROAD CH SL 8.8	SEALING A05112	PE	\$500	\$0	\$0	\$500
				CE	\$900	\$0	\$0	\$900
				CON	\$136,800	\$0	\$0	\$136,800
					\$138,200	\$0	\$0	\$138,200
113 8	BENSON FORT TOTTEN SPIRIT LAKE TRIBE	CROWHILL ROAD CH SL 4.3	SEALING A05113	PE	\$200	\$0	\$0	\$200
				CE	\$1,500	\$0	\$0	\$1,500
				CON	\$68,900	\$0	\$0	\$68,900
					\$70,600	\$0	\$0	\$70,600
143 15	BENSON FORT TOTTEN SPIRIT LAKE TRIBE	DKI JUMP ROAD CH SL 1	SEALING A05143	PE	\$100	\$0	\$0	\$100
				CE	\$400	\$0	\$0	\$400
				CON	\$18,500	\$0	\$0	\$18,500
					\$19,000	\$0	\$0	\$19,000
214 0040	BENSON FORT TOTTEN SPIRIT LAKE TRIBE	TOKIO PATHWAY .7	WALKWY A05214	PE	\$20,000	\$0	\$0	\$20,000
				CE	\$2,000	\$0	\$0	\$2,000
				CON	\$18,000	\$0	\$0	\$18,000
					\$40,000	\$0	\$0	\$40,000



INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204

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Level Regional Road Engineer

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Region: Great Plains
State: North Dakota
FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m		PROJECT TOTALS					
				FY2002	FY2003	FY2004	FY2002 - 2004		
403 20 21	BENSON FORT TOTTEN SPIRIT LAKE TRIBE	TOKIO/EPHRIAM SLOPE FLAT 9.6	SAFETY A05403	PE	\$0	\$82,000	\$0	\$82,000	
				CE	\$0	\$0	\$200,000		\$200,000
				CON	\$0	\$0	\$1,500,000		\$1,500,000
					\$0	\$82,000	\$1,700,000		\$1,782,000
061 0003	SIOUX STANDING ROCK STANDING ROCK	PS&E FOR STRUCTURE A045 0	REPLACE A10061	PE	\$500	\$0	\$0	\$500	
				CE	\$0	\$0	\$0		\$0
				CON	\$0	\$0	\$0		\$0
					\$0	\$0	\$0		\$500
072 006	SIOUX STANDING ROCK STANDING ROCK	BIA RT 6 CULVERT REPLACE 13.3	REHAB A10072	PE	\$0	\$0	\$0	\$0	
				CE	\$1,000	\$0	\$0		\$1,000
				CON	\$9,000	\$0	\$0		\$9,000
					\$10,000	\$0	\$0		\$10,000
145 0001	SIOUX STANDING ROCK STANDING ROCK	CANNONBALL ROAD CH SL 6.8	SEALING A10145	PE	\$0	\$0	\$0	\$0	
				CE	\$250	\$0	\$0		\$250
				CON	\$250	\$0	\$0		\$250
					\$500	\$0	\$0		\$500
146 3100	SIOUX STANDING ROCK STANDING ROCK	FT YATES STREETS CH SL 4.5	SEALING A10146	PE	\$0	\$0	\$0	\$0	
				CE	\$250	\$0	\$0		\$250
				CON	\$250	\$0	\$0		\$250
					\$500	\$0	\$0		\$500
147 3000	SIOUX STANDING ROCK STANDING ROCK	CANNONBALL STREETS CH SL 2.9	SEALING A10147	PE	\$0	\$0	\$0	\$0	
				CE	\$250	\$0	\$0		\$250
				CON	\$250	\$0	\$0		\$250
					\$500	\$0	\$0		\$500



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Region: Great Plains
State: North Dakota
FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS					
				FY2002	FY2003	FY2004	FY2002 -- 2004		
331	SIOUX	SIOUX VILLAGE STREETS	RECONS	PE	\$0	\$0	\$0	\$0	
3700	STANDING ROCK	2.1	A10331	CE	\$1,000	\$0	\$0	\$1,000	
	STANDING ROCK			CON	\$0	\$0	\$0	\$0	
								\$1,000	
839	SIOUX	PORCUPINE STREETS CH SL	SEALING	PE	\$0	\$0	\$0	\$0	
3600	STANDING ROCK	.4	A10839	CE	\$250	\$0	\$0	\$250	
	STANDING ROCK			CON	\$250	\$0	\$0	\$250	
					\$500	\$0	\$0	\$500	
840	SIOUX	FORT YATES ACCESS ROAD CH SL	SEALING	PE	\$0	\$0	\$0	\$0	
31	STANDING ROCK	1.8	A10840	CE	\$250	\$0	\$0	\$250	
	STANDING ROCK			CON	\$250	\$0	\$0	\$250	
					\$500	\$0	\$0	\$500	
936	SIOUX	PORCUPINE TO FORT YATES CH SL	SEALING	PE	\$0	\$0	\$0	\$0	
6	STANDING ROCK	22	A10936	CE	\$250	\$0	\$0	\$250	
	STANDING ROCK			CON	\$250	\$0	\$0	\$250	
					\$500	\$0	\$0	\$500	
938	SIOUX	CANNONBALL ACCESS ROAD CH SL	SEALING	PE	\$0	\$0	\$0	\$0	
36	STANDING ROCK	2.1	A10938	CE	\$250	\$0	\$0	\$250	
	STANDING ROCK			CON	\$250	\$0	\$0	\$250	
					\$500	\$0	\$0	\$500	
073	ROLETTE	CENTER ROAD-RT 8 RECONST	RECONS	PE	\$0	\$0	\$0	\$0	
0008	TURTLE MOUNTAIN	2	A11073	CE	\$250	\$0	\$0	\$250	
	TURTLE MOUNTAIN			CON	\$250	\$0	\$0	\$250	
					\$500	\$0	\$0	\$500	



INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204

Report run on: March 14, 2002 3:29 PM

IN PROGRESS

Level Regional Road Engineer

Page 7 of 8

Region: Great Plains

State: North Dakota

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads ml / Bridges m	Type of Work PCAS	PROJECT TOTALS					
				FY2002	FY2003	FY2004	FY2002 -- 2004		
102 7	ROLETTE TURTLE MOUNTAIN TURTLE MOUNTAIN	COLLEGE ROAD 6	RECONS A11102	PE	\$20,000	\$30,000	\$60,000	\$110,000	
				CE	\$0	\$0	\$0	\$0	
				CON	\$0	\$0	\$0	\$0	
122 10	ROLETTE TURTLE MOUNTAIN TURTLE MOUNTAIN	EAST JACKRABBIT ROAD 9.4	RECONS A11122	PE	\$2,000	\$2,000	\$20,000	\$24,000	
				CE	\$0	\$0	\$0	\$0	
				CON	\$0	\$0	\$0	\$0	
208 10	ROLETTE TURTLE MOUNTAIN TURTLE MOUNTAIN	CENTER JACKRABBIT ROAD 7.4	RECONS A11208	PE	\$2,000	\$2,000	\$20,000	\$24,000	
				CE	\$0	\$0	\$0	\$0	
				CON	\$0	\$0	\$0	\$0	
215 0006	ROLETTE TURTLE MOUNTAIN TURTLE MOUNTAIN	ROUTE 6 GRADE RAISE 1.5	RECONS A11215	PE	\$1,000	\$0	\$0	\$1,000	
				CE	\$0	\$0	\$0	\$0	
				CON	\$0	\$0	\$0	\$0	
306 0008	ROLETTE TURTLE MOUNTAIN TURTLE MOUNTAIN	WEST JACKRABBIT ROAD 6.2	RECONS A11306	PE	\$2,000	\$2,000	\$20,000	\$24,000	
				CE	\$0	\$0	\$0	\$0	
				CON	\$0	\$0	\$0	\$0	
441 0006	ROLETTE TURTLE MOUNTAIN TURTLE MOUNTAIN	MARTIN LAKE NORTHWEST 6.1	RECONS A11441	PE	\$5,000	\$0	\$0	\$5,000	
				CE	\$500,000	\$1,000	\$0	\$501,000	
				CON	\$4,995,000	\$0	\$0	\$4,995,000	



**INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204**

Report run on: March 14, 2002 3:29 PM

IN PROGRESS

Level Regional Road Engineer

Page 108 of 288

Region: Great Plains
State: North Dakota
FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2002	FY2003	FY2004	FY2002 -- 2004	
904 6	ROLETTE TURTLE MOUNTAIN TURTLE MOUNTAIN	MARTIN LK NW SURFACING 6.1	OVLAY A11904	PE	\$0	\$0	\$5,000	\$5,000
				CE	\$0	\$0	\$0	\$0
				CON	\$0	\$0	\$0	\$0
				\$0		\$5,000	\$5,000	
910 10 11 12 13 17 19 3 5 6	ROLETTE TURTLE MOUNTAIN TURTLE MOUNTAIN	TRAFFIC CONTROL SIGNING 77	SAFETY A11910	PE	\$0	\$0	\$0	\$0
				CE	\$1,000	\$0	\$0	\$1,000
				CON	\$125,000	\$0	\$0	\$125,000
				\$126,000	\$0	\$0	\$126,000	

State Totals: \$6,870,800 \$1,524,000 \$1,873,000 \$10,267,800

*Federal ands Highway
Approved
Burrill Burtumile 4/3/2002*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CENTRAL FEDERAL LANDS HIGHWAY DIVISION
555 ZANG STREET
DENVER, COLORADO 80228

PROJECT APPLICATION FOR THE STIP/TIP

NEW PROPOSAL
AMENDMENT

STATE: North Dakota
COUNTY: Billings
MPO: N/A
ROUTE NO.: Theodore Roosevelt National Park, THRO 11(4)
ROUTE NAME: S Unit Scenic Loop Dr.

DESCRIPTION 3R

AGENCY RESPONSIBLE FOR CARRYING OUT THE PROJECT: Federal Highway Administration, Central Federal Lands Highway Division
FUNDS SOURCE: 23 USC 204 (FEDERAL LANDS HIGHWAY PROGRAM)

ESTIMATED COST	FY 2003	FY 2004	FY 2005
PRELIMINARY ENGINEERING	\$0	\$0	\$0
ENGINEERING SERVICES	\$0	\$0	\$0
RIGHTS-OF-WAY	\$0	\$0	\$0
CONSTRUCTION ENGINEERING	\$0	\$260,000	\$0
CONSTRUCTION	\$0	\$2,600,000	\$0

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CENTRAL FEDERAL LANDS HIGHWAY DIVISION
555 ZANG STREET
DENVER, COLORADO 80228

PROJECT APPLICATION FOR THE STIP/TIP

NEW PROPOSAL
AMENDMENT

STATE: North Dakota
COUNTY: Benson
MPO: N/A
ROUTE NO.: Sullys Hill NWR, SUHI 10(1
ROUTE NAME: N. Entrance Road

DESCRIPTION e type of work, termini, length etc) N Entrance Road construction

AGENCY RESPONSIBLE FOR CARRYING OUT THE PROJECT: Federal Highway Administration, Central Federal Lands Highway Division
FUNDS SOURCE: 23 USC 204 (FEDERAL LANDS HIGHWAY PROGRAM)

ESTIMATED COST	FY 2003	FY 2004	FY 2005
PRELIMINARY ENGINEERING	\$0	\$0	\$0
ENGINEERING SERVICES	\$50,000	\$0	\$0
RIGHTS-OF-WAY	\$0	\$0	\$0
CONSTRUCTION ENGINEERING	\$50,000	\$0	\$0
CONSTRUCTION	\$500,000	\$0	\$0

Recreational Trails Program

The Recreational Trails Program provides funding for both motorized and non-motorized recreational trail projects. The purpose of the Recreational Trails Program is to provide funds to states for developing and maintaining recreational trails and trail-related facilities for both motorized and non-motorized recreational trail uses. These funds help states implement projects that meet their recreation and tourism needs.

The Recreational Trails Program funding represents a portion of the revenue received by the Federal Highway Trust Fund from the federal motor fuels excise tax paid by users of off-road recreational vehicles such as snowmobiles, off-road motorcycles, all-terrain vehicles, and off-road light trucks.

The Recreational Trails Program is an assistance program of FHWA. The Governor of the state has appointed the North Dakota Parks and Recreation Department as the agency responsible for administering apportionments to the state.

The state has established a state recreational advisory committee (12 members) which represent both motorized and non-motorized recreational trail users. The committee meets one to two times a year.

Public Transit Programs

The public transit programs in North Dakota are grouped into three categories. They are:

1. Urban/Urbanized Transit Programs
2. Rural Transit Programs
3. State Aid Transit Programs

The programs and projects for three categories are shown in this STIP document in summary form.

Urban/Urbanized Transit Programs

Urban areas over 50,000 population, called urbanized areas, have Metropolitan Planning Organizations (MPO's) which conduct transit planning for these areas. North Dakota's three MPO designated urbanized areas are:

1. Bismarck-Mandan
2. Fargo-Moorhead
3. Grand Forks-East Grand Forks

Each year the Federal Transit Administration (FTA) apportions federal Section 5307 transit funds to each urbanized area by formula, based on population. In North Dakota, these formula transit funds are administered directly to the urbanized areas/cities by the FTA Region Office in Denver and do not flow through the state DOT. The cities and MPO's jointly develop an annual proposed transit

“Program of Projects” to utilize their transit apportionments. Details of the transit projects are contained in each MPO area TIP.

FTA Section 5309 federal transit discretionary funds are also made available for transit projects in both the urban and rural areas of this state. The North Dakota Department of Transportation currently has a statewide grant application pending with the FTA under Section 5309. This grant application requests transit funding for both the state's urban areas and rural areas. Details of the proposed FTA Sec. 5309 funding request are contained in this STIP document, and in the local TIP's.

Rural Transit Programs

The NDDOT administers FTA Sections 5310 and 5311 federal transit funds to provide transit assistance to rural areas. In addition, the above mentioned statewide grant application presently pending with FTA for Section 5309 federal discretionary funds also includes funding for the rural areas. Details on this are also contained herein.

State Aid Transit Programs

North Dakota also has a state aid for a public transit assistance program. This program is included herein for informational purposes only.

Urban Transit Programs

FY 2003

FTA Section 5307 Program		Total	Federal	State	Local
Bismarck	<u>Operating Assistance-ADA</u> Para-Transit/Dial-A-Ride	\$1,064,000	\$532,000	\$118,000	\$414,000
	<u>Capital Assistance-ADA</u> Para-Transit/Dial-A-Ride Purchase three small accessible buses(All	\$173,300	\$138,600	\$0	\$34,700
	<u>Preventive Maintenance</u> All transit vehicles	\$60,000	\$48,000	\$0	\$12,000
	<u>Capital Bus Garage</u> Capital funds for building expense	\$42,500	\$34,000	\$0	\$8,500
	Subtotal	\$1,339,800	\$752,600	\$118,000	\$469,200
Fargo	<u>Operating Assistance</u> Fixed Route Service Para-Transit Service Operate Transit Terminal	\$1,704,137	\$1,056,565	\$107,000	\$540,572
	Subtotal	\$1,704,137	\$1,056,565	\$107,000	\$540,572
Grand Forks	<u>Operating Assistance</u> Fixed Route Service Senior Ride Service	\$999,240	\$113,250	\$50,450	\$835,540
	<u>Operating Assistance-ADA</u> Para-Transit/Dial-A-Ride	\$155,220	\$46,180	\$50,000	\$59,040
	<u>Operating Assistance-ADA</u> Para-Transit/Dial-A-Ride	\$227,820	\$32,160	\$0	\$195,660
	<u>Preventive Maintenance</u> Costs for Fixed Route Para-Transit Service	\$566,840	\$453,390	\$0	\$113,450
		\$163,060	\$122,450	\$10,000	\$30,610
	Subtotal	\$2,112,180	\$767,430	\$110,450	\$1,234,300
	TOTAL	\$5,156,117	\$2,576,595	\$335,450	\$2,244,072

Urban Transit Programs

FY 2003

FTA Section	5309 Discretionary Funds	Total	Federal	State	Local
Bismarck	<u>Capital Assistance-ADA</u> Procure Maintenance Equipment and	\$500,000	\$400,000	\$0	\$100,000
	Subtotal	\$500,000	\$400,000	\$0	\$100,000
Fargo	<u>Capital Funds</u> Maintenance work and Replace 1 Van for elderly	\$400,000 \$55,000	\$320,000 \$44,000	\$0 \$0	\$80,000 \$11,000
	Purchase 3 Para-transit Buses	\$195,000	\$156,000	\$0	\$39,000
	Purchase 2 replacement	\$580,000	\$464,000	\$0	\$116,000
	Subtotal	\$1,230,000	\$984,000	\$0	\$246,000
Grand Forks	<u>Capital Equipment</u> Purchase 4 transit vehicles	\$600,000	\$498,000	\$0	\$102,000
	Subtotal	\$0	\$0	\$0	\$0
	TOTAL	\$1,730,000	\$1,384,000	\$0	\$346,000
FTA Section	3037 Jobs Access program				
Bismarck	<u>Operating Assistance</u>	\$76,000	\$38,000	\$0	\$28,000
Grand Forks	<u>Operating Assistance</u> Expand service hours of	\$90,000	\$45,000	\$0	\$45,000
	TOTAL	\$166,000	\$83,000	\$0	\$73,000

Urban Transit Programs

FY 2004

FTA Section	5307 Program	Total	Federal	State	Local
Bismarck	<u>Operating Assistance-ADA</u> Para-Transit/Dial-A-Ride	\$1,100,000	\$550,000	\$118,000	\$432,000
	<u>Capital Assistance-ADA</u> Para-Transit/Dial-A-Ride Purchase three small accessible buses (all replacement	\$181,900	\$145,500	\$0	\$36,400
	<u>Preventive Maintenance</u> All transit vehicles	\$62,500	\$50,000	\$0	\$12,500
	<u>Capital Bus Garage</u> Capital funds for building expense.	\$45,000	\$36,000	\$0	\$9,000
	Subtotal	\$1,389,400	\$781,500	\$118,000	\$489,900
Fargo	<u>Operating Assistance</u> Fixed Route Service Para-Transit Service Operate Transit Terminal	\$1,768,062	\$1,096,198	\$107,000	\$564,864
	Subtotal	\$1,768,062	\$1,096,198	\$107,000	\$564,864
Grand Forks	<u>Operating Assistance</u> Fixed Route Service	\$1,066,630	\$156,030	\$50,000	\$860,600
	Senior Rider Service	\$160,710	\$55,000	\$50,000	\$55,710
	<u>Operating Assistance-ADA</u> Para-Transit/Dial-A-Ride	\$275,940	\$74,000	\$0	\$201,940
	<u>Preventive Maintenance</u> Costs for Fixed Route Service	\$520,550	\$416,600	\$10,000	\$93,950
	Para-Transit Service	\$165,160	\$118,000	\$15,000	\$32,160
	Subtotal	\$2,188,990	\$819,630	\$125,000	\$1,244,360
	TOTAL	\$5,346,452	\$2,697,328	\$350,000	\$2,299,124

Urban Transit Programs

FY 2004

FTA Section	5309 Discretionary Funds	Total	Federal	State	Local
Bismarck	<u>Capital Assistance-ADA</u> Provide Capital for Maintenance Equipment for transit garage, including Service Vehicle, Grounds Maintenance Equipment, etc. Also purchase New Fixed Route Buses and Replacement Vans.	\$625,000	\$500,000	\$0	\$125,000
	Subtotal	\$625,000	\$500,000	\$0	\$125,000
Fargo	<u>Capital Assistance</u> Purchase 2 replacement Vans for elderly and disabled transportation	\$44,000	\$35,200	\$0	\$8,800
	Purchase 2 replacement Bus Coaches	\$580,000	\$464,000	\$0	\$116,000
	Subtotal	\$624,000	\$499,200	\$0	\$124,800
	TOTAL	\$1,249,000	\$999,200	\$0	\$249,800

Urban Transit Programs

FY 2005

FTA Section	5307 Program	Total	Federal	State	Local
Bismarck	<u>Operating Assistance-ADA</u> Para-Transit/Dial-A-Ride	\$1,132,000	\$566,000	\$118,000	\$448,000
	<u>Capital Assistance-ADA</u> Para-Transit/Dial-A-Ride Purchase three small accessible buses (all replacement buses)	\$185,000	\$148,000	\$0	\$37,000
	<u>Preventive Maintenance</u> For all transit vehicles	\$65,000	\$52,000	\$0	\$13,000
	<u>Capital Bus Garage</u> Capital funds for building expense	\$47,500	\$38,000	\$0	\$9,500
	Subtotal	\$1,429,500	\$804,000	\$118,000	\$507,500
Fargo	<u>Operating Assistance</u> for Fixed Route Service, Para-Transit Service, and to Operate Transit Terminal	\$1,834,545	\$1,137,418	\$107,000	\$590,127
	Subtotal	\$1,834,545	\$1,137,418	\$107,000	\$590,127
Grand Forks	<u>Operating Assistance</u> Fixed Route Service	\$1,108,140	\$172,100	\$50,000	\$886,040
	Senior Rider Service	\$98,800	\$26,900	\$25,000	\$46,900
	<u>Operating Assistance-ADA</u> Para-Transit/Dial-A-Ride	\$286,530	\$79,000	\$0	\$207,530
	<u>Preventive Maintenance</u> Costs for Fixed Route Service	582050	\$465,640	\$10,000	\$106,410
	Para-Transit Service	\$173,960	\$126,000	\$15,000	\$32,960
	Subtotal	\$2,249,480	\$869,640	\$100,000	\$1,279,840
TOTAL	\$5,513,525	\$2,811,058	\$325,000	\$2,377,467	

Urban Transit Programs

FY 2005

FTA Section	5309 Discretionary Funds	Total	Federal	State	Local
Bismarck	<u>Capital Assistance-ADA</u> For maintenance equipment, building needs and new fixed route buses and replacement vans.	\$625,000	\$500,000	\$0	\$125,000
	TOTAL	\$625,000	\$500,000	\$0	\$125,000

**RURAL TRANSIT AND STATE AID TRANSIT
FY 2003**

FTA Funded Section 5310 Projects for Elderly & Disabled Transportation

For fiscal year 2003, 10 rural para-transit type systems will receive capital funds to purchase buses and vans for transportation of the elderly and the disabled. The funding will be as follows:

	<u>Total</u>	Fed. Capital Match <u>80%</u>	Local Match <u>20%</u>
Provide funding for 10, Sec. 5310 Projects for Elderly & Disabled Transportation	\$437,500	\$350,000	\$87,500

FTA Funded Section 5311 Rural Public Transportation Projects

For fiscal year 2003, 25 rural transit and para-transit systems (including one fixed route urban system) located in the rural areas of the state (under 50,000 pop.) will receive FTA Section 5311 funds to support and operate their transit systems. The funding will be as follows:

	<u>Total</u>	Fed. Plan & Admin. Match <u>80 - 20%</u>	Fed. Oper. Match <u>50 - 50%</u>	Fed. Capital Match <u>80 - 20%</u>	Local Match <u>Match</u>
Provide Funding for 25 Sec. 5311 Rural Transit Projects:	\$2,196,850	\$130,500	\$945,800	\$37,700	\$1,046,850
Total Federal Funds:	\$1,150,000				
Local Match	\$1,046,850				

FTA Funded RTAP Projects (Part of Sec. 5311 Program)

For fiscal year 2003, FTA-RTAP funds will be used to provide personnel training and technical assistance in the field of public transit to all rural transit projects in the state. Funding will be as follows:

	100% Federal Funds (no match required)
Training Costs:	\$50,250
Technical Assistance Costs:	\$24,750
Total	\$75,000

FTA Section 5309 Discretionary Funds

For fiscal year 2003 we anticipate receiving approximately \$1,170,000 in FTA Section 5309 capital discretionary funds to purchase a variety of transit buses vans, and transit equipment as shown below to support the small urban and rural transit projects throughout the state.

	<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>
City of Minot, small urban area				
<u>Capital Assistance, Purchase:</u>				
Purchase 2 replacement Bus Coaches	\$500,000	\$400,000	\$0	\$100,000
Replace 2-way radio system				
Refurbish Transit Hub, heating, ventilation, etc.				
North Dakota Rural Statewide Rural Transit Needs				
<u>Capital Assistance, Purchase:</u>				
Purchase 16 small replacement Buses and expand one existing rural Bus garage	\$962,500	\$770,000	\$0	\$192,500
Total	\$1,462,500	\$1,170,000	\$0	\$292,500

Non-federal, State Aid for Public Transit Projects

For fiscal year 2003, 36 public transit projects (both urban and rural) throughout the state will receive state funds to support their transit operations. (This is a state funded program and is listed for informational purposes only.) Funding will be as follows:

Fund 5 Urban Transit Projects:	\$406,200	100% state funds
Fund 31 Rural Transit Projects:	<u>\$1,246,000</u>	100% state funds
Total	\$1,652,200	State Funds Only

**RURAL TRANSIT AND STATE AID TRANSIT
FY 2004**

FTA Funded Section 5310 Projects for Elderly & Disabled Transportation

For fiscal year 2004, 10 rural para-transit type systems will receive capital funds to purchase buses and vans for transportation of the elderly and the disabled. The funding will be as follows:

	<u>Total</u>	Fed. Capital <u>80%</u>	Local <u>20%</u>
Provide Funding for 10, Sec. 5310 Projects for Elderly & Disabled Transportation	\$468,750	\$375,000	\$93,750

FTA Funded Section 5311 Rural Public Transportation Projects

For fiscal year 2004, 25 rural transit and para-transit systems (including one fixed route urban system) located in the rural areas of the state (under 50,000 pop.) will receive FTA Section 5311 funds to support and operate their transit systems. The funding will be as follows:

	<u>Total</u>	Fed. Plan & Ad. 80 - 20%	Fed. Oper. 50 - 50%	Fed. Capital 80 - 20%	Match Local
Provide Funding for 25 Sec. 5311 Rural Transit Projects:	\$2,240,175	\$136,200	\$986,900	\$76,900	\$1,040,175
Total Federal Funds:	\$1,200,000				
Local Match	\$1,040,175				

FTA Funded RTAP Projects (Part of Sec. 5311 Program)

For fiscal year 2004, FTA-RTAP funds will be used to provide personnel training and technical assistance in the field of public transit to all rural transit projects in the state. Funding will be as follows:

	100% Federal Funds (no match required)	
Training Costs:	\$50,250	
Technical Assistance Costs:	<u>\$24,750</u>	
Total	\$75,000	

FTA Section 5309 Discretionary Funds

For fiscal year 2004 we anticipate receiving approximately \$1,170,000 in FTA Section 5309 capital discretionary funds to purchase a variety of transit buses, vans, and transit equipment as shown below to support the small urban and rural transit projects throughout the state.

	<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>
City of Minot, small urban area				
<u>Capital Assistance, Purchase:</u>				
Purchase 2 replacement Bus Coaches	\$500,000	\$400,000	\$0	\$100,000
Refurbish city Bus garage.				
North Dakota Rural Statewide Rural Transit Needs,				
<u>Capital Assistance, Purchase:</u>				
Purchase 25 small replacement Buses	\$962,500	\$770,000	\$0	\$192,500
Total	\$1,462,500	\$1,170,000	\$0	\$292,500

Non-federal, State Aid for Public Transit Projects

For fiscal year 2004, 36 public transit projects (both urban and rural) throughout the state will receive state funds to support their transit operations. (This is a state funded program and is listed for informational purposes only.) Funding will be as follows:

Fund 5 Urban Transit Projects:	\$406,200	100% state funds
Fund 31 Rural Transit Projects:	<u>\$1,246,000</u>	100% state funds
Total	\$1,652,200	State Funds Only

**RURAL TRANSIT AND STATE AID TRANSIT
FY 2005**

FTA Funded Section 5310 Projects for Elderly & Disabled Transportation

For fiscal year 2005, 11 rural para-transit type systems will receive capital funds to purchase buses and vans for transportation of the elderly and the disabled. The funding will be as follows:

	<u>Total</u>	Fed. Capital Match <u>80%</u>	Local Match <u>20%</u>
Provide Funding for 11 Sec. 5310 Projects for Elderly & Disabled Transportation	\$500,000	\$400,000	\$100,000

FTA Funded Section 5311 Rural Public Transportation Projects

For fiscal year 2005, 25 rural transit and para-transit systems (including one fixed route urban system) located in the rural areas of the state (under 50,000 pop.) will receive FTA Section 5311 funds to support and operate their transit systems. The funding will be as follows:

	<u>Total</u>	Fed. Plan & Ad. Match <u>80 - 20%</u>	Fed. Oper. Match <u>50 - 50%</u>	Fed. Capital Match <u>80 - 20%</u>	Local Match <u>Match</u>
Provide Funding for 25, Sec. 5311 Rural Transit Projects:	\$2,333,500	\$142,000	\$1,028,000	\$80,000	\$1,083,500
Total Federal Funds:	\$1,250,000				
Local Match	\$1,083,500				

FTA Funded RTAP Projects (Part of Sec. 5311 Program)

For fiscal year 2005, FTA-RTAP funds will be used to provide personnel training and technical assistance in the field of public transit to all rural transit projects in the state. Funding will be as follows:

	100% Federal Funds (no match required)
Training Costs:	\$50,250
Technical Assistance Costs:	<u>\$24,750</u>
Total	\$75,000

FTA Section 5309 Discretionary Funds

For fiscal year 2005, we anticipate receiving approximately \$1,170,000 in FTA Section 5309 capital discretionary funds to purchase a variety of transit buses, vans, and transit equipment as shown below to support the small urban and rural transit projects throughout the state.

	<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>
City of Minot, small urban area				
<u>Capital Assistance, Purchase:</u>	\$500,000	\$400,000	\$0	\$100,000
Purchase 4 replacement Bus Coaches				
 North Dakota Rural Statewide Rural Transit Needs				
<u>Capital Assistance, Purchase:</u>	\$962,500	\$770,000	\$0	\$192,500
Purchase 22 small replacement Buses				
Total	\$1,462,500	\$1,170,000	\$0	\$292,500

Non-federal, State Aid for Public Transit Projects

For fiscal year 2005, 36 public transit projects (both urban and rural) throughout the state will receive state funds to support their transit operations. (This is a state funded program and is listed for informational purposes only.) Funding will be as follows:

5 Urban Transit Projects:	\$406,200	100% state funds
31 Rural Transit Projects:	<u>\$1,246,000</u>	100% state funds
Total	\$1,652,200	State Funds Only

FUNDING

Highway Construction Programs

Roadway Construction

North Dakota received \$179.5 million plus \$1.9 million in repeat offender transfer money in roadway construction funds in 2002. It is expected that approximately \$165.0 million in roadway construction funds will be available for fiscal year 2003. Fiscal years 2004 and 2005 are uncertain at this time. In order to have a financial constrained STIP for 2004 & 2005 NDDOT will base it on \$170 million. Some sources such as the Congressional Budget Office show the Highway Trust Fund could sustain \$187 million program. NDDOT will be preparing projects to achieve the \$187 million. Appropriate amendments will be made as funding clarification is received.

North Dakota received \$29.0 million in IM funds in 2002. It is expected that approximately \$26.1 million in IM funds will be available for fiscal years 2003 through 2005.

North Dakota received \$81.7 million in NHS funds in 2002. It is expected that \$72.7 million in NHS funds will be available for fiscal years 2003 through 2005.

North Dakota received \$8.8 million in CMAQ funds in 2002. It is expected that \$7.9 million in CMAQ funds will be available for fiscal years 2003 through 2005.

North Dakota received \$44.8 million in STP funds in 2002. It is expected that \$40.0 million in STP funds will be available for fiscal years 2003 through 2005.

North Dakota received \$15.2 million in Minimum Guarantee funds in 2002. It is expected that \$15.4 million will be received in fiscal years 2003 through 2005.

Bridge Replacement

We received \$10.8 million in bridge funds for 2002. Bridge funds are split equally between the NDDOT and the counties. It is expected that \$9.7 million will be available for fiscal years 2003 through 2005.

Safety

Ten percent of STP funds is also designated to Safety. North Dakota received \$4.5 million in 2002. We anticipate \$4.0 million in fiscal year 2003 through 2005. North Dakota received \$1.7 million in Hazard Elimination funds in 2002. These funds are made available for urban areas, counties, and state projects that meet the above criteria. It is expected that \$1.2 million will be available for 2003.

North Dakota received \$1.4 million for Rail/Highway Protective Devices for this category in 2002. It is expected that \$1.4 million will be available for 2003.

North Dakota received \$1.4 million for Rail/Highway Elimination of Hazards for this category in 2002. It is expected that \$1.4 million will be available for 2003.

Transportation Enhancement

Ten percent of STP funds are designated to Transportation Enhancement. North Dakota received \$4.5 million in TE funds in 2002. It is expected that approximately \$4.0 million in Transportation Enhancement funds will be received in 2003, 2004, and 2005, respectively.

The anticipated distribution to counties for the 2003 through 2005 fiscal years is 12.08 percent or \$0.48 million, respectively, in TE funds. The anticipated distribution to urban areas in fiscal years 2003 through 2005 is 23.63 percent or \$0.95 million, respectively, in TE funds.

A portion of the apportionment is also given to state tourism planned projects. The anticipated distribution for state tourism projects is 16.67 per cent or \$0.67 million in TE funds for fiscal years 2003, 2004, and 2005, respectively.

High Priority Projects

TEA-21 provided additional funds for projects called priority projects. The legislation identified the following areas and funding amounts for the six years of TEA-21:

Upgrade U.S. Route 52 Donnybrook to US Route 2	\$ 1.8	Million
Construct Jamestown Bypass	\$ 3.6	Million
Upgrade US Route 52 Kenmare to Donnybrook	\$ 2.1	Million
State Priority Projects	\$13.138	Million

A percentage of each project's funds are allocated each year and all funds are project specific. In 2001 North Dakota received \$3.9 million in priority project funding. It is anticipated that the funding for 2003 will remain at \$3.9 million.

Recreational Trails

The dollars available vary from year to year. In 2002 the State of North Dakota received \$625,257, which is funding for trail related projects. Of the total allocations the State receives 30% of the funds are for motorized trail users, 30% for non-motorized trail users, and 40% for diverse trail projects.

North Dakota anticipates \$625,257 in Recreational Trails funds for fiscal years 2003 through 2005. North Dakota has no projects as yet scheduled for 2003 to 2005.

Federal Lands Highways

In North Dakota, NDDOT develops the program for the Forest Service Highways. The projects are generally on local or county roads and the dollar amount allocated to North Dakota is generally around \$0.28 million. Since this is not enough to fund a significant project, funds are generally accumulated for several years prior to construction of a project.

Summary

North Dakota received approximately \$201.7 million in authorized apportionments for fiscal year 2002. The total federal funds available from carryover apportionments and projected fiscal 2002 apportionments is \$284.3 million. Congress limited fiscal year 2002 overall spending authority to approximately \$189.5 million. The funding level for planning purposes for the 2003 STIP will be based on \$165.0 million. Fiscal years 2004 and 2005 are uncertain at this time. In order to have a financial constrained STIP for 2004 & 2005 NDDOT will base it on \$170 million. Some sources such as the Congressional Budget Office show the Highway Trust Fund could sustain \$187 million program. NDDOT will be preparing projects to achieve the \$187 million. Appropriate amendments will be made as funding clarification is received.

The spending authority designated for 2002 for use in urban areas for Urban Roads, Urban Regional, and Transportation Enhancement projects was \$37.0 million. The Urban Street and Highway program also includes additional pending projects to fill in the program in the event that the spending authority reaches the apportionment level for projects that do not reach completion. The spending authority levels projected for the 2003 through 2005 urban program (including Transportation Enhancement) are \$40.6 million, \$26.3 million, and \$26.3 million, respectively.

The 2002 apportionments designated for county level programs was \$24.1 million. The apportionment levels for the 2003 to 2005 county program including bridge and transportation enhancement are \$11.8 million, \$17.9 million, and \$17.9 million, respectively.

The NDDOT also programs additional projects known as "Pending". These projects replace any projects that do not reach the bid opening. These projects are also the first projects scheduled for the following year if sufficient obligational authority is not provided by Congress.

The program of projects shown in the STIP includes \$13.3 million of federal funds pending for fiscal year 2003, \$15.3 million of federal funds for fiscal year 2004, and \$29.7 million of federal funds for fiscal year 2005. These are the first projects that would be shifted to the following year if sufficient obligational authority is not provided by Congress. The projected Demo/Innovative federal carry over for 2003 to 2005 is \$0.9 million.

The tables on the following pages provide summaries by program areas and amounts of matching funds needed in each area. These tables show that the projected available funds in each category are sufficient to fund the proposed program.

**2003
Program Summary (In Thousands)**

State Highway Construction Program	Total	Federal	Match
Interstate	49,007	44,170	4,837
Non-Interstate	68,183	58,526	13,986
Bridge Replacement	3,525	2,832	693
Rail/Highway Improvements	1,987	1,800	187
Hazard Elimination	1,111	1,000	111
Priority Projects	<u>11,174</u>	<u>5,476</u>	<u>1,369</u>
Total	\$134,987	\$113,804	\$21,183
 Urban Highway Construction Program			
Streets and Highways	55,408	40,436	14,972
Bridge Replacement	3,816	3,052	764
Hazard Elimination	<u>859</u>	<u>706</u>	<u>153</u>
Total	\$60,083	\$44,194	\$15,889
 County Roadway Construction Program			
Roadways	7,900	6,400	1,500
Bridge Replacement	6,200	5,000	1,200
Forest Highway Projects	0	0	0
Hazard Elimination	0	0	0
Demonstration	<u>0</u>	<u>0</u>	<u>0</u>
Total	\$14,100	\$11,400	\$2,700
 Transportation Enhancement Projects			
State Highways	3,769	3,335	434
Urban Areas	3,679	1,501	2,178
County Roads	500	400	100
Tourism	<u>2,263</u>	<u>1,550</u>	<u>713</u>
Total	\$10,211	\$6,786	\$3,425
Grand Total	\$219,381	\$176,184	\$43,197

**2004
Program Summary (In Thousands)**

State Highway Construction Program	Total	Federal	Match
Interstate	41,922	37,729	4,193
Non-Interstate	67,097	60,360	14,622
Bridge Replacement	10,592	8,474	2,118
Rail/Highway Improvements	3,987	3,600	387
Hazard Elimination	1,111	1,000	111
Priority Projects	<u>10,963</u>	<u>2,462</u>	<u>616</u>
Total	\$135,672	\$113,625	\$22,047
 Urban Highways Construction Programs			
Streets & Highways	37,897	30,261	7,636
Bridge Replacement	3,250	2,600	650
Hazard Elimination	<u>1,717</u>	<u>1,540</u>	<u>177</u>
Total	\$42,864	\$34,401	\$8,463
 County Roadway Construction Program			
Roadways	14,200	11,500	2,700
Bridge Replacement	7,500	6,000	1,500
Forest Highway Projects	0	0	0
Hazard Elimination	0	0	0
Demonstration	<u>0</u>	<u>0</u>	<u>0</u>
Total	\$21,700	\$17,500	\$4,200
 Transportation Enhancement Projects			
State Highways	3,432	2,888	544
Urban Areas	2,081	1,665	416
County Roads	500	400	100
Tourism	<u>812</u>	<u>650</u>	<u>162</u>
Total	\$6,825	\$5,603	\$1,222
Grand Total	\$207,061	\$171,129	\$35,932

**2005
Program Summary (In Thousands)**

State Highway Construction Program	Total	Federal	Match
Interstate	62,262	56,036	6,226
Non-Interstate	80,605	66,566	15,848
Bridge Replacement	2,600	2,080	520
Rail/Highway Improvements	1,987	1,800	187
Hazard Elimination	1,111	1,000	111
Priority Projects	<u>1,853.00</u>	<u>35.00</u>	<u>9.00</u>
Total	\$150,418	\$127,517	\$22,901
 Urban Highway Construction Program			
Streets and Highways	41,707	31,251	10,456
Bridge Replacement	1,750	1,400	350
Hazard Elimination	<u>717</u>	<u>640</u>	<u>77</u>
Total	\$44,174	\$33,291	\$10,883
 County Roadway Construction Program			
Roadways	14,200	11,500	2,700
Bridge Replacement	7,500	6,000	1,500
Forest Highway Projects	1,000	1,000	0
Hazard Elimination	0	0	0
Demonstration	<u>0</u>	<u>0</u>	<u>0</u>
Total	\$22,700	\$18,500	\$4,200
 Transportation Enhancement Projects			
State Highways	3,139	2,746	393
Urban Areas	1,500	1,200	300
County Roads	500	400	100
Tourism	<u>812</u>	<u>650</u>	<u>162</u>
Total	\$5,951	\$4,996	\$955
Grand Total	\$223,243	\$184,304	\$38,939

**SUMMARY OF UTILIZATION
FY 2003 FEDERAL HIGHWAY FUNDS AND MATCHING FUNDS
(IN THOUSANDS OF \$)**

	State Highways		Urban Areas		County Roads		Other		Total	
	Federal	State	Federal	City	Federal	County	Federal	Other	Federal	Available
Interstate	\$44,170	\$4,837							\$44,170	\$28,217
National Highway										
Interstate										
Non-Interstate	\$30,716	\$11,016	\$21,865	\$783						
Subtotal	\$30,716	\$11,016	\$21,865	\$783	\$0	\$0	\$0	\$0	\$52,581	\$135,907
Congestion Mitigation *		\$420	\$8,997	\$6,416					\$8,997	\$10,640
Surface Transportation & Minimum Guarantee	\$27,810	\$5,969	\$9,574	\$2,488	\$6,400	\$1,500		\$1,000	\$43,784	\$82,451
High Priority Projects	\$5,476	\$2,235							\$5,476	\$7,973
National Highway										
Other Systems										
Subtotal	\$33,286	\$8,204	\$9,574	\$2,488	\$6,400	\$1,500	\$0	\$1,000	\$49,260	\$90,424
Bridge Replacement	\$2,832	\$1,070	\$3,052	\$387	\$5,000	\$1,200			\$10,884	\$34,860
Transportation Enhancement	\$3,335	\$448	\$1,501	\$2,164	\$400	\$100	\$1,550	\$713	\$6,386	\$10,020
Rail/Highway Crossings	\$1,800	\$187							\$1,800	\$6,544
Hazard Elimination	\$1,000	\$111	\$706	\$153					\$1,706	\$4,178
TOTAL	\$117,139	\$26,293	\$45,695	\$12,391	\$11,800	\$2,800	\$1,550	\$1,713	\$176,184	\$320,790

*National Highway funds will be used on State Street and Devils Lake CMAQ (urban regional) projects.

**SUMMARY OF UTILIZATION
FY 2004 FEDERAL HIGHWAY FUNDS AND MATCHING FUNDS
(IN THOUSANDS OF \$)**

	State Highways		Urban Areas		County Roads		Other		Total	
	Federal	State	Federal	City	Federal	County	Federal	Other	Federal	Available
Interstate	\$37,729	\$4,193							\$37,729	\$31,446
National Highway										
Interstate										
Non-Interstate	\$40,362	\$9,788	\$11,436	\$1,338						
Subtotal	\$40,362	\$9,788	\$11,436	\$1,338	\$0	\$0	\$0	\$0	\$51,798	\$152,700
Congestion Mitigation		\$1,120	\$8,960	\$1,120					\$8,960	\$10,818
Surface Transportation & Minimum Guarantee	\$19,998	\$4,778	\$9,865	\$2,537	\$11,500	\$2,700				
High Priority Projects	\$2,462	\$2,193								
National Highway										
Other Systems										
Subtotal	\$22,460	\$6,971	\$9,865	\$2,537	\$11,500	\$2,700	\$0	\$0	\$43,825	\$105,929
Bridge Replacement	\$8,474	\$2,338	\$2,600	\$430	\$6,000	\$1,500			\$17,074	\$35,219
Transportation Enhancement	\$2,888	\$536	\$1,665	\$424	\$400	\$100	\$650	\$162	\$5,603	\$8,361
Rail/Highway Crossings	\$3,600	\$387							\$3,600	\$8,052
Hazard Elimination	\$1,000	\$161	\$1,540	\$127					\$2,540	\$3,892
TOTAL	\$116,513	\$25,494	\$36,066	\$5,976	\$17,900	\$4,300	\$650	\$162	\$171,129	\$356,417

**SUMMARY OF UTILIZATION
FY 2005 FEDERAL HIGHWAY FUNDS AND MATCHING FUNDS
(IN THOUSANDS OF \$)**

	State Highways		Urban Areas		County Roads		Other		Total	
	Federal	State	Federal	City	Federal	County	Federal	Other	Federal	Available
Interstate	\$56,036	\$6,226							\$56,036	\$31,446
National Highway	\$40,214	\$9,221								
Interstate										
Non-Interstate										
Subtotal	\$40,214	\$9,221	\$0	\$0	\$0	\$0	\$0	\$0	\$40,214	\$179,946
Congestion Mitigation		\$1,415	\$11,320	\$1,415					\$11,320	\$11,033
Surface Transportation & Minimum Guarantee	\$26,352	\$6,079	\$19,931	\$7,812	\$11,500	\$2,700	\$1,000		\$58,783	\$126,834
High Priority Projects	\$35	\$371							\$35	\$35
National Highway										
Other Systems										
Subtotal	\$26,387	\$6,450	\$19,931	\$7,812	\$11,500	\$2,700	\$1,000	\$0	\$58,818	\$126,869
Bridge Replacement	\$2,080	\$520	\$1,400	\$350	\$6,000	\$1,500			\$9,480	\$29,388
Transportation Enhancement	\$2,746	\$355	\$1,200	\$338	\$400	\$100	\$650	\$162	\$4,996	\$7,485
Rail/Highway Crossings	\$1,800	\$187							\$1,800	\$7,760
Hazard Elimination	\$1,000	\$111	\$640	\$77					\$1,640	\$2,772
TOTAL	\$130,263	\$24,485	\$34,491	\$9,992	\$17,900	\$4,300	\$1,650	\$162	\$184,304	\$396,699

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

REQUIRED FEDERAL CERTIFICATIONS
(PER 23 U.S.C. 135 AND 23 CFR, PART 450.220 - HIGHWAYS)
(PER 49 U.S.C., SECTION 5323(k) - TRANSIT)

The North Dakota Department of Transportation (NDDOT) hereby certifies that its statewide transportation planning process is being carried out in accordance with all respective Federal requirements, including the following:

Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by the State under 23 U.S.C. 324 and 29 U.S.C. 794;

Section 1003(b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 (Public Law 102-204, 105 Statute 1914) regarding the involvement of disadvantaged business enterprises in FHWA and FTA funded projects (Section 105(f), Public Law 97-424, 96 Statute 2100, 49 CFR Part 23);

The provisions of the Americans with Disabilities Act (ADA) of 1990 (Public Law 101-336, 104 Statute 327, as amended) and the U.S. DOT regulations "Transportation for Individuals with Disabilities"; and

The provisions of 49 CFR Part 20 regarding restrictions on influencing certain Federal activities.

IN ADDITION,

NDDOT, as an applicant for FHWA programs, grants, or cooperative agreements, certifies that its principals:

1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
2. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offence in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
3. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (2) of this certification;
4. Have not within a three-year period preceding this certification had one or more public transactions (Federal, State, or local) terminated for cause or default; and
5. Have not engaged in the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance and that the entire workplace is drugfree while conducting any activity with grants or subgrants.

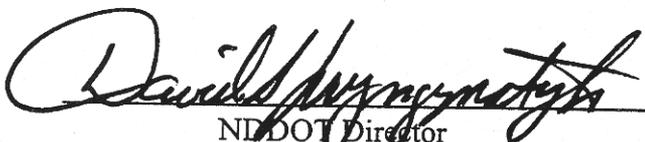
NDDOT certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provisions of 49 CFR, Part 29, are applicable thereto.

IN ADDITION,

NDDOT certifies that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any Federal contract; the making of any Federal grant; the making of any Federal loan; the entering into of any cooperative agreement; and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants, and contracts and subcontracts under grants, subgrants, loans, and cooperative agreements) which exceed \$100,000, and that all such subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S.C. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.


NDDOT Director

Wayne Stenehjem

Attorney General

7-30-02

Date

8-5-02

Date

By: 
Assistant Attorney General



U.S. Department
of Transportation

**Federal Highway
Administration**

SENT BY ELECTRONIC MAIL

FILE: Transportation Planner's Office
1471 Interstate Loop
Bismarck, North Dakota 58501

Mr. David A. Sprynczynatyk
Director
North Dakota Department of Transportation
Bismarck, North Dakota

Dear Mr. Sprynczynatyk:

Subject: Fiscal Years 2003-2005 Statewide Transportation Improvement Program (STIP) and
Metropolitan Transportation Improvement Programs (TIPs)

Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have reviewed the subject STIP/TIPs submitted on August 13, 2002. Per our joint review, we find that the projects in the STIP/TIPs are based on the North Dakota Department of Transportation's statewide planning certification dated August 5, 2002, and hereby find that North Dakota's statewide planning process generally meets the requirements of 23 U.S.C 135, 23 CFR Part 450.220, and 49 CFR Part 613. Approval of the STIP/TIPs is hereby granted. This approval also constitutes the acceptance of the joint State/Metropolitan Planning Organization (MPO) self-certifications of the urban transportation planning process.

Approval of the STIP/TIPs is not to be construed as a Federal-aid eligibility determination, nor does it constitute an obligation of Federal funds. Each project must satisfy the specific requirements of the program from which Federal funds are solicited, as well as other Federal requirements as appropriate before Federal funds are authorized. This approval for the 2003-2005 STIP expires on September 30, 2004.

We request that you inform the MPOs, local jurisdictions, Federal land agencies, and Indian tribal governments that the STIP has been approved and that their TIPs are included as part of the approved STIP.

Moving projects within the first and second year's time frame of STIP does not require amendments if they satisfy the project selection criteria. Amendments to the programs are to be sent to the appropriate agency (FTA or FHWA) for approval. Amendments involving transfer of funds between FTA and FHWA must be jointly approved by the respective agencies.

Sincerely yours,

Lee O. Waddleton
FTA Regional Administrator

for J. Michael Bowen, P.E.
FHWA Division Administrator

Date: 9-13-02

Date: 09-13-02

RLG/lmw

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