

**STATEWIDE
TRANSPORTATION
IMPROVEMENT
PROGRAM**

2013 – 2016
Final Document

Prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA
www.dot.nd.gov

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April 2013



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2013-2016 FINAL STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Enclosed is North Dakota's 2013-2016 Final Statewide Transportation Improvement Program (STIP). It has been developed in accordance with the applicable guidance and regulations. 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 as it plays a vital role in enhancing economic competitiveness at the local, state, and national level.

On July 6, 2012, a new federal transportation bill, Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law. MAP-21 authorizes funding for 2013 and 2014. In addition to streamlining certain regulatory requirements related to transportation, MAP-21 also added performance based planning requirements and consolidated a number of funding programs that existed under the previous authorization bill, SAFETEA-LU. NDDOT's 2013-2016 Final STIP serves as a transition between the two authorization bills and has summarized information according to MAP-21 provisions where possible.

In November 2012, the NDDOT updated the Statewide Strategic Transportation Plan, TransAction III, and continues to operate under it as directed by Governor Dalrymple. The overall purpose of TransAction III is to develop and promote a shared transportation vision to provide the traveling public with the best possible transportation system across all modes and jurisdictions. We believe this Final STIP complies with the intent of our current transportation plan and will assist in carrying out the purpose, scope, and use provided in TransAction III. In addition, the Final STIP supports the NDDOT mission to "Safely move people and goods."

The Draft STIP was available for 30 days for review and comment. The comments received, as well as responses to them, are provided in this Final STIP.

Uncertainty of a federal surface transportation bill beyond MAP-21, inflationary impacts to highway construction costs, continued growth in agriculture and other sectors, and the continued increase in oil exploration in western North Dakota has presented significant challenges in the STIP development. It is our intent to present a financially constrained Final STIP based upon the best projections of federal funds and construction costs available at this time.

GRANT LEVI, P.E., INTERIM DIRECTOR

56/sas
Enclosure

Table of Contents

INTRODUCTION.....	1
NDDOT Organization Chart.....	3
STIP Development.....	4
Public Involvement Process.....	5
LEGEND.....	10
Definitions.....	11
Funding Sources.....	13
NDDOT Roadway Miles.....	14
Bismarck District.....	15
Valley City District.....	20
Devils Lake District.....	24
Minot District.....	29
Dickinson District.....	34
Grand Forks District.....	39
Williston District.....	44
Fargo District.....	50
Statewide.....	56
PROGRAMS.....	62
State Funding Programs.....	62
Federal Funding Programs.....	62
National Highway Performance Program.....	63
Surface Transportation Program.....	63
Congestion Mitigation and Air Quality Improvement Program.....	64
Highway Safety Improvement Program.....	64
Railroad-Highway Crossings Program.....	64
Metropolitan Planning Program.....	64
Transportation Alternatives Program.....	65
Highway Bridge Program.....	66
Emergency Relief Program.....	66
Discretionary Program.....	67
Federal Lands and Tribal Transportation Program.....	67
Urban Streets and Highways.....	67
County Roads and Bridges.....	68
Public Transit Programs.....	68
FUNDING.....	73
2013 Program Summary.....	73
2014 Program Summary.....	74
2015 Program Summary.....	75
2016 Program Summary.....	76
CERTIFICATIONS.....	77
APPENDIX.....	94
News Release NDDOT Draft STIP Ready for Comment.....	94
Tribal TIPS.....	95

INTRODUCTION

In July 2012, new legislation was enacted through 2014, entitled, "Moving Ahead for Progress in the 21st Century Act (MAP-21)." This STIP was planned with guidance under MAP-21.

The STIP is a four-year approved program of projects for fiscal years 2013, 2014, 2015 and 2016. The financial budget for these projects is financially constrained based on the projected federal funding levels provided by the MAP-21. The federal apportionment is \$240 million for 2013 and \$243 million for 2014. As MAP-21 does not provide funding for 2015 and 2016, a 3% per year growth in apportionment is projected to develop the four-year STIP.

The Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPS) should be considered as incorporated into the STIP by reference. However, the federal aid projects have been included in the STIP. This facilitates citizens' review of the entire program in one document.

The STIP and an Excel version of projects are also on the North Dakota Department of Transportation (NDDOT) web site at <http://www.dot.nd.gov/> by clicking on the Manuals and Publications icon on the left-hand side, then clicking on the STIP link in the left-hand column under the Plans and Reports section.

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

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Interim Director



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For Business Support

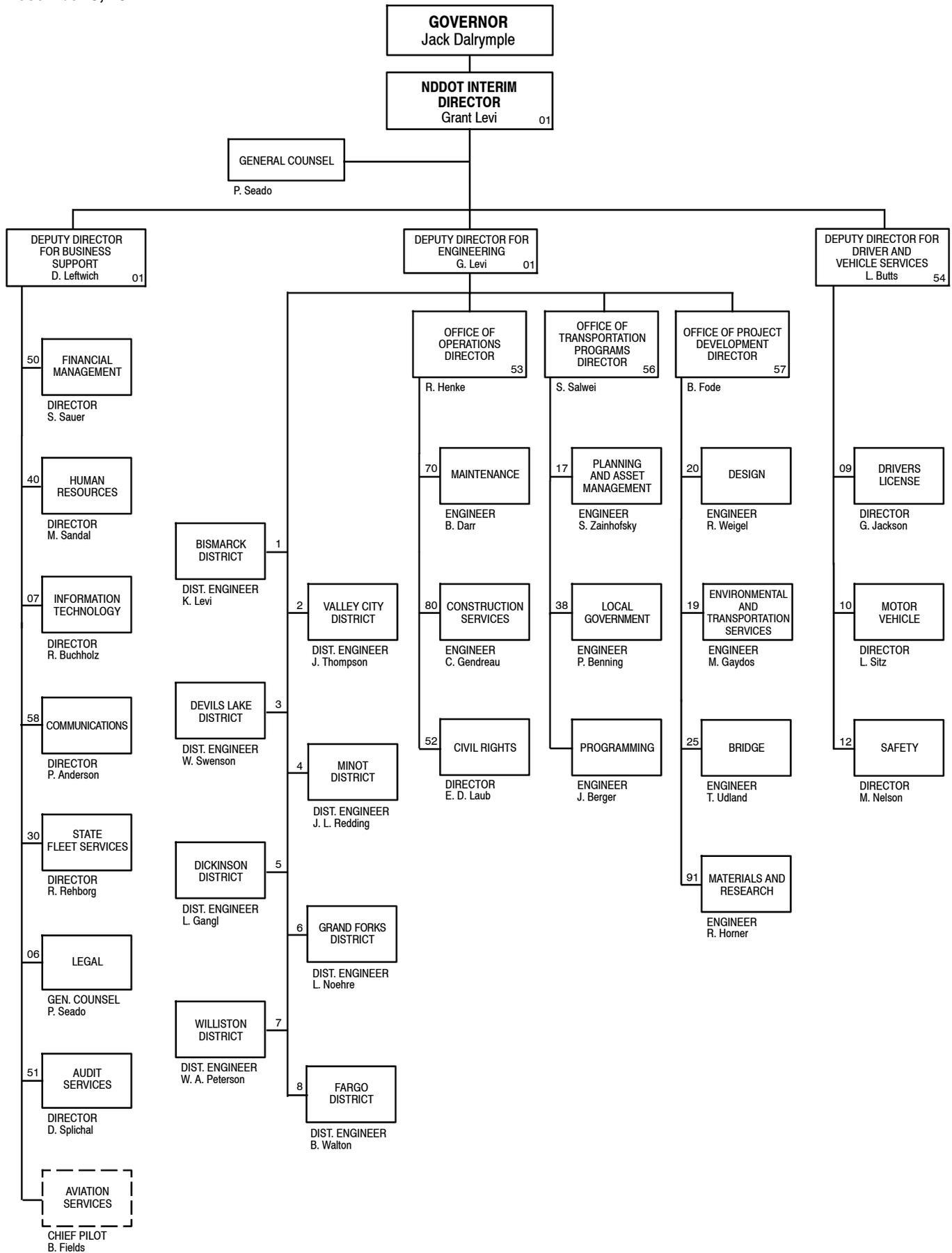


Steve Salwei
Transportation Programs Director



Jane E. Berger
Programming Engineer

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
ORGANIZATION CHART
December 3, 2012**



STIP Development

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

North Dakota develops a Statewide Transportation Plan. The development of the 2013-2016 STIP includes consideration of elements and policies contained in the Statewide Transportation Plan.

The development of the 2013-2016 STIP includes the TIPS developed by designated MPO areas. The NDDOT Local Government Division sends each area MPO the proposed urban/regional program for its review and comments. The MPOs are provided with a copy of the draft STIP, after which, each MPO submits their final TIP. The Governor and each respective MPO approve the TIPS prior to incorporating them into the STIP.

The Metropolitan Planning Organization TIPS are incorporated into the STIP by reference. The federal aid projects have been included in the STIP. This facilitates citizens' review so they are able to view the entire program in a single document. In addition to the Statewide Transportation Plan, the following items were considered in the development of the STIP:

1. Coordination with other urban areas (5,000 to 50,000 populations).
2. Coordination with counties.
3. Informal statewide input from various groups, officials, and NDDOT District Engineers.

Each of the eight NDDOT District Engineers identifies their priority projects for non-interstate and non-interregional systems in preparation for the annual STIP update. A committee, including the district engineers, establishes priority projects on the interstate and interregional systems. The district engineers populate the roadway segments and type of improvements with their project nominations, as well as recommendations for the construction year and, in some cases, estimated costs. They also prioritize their districts' projects based on the NDDOT Highway Performance Classification System (HPCS), public comments, and the investment strategies outlined below. The Urban and County priorities may be secured in the same manner.

Once the district priorities have been submitted to the NDDOT Programming Division, available federal funding is divided between Interstate and Non-Interstate projects. Selection of projects on the National Highway System and the State Rural Highway System included use of the HPCS, investment strategies, Bridge Management System (BMS) and the Pavement Management System (PMS). The HPCS divides North Dakota highways into five categories: interstate, interregional corridors, state corridors, district corridors, and district collectors. Page 5 illustrates North Dakota's five categories of roadways. Dollars are invested in these facilities according to their performance classification and the department's present investment strategy (Interstate and Non-Interstate). Efforts are made to ensure that work is distributed throughout the state and that the types of work are related to the investment strategy.

Work Type	Interstate	Inter-regional	State Dist Corr Dist Coll	Project Development (months)	Scoping	Safety	NEPA
	45%	20%	35%				
Preventive Maintenance	27%	26%	36%	6	Limited ADA	No-SSP	CATEX
Minor Rehab				6 to 12	Yes-ADA	Limited-SSP	CATEX
Structural Overlay	27%	42%	42%	12 to 24	Yes	Limited-SSP	CATEX
Major Rehab				12 to 24	Yes	90-1	CATEX
New or Reconstruction	38%	26%	16%	24 to 36	Yes	90-1 or Full	CATEX EA, EIS
Structures	3%	3%	3%	6 to 12	Yes		CATEX
Safety	5%	3%	3%	6 to 24	Yes		CATEX

The safety projects will be prioritized through the Highway Safety Improvement Program, which is consistent with the Strategic Highway Safety Plan (HSIP).

The BMS provides information to assist 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.

Public Involvement Process

In August of each year, the NDDOT distributes news releases to all North Dakota daily and weekly newspapers and broadcast media outlets notifying the public of the Transportation Alternatives Program (TAP) application process and how to locate TAP information on the NDDOT web site. NDDOT meets individually with each tribal entity to discuss items and/or concerns of each respective tribe, and to remind them of the STIP process.

NDDOT representatives attend the Northern Plains Tribal Technical Assistance Program and the North Dakota League of Cities annual conferences in September of each year. At each of these annual conferences, NDDOT presents information outlining the STIP process and the coming projects for the next year.

At this time, the NDDOT Local Government Division requests state regional and local urban road projects from cities. In December, the cities provide a list of prioritized state regional and local urban road projects (along with their cost estimates) to the MPOs for their review. Each MPO adheres to the Public Participation Process Plan during the development of the TIP. In each TIP, there is a section under the TIP Program that describes this process. Each MPO keeps a copy of the Public Participation Process Plan for inspection by the public at their respective offices. It is the responsibility of the MPOs to ensure these prioritized projects submitted are in their Long Range Transportation Plan (LRTP). The MPOs are responsible for reviewing the projects and costs prior to approving them and submitting the list to NDDOT. NDDOT Local

Government Division also requests that the urban construction priorities be submitted by the thirteen major cities.

NDDOT representatives also attend the North Dakota Association of Counties annual meeting in October, and present an outline of the STIP process and projects for the upcoming year. The NDDOT distributes a news release to all North Dakota daily and weekly newspapers and broadcast media outlets notifying the public the NDDOT has begun prioritizing the construction projects for the next year. This news release also names the NDDOT district points of contact should anyone have any questions or concerns regarding the STIP and directs the public to the NDDOT web site.

By February 1 of each year, the NDDOT Local Government Division submits the proposed list of urban regional projects (state highway projects within the urban city limits) to the three North Dakota MPOs.

The NDDOT distributes a spring news release, tailored to each district, as well as to statewide media, including all North Dakota daily and weekly newspapers and broadcast media outlets. The news release identifies the major projects in each district and requests public comment. The comment period is two weeks and the public is directed to the NDDOT website. The website contains a four-year list of proposed projects for work that is proposed to take place within the district boundaries. Any comments received are forwarded to the respective district engineer for review and comment.

Each MPO obtains input for the development of its respective program of projects for its TIP by holding public meetings. Each TIP includes a detailed discussion of the public involvement process for its respective metropolitan area.

A news release advising that the draft STIP is available to the public for review and comment is distributed to all daily and weekly newspapers and broadcast media outlets statewide. A copy of the draft STIP is placed on the NDDOT website for viewing. Comments are due within one month of publication of the draft STIP. The NDDOT also meets with all local tribal entities and discusses the upcoming projects in their respective areas and also requests to hear any concerns that the tribal entities may have.

Copies of the STIP are also sent to the Bismarck, Fargo, and Grand Forks MPOs; the South Dakota Department of Transportation central office; the Montana Department of Transportation central office; the Minnesota Department of Transportation (MNDOT) central office, the MNDOT Detroit Lakes and Bemidji district offices; the North Dakota Indian Affairs Commission, the North Dakota Tribal Council chairperson and the Tribal Transportation Planner at each of the four North Dakota reservations; and the Bureau of Indian Affairs (BIA) at Aberdeen, South Dakota.

The final STIP is submitted to FHWA and FTA for approval prior to distribution to the public. A final news release is sent to all North Dakota daily and weekly newspapers and broadcast media outlets notifying the public that the final STIP is available and can be viewed on the NDDOT website. Comments regarding the draft STIP, received during the comment period, are listed as follows.

Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) offered the following comments:

Fiscal Constraint:

- 1) On the Fiscal Constraint Summary (pages 69-70), expenditures are significantly higher (about \$70 M for 2013) than revenues. Given that many of the projects in the districts have no costs associated with them at this time, this disparity is very concerning. How does NDDOT plan to address this concern?

Response: The expenditures are higher than the revenues due to 2014 projects that are pending and are rolled up in year 2013. This is footnoted as (1) on the bottom of the Program Summary already, but the pending amount for each year will be added to the footnote for clarity. Another column titled "Other Funds" has been added to the STIP funding totals for each district. This will be used to show costs for the projects that previously had zeros. Also, with the signing of Senate Bill (SB) 2176, some of the projects that previously had zeros will be funded with state dollars.

- 2) Some Year 2013 projects are zero...need to identify cost estimate to "financially constrain" the STIP. This can be best available data included in proposed legislation.
- Response: See response under 1) above. The projects are shown as zeros because they may be funded with state dollars. State funded projects do not affect the federal fiscal constraint. If the projects would be funded with federal dollars, they would be amended to the current STIP or added to a future STIP if funded in later years.*

- 3) Many districts have several "zero" cost projects...some "illustrative" and others not. Any \$0 cost projects must be resolved before the STIP can be approved.

Response: See responses under 1) and 2) above.

- 4) Are regionally significant projects noted in the STIP regardless of funding source?

Response: Regionally significant projects that the NDDOT is aware of are identified in the STIP.

- 5) Fiscal constraint is required to be demonstrated "by year." (23 CFR 450.216) Please break out the funding in the tables on pages 69 and 70.

Response: This has been done for the Final STIP.

- 6) Fiscal constraint also requires that the state demonstrate match is available over and above the Operations and Maintenance. While the separate chart on page 71 is good, having the information on the expenditures/revenue summary shows more clearly that you have the match and O&M costs covered. Is there a way to handle the numbers better?

Response: A row has been added into each year of the Program Summary and the separate chart on page 71 has been removed.

Funding Categories:

- 7) On pages 69 and 70 you show expenditures for programs that are no longer valid under MAP-21. In addition, you show 0 balances under revenues for those programs. That would indicate that a) the STIP is not fiscally constrained, but that you are spending funds that are not available. These expenditures either need to be combined in to the new program areas or the revenues need to be foot-noted to show that they are unexpended funds from previous programs and have not lapsed (hit the 3-year mark).

Response: The Interstate Program has no revenue because the program was combined into National Highway Performance Program with MAP-21. The NDDOT has no carryover balances in the Interstate Program currently, but it is shown separately

because projects on the Interstate System are still funded at 90% federal. The Program Summary will be modified to clarify the revenues. The Coordinated Border Infrastructure and Highway Bridge Programs do have carryover funds which will be used until they are expended. A footnote will be added to explain this.

- 8) No Transportation Alternatives Program (TAP) funding has been identified. Is it being used for some of the projects that used to be Enhancements? If you are using TAP funding for projects, please be aware that some of the “Enhancement” eligibility has changed. For example, landscaping is not eligible under TAP. If you are using old TE funding, you should note that, either as a footnote, or in some other manner.

Response: TAP funding is shown in the Program Summary. The State Highways TAP projects show zero because they are funded with Urban Areas or County Roads revenue. The NDDOT is aware that eligibility has changed for Enhancements and that carryover funds would need to be used to fund projects such as landscaping that are no longer eligible with MAP-21.

- 9) Transit Program codes have not been identified in the STIP.

Response: These have been added to the Funding Sources in the Legend tab.

Format:

- 10) It would be good to split out each Year 2014, 2015, and 2016. Finding the various years solely by the 0-1-2-3 designation is confusing. Please put a break and section title (2014-project-project-project—break-2015, etc.) to make it easier to read the STIP and to verify it does cover all four years.

Response: This would be extremely difficult to do with the current STIP development program that the NDDOT currently uses. A spreadsheet broken out by year for the Final STIP will be posted on web along with the Final STIP to provide project breakout by year. The web link to the spreadsheet will be shown in the Final STIP. Options to accommodate a breakout by year will be investigated if a new STIP development program is considered. An explanation of how the map keys show the year will be added to the Final STIP.

- 11) Access to approved TIPS should be noted in the STIP, and could be “linked” in the STIP and on NDDOT’s website.

Response: The TIPS will be appended by reference in the STIP with a web link to the MPOs website and their contact information. The partial TIPS will be removed from the Appendix of the STIP.

- 12) Federal regulations require that any project requiring a Federal action (e.g. ESA consultation, 404 permit), regarding of funding source be included in the STIP.

Response: All known projects are shown in the STIP.

- 13) Federal regulations also require any regionally significant projects to be included, regardless of funding source. That includes projects that are state-only funded.

Response: All known projects are shown in the STIP.

Statewide Programs (9000 series):

- 14) Statewide PE...some big dollar amounts, can they be broken down into subgroups?

Response: The STIP already shows statewide PE broken into interstate, non-interstate and individual (consultant).

- 15) No costs have been identified for STIP 9015. This affects the Fiscal Constraint demonstration, as well.

Response: A footnote has been added to clarify this.

- 16) STIP 9062—Is this category supposed to read non-NHS or non-Interstate?
Response: It has been corrected to read non-NHS.
- 17) STIP 9044—Federal Lands Highway projects are usually at 100%. Is there a reason this one is at 80.93%?
Response: The 80.93% is correct based on the Federal Lands Access Program.
- 18) The Transit Statewide programs appear to be programmed for all four years.
Response: Statewide shows them for all for years but 2016 was missing for the Bismarck, Grand Forks, and Fargo Districts. See responses under 21), 24), and 25) below.

District Specific:

- 19) A list of projects FHWA is proposing to be “Federal Oversight/Full Involvement” is attached to this email. Originally sent to Chad Orn on 2/7/2013.
Response: Projects with Federal Oversight/Full Involvement have been updated in the STIP as per FHWA’s list.
- Bismarck:*
- 20) Map Key 1007—The bonding on Memorial Bridge is shown as a 100% repayment. This should be 90%, not 100%.
Response: This has been corrected.
- 21) Bismarck appears to have only 3 years on transit programs funded if I’m reading the project numbers right. For example 1017 TURB and 1018 TURB are 2013 Urban Formula, 1125 TURB and 1126 TURB are 2014 Urban Formula, 1213 TURB and 1214 TURB are 2015 Urban Formula. There doesn’t appear to be anything listed for 2016.
Response: Transit projects for 2016 are missing and have been added to the Final STIP.
- Devil’s Lake:*
- 22) Can you have “illustrative” project in Year 2013 (ex. See Devils Lake)...in this example we know the cost which is currently in the NDDOT’s proposed biennium budget, though not passed by the State Legislature yet. (e.g. Church’s Ferry project).
Response: Costs have been added to the noted project per the FY 2011 TIGER Awards and approved ND Legislation.
- Minot:*
- 23) There are a significant number of projects with \$0 costs and a funding source of TBD. This doesn’t give an accurate picture of total costs and affects the fiscal constraint demonstration. You should be using at least the funding expected to be approved.
Response: See responses under 1) and 2) above.
- Grand Forks:*
- 24) Grand Forks appears to have 2013-2015 transit programmed but nothing for 2016.
Response: Transit projects for 2016 are missing and have been added to the Final STIP.
- Fargo:*
- 25) Fargo appears to have 2013-2015 transit programmed but nothing for 2016.
Response: Transit projects for 2016 are missing and have been added to the Final STIP.

LEGEND

Many highway projects for the next four 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 projects for the next four 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	1000's
• #2 Valley City	2000's
• #3 Devils Lake	3000's
• #4 Minot	4000's
• #5 Dickinson	5000's
• #6 Grand Forks	6000's
• #7 Williston	7000's
• #8 Fargo	8000's
• #9 Various and Statewide Locations	9000's

Specific projects are identified and located with a map key and a corresponding improvement code. The pages directly following the maps, list the information below:

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

Definitions

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 previous 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, or striping.
Safety	Work activities that would provide for improved traffic control operations, guidance, upgrading of obsolete roadside features, or 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 Alternatives funds; such as, depots, rest areas, etc. Activities in this category would also be those activities constructed off 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.)
Funding Source	An alpha designate is used to designate which category of federal funds or state funds will be used with each funding source.
Advance Construction	Project designated with “AC” as part of their fund source implies that the funds for these projects will be bid in the outlying years; however, the federal funds will not be obligated until the following year. Federal Highway allows the state to “borrow” on their next year’s obligation limitation as long as the State meets the requirements for doing so.

Pending	Projects designed as pending; shown with a P2013 or P, are projects that are programmed for the pending fiscal year shown. These are the first projects that would be shifted to the following fiscal year if Congress does not provide sufficient obligation authority.
Apportionment	The distribution of federal funds as prescribed by a statutory formula. It establishes an upper limit of available funds. Funds not used in the year they were distributed carryover from year to year.
Obligational Limitation	This is the total amount of federal funds that may be obligated in a year. The purpose is to limit highway spending each year. It is provided by Appropriations Act by Congress. These funds must be obligated by the end of the fiscal year they were provided or they are returned to FHWA.
Illustrative	Projects scheduled if specific funds are received.
Bonded Projects	Project designated with “BC” as part of their fund source implies that these projects are bonded, and they will be repaid with federal funds in future years. North Dakota sold bonds for several projects on US 2 and the Liberty Memorial Bridge project to enable the State to move forward with these projects.
Full Involvement Projects	Projects on the interstate or national highway system which have full oversight by FHWA with regards to project concept, design, administration and construction.
Direction	The way in which a road or highway goes, i.e. north, south, etc.
Map Key	Every project in the STIP is assigned a unique four digit map key. The first digit represents the district where the work will occur. The second digit indicates the fiscal year of the project, with 0 representing the current STIP year. The last two digits are a unique number assigned sequentially to each project within a year of each district. In summary, map key 1014 means it is a project in the Bismarck District within the current STIP or fiscal year of 2013 and it is the 14 th project in 2013.

FUNDING SOURCES

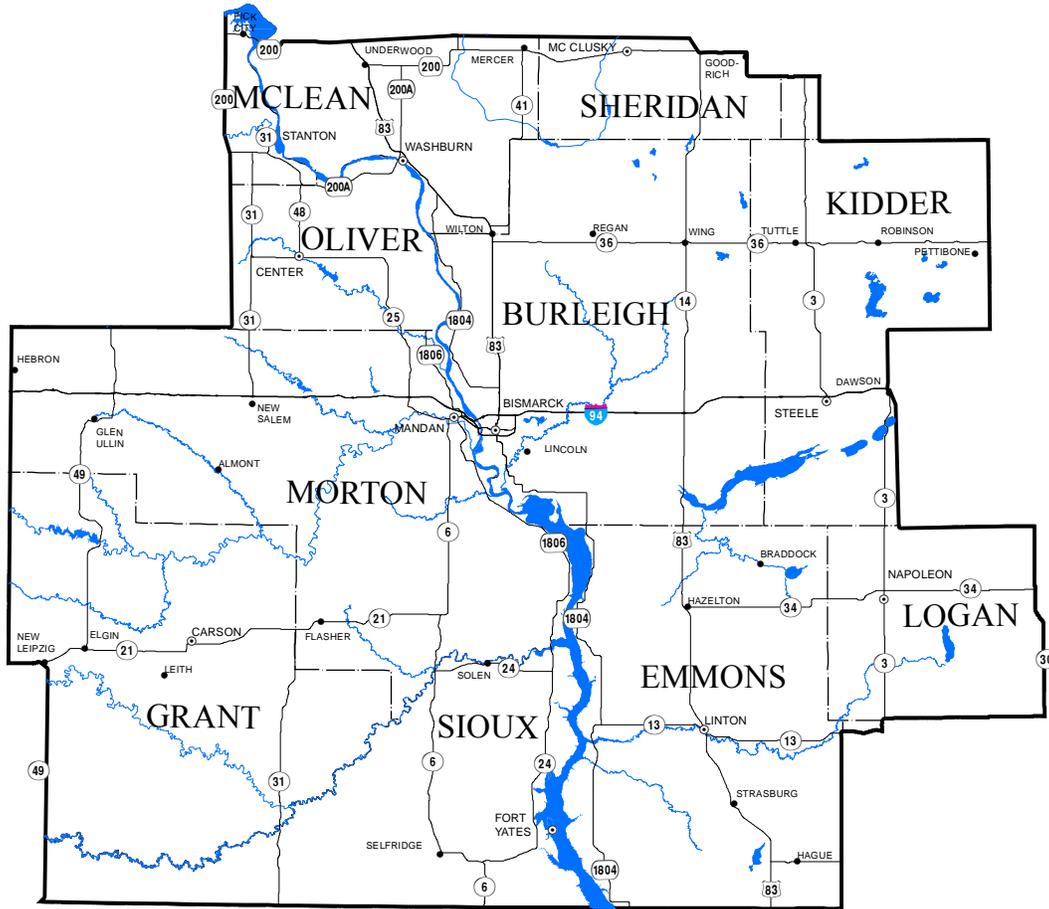
PROJECT PREFIX		
S	=	"Small Projects" - National Highway/Interstate Systems - Costing less than \$5 million
IM	=	Interstate Maintenance - State Project - Includes all I-4R type of work
SIM	=	Interstate Maintenance - "Small" State Project - Includes all I-4R type of work
CBI	=	Coordinated Border Interstate - State Project - Includes all I-4R type of work
SBI	=	Coordinated Border Interstate - "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
CBN	=	Coordinated Border NHS - State Project - Includes new construction and RRR-type of work
S-CBN	=	Coordinated Border NHS - "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
HPP	=	High Priority Project NHS - State Project - Includes new construction and RRR-type of work
S-HPP	=	High Priority Project NHS - "Small" State Project - Includes new construction and RRR-type of work
HPU	=	High Priority Project NHS - State Urban Project - Includes new construction and RRR-type of work
S-HPU	=	High Priority Project NHS - "Small" State Urban Project - Includes new construction and RRR-type of work
TIP	=	Transportation Improvement Project NHS - State Project - Includes new construction and RRR-type of work
S-HPP	=	Transportation Improvement Project NHS - "Small" State Project - Includes new construction and RRR-type of work
TPU	=	Transportation Improvement Project NHS - State Urban Project - Includes new construction and RRR-type of work
S-TPU	=	Transportation Improvement Project NHS - "Small" State Urban Project - Includes new construction and RRR-type of work
SS	=	Non-National Highway System - State Rural Project
SCB	=	Coordinated Border - Non-National Highway System - State Rural Project
SU	=	Non-National Highway System - State or City Urban Project
CPU	=	Non-National Highway System - City Urban Project
SHP	=	High Priority - Non-National Highway System - State Rural Project
SHU	=	High Priority - Non-National Highway System - State or City Urban Project
STP	=	Transportation Improvement - Non-National Highway System - State Rural Project
STU	=	Transportation Improvement - 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
BRO	=	Bridge Replacement - County Off-System Project
HRR	=	High Risk Rural Roads - State Safety Project - Non-National Highway System
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
RSN	=	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

PROJECT PREFIX	
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
TCAP	= Transit - Section 5309 Major Capital Investment
TE/D	= Transit - Section 5310 Transportation for Elderly Persons & Individuals with Disabilities
TJARC	= Transit - Section 5316 Job Access and Reverse Commute
TNF	= Transit - Section 5317 New Freedom Transit
TPL	= Transit - Section 5304/5 Metropolitan and Statewide Planning
TRUR	= Transit - Section 5311 Formula Grants for other than Urbanized Areas
TURB	= Transit - Section 5307 Urbanized Area Formula Program
FHS	= Forest Highway - State Project
FHC	= Forest Highway - County Project
FHO	= Forest Highway - County Off-System Project
SOI	= State Oil Infrastructure – Projects funded with special legislative funding 2011-2013 Biennium
SOIA	= State Oil Infrastructure – Projects funded with special legislative funding 2013-2015 Biennium
TBD	= Project Funding will be determined at a future date
ROM	= Regraveling Project - U.S. Air Force Transporter-Erector System - (FHWA project designation = OM-AD)

North Dakota Roadway Miles per District and HPCS						
	Interstate	Interregional	State Corridor	District Corridor	District Collector	TOTAL
Bismarck	226	221.6	151	408.4	367.2	1374.2
Valley City	211	118.7	194.9	273	187.8	985.4
Devils Lake	0	376.6	162.1	521.1	90.3	1150.1
Minot	0	443.7	186.6	121.8	396.5	1148.6
Dickinson	194.6	211.2	104.3	275	212.5	997.6
Grand Forks	198.9	147.2	205.5	362.3	76.1	990
Williston	0	342.7	133.8	384.1	106.6	967.2
Fargo	311.2	65.4	271	222.8	34.4	904.8
TOTAL	1141.7	1927.1	1409.2	2568.5	1471.4	8517.9

Bismarck District

District 1



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

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2013													
Rural													
17716	1004	NH		21 E	W JCT 49 E TO RP 90.9 - CARSON	21.2	Hot Bit Pave, Sliver Grading, Struct/Incid	F	10964	8873	2091	0	0
20163	1020	NH	P2013	21 E	RP 90.9-CARSON E TO JCT 31	12.6	Asp Ol>2"<Or=3", Sliver Grading	F	6000	4856	1144	0	0
17708	1006	NH		83 N	STATE LINE N TO STRASBURG	15.3	Structural Ol>3, Widening		9343	7561	1782	0	0
18061	1021	NH	P2013	83 N	WASHBURN N TO N JCT 200-UNDERWOOD	16.1	Hot Bit Pave	F	5579	4515	1064	0	0
13994	1007	SU		94	MEMORIAL BRIDGE	1.0	Bonding Repayment		1984	1786	198	0	0
17714	1008	SSRSSHE		200 E	JCT 1806 TO N JCT 83	18.9	Hot Bit Pave, Sliver Grading	F	5761	4662	1099	0	0
16163	1009	SNH	P2013	200A E	ND 200A FR JCT 200 TO NEAR W JCT 31	3.0	Hot Bit Pave, Turn Lanes, Widening	F	3090	2501	589	0	0
19329	1010	SNH	P2013	200A E	RP 916	0.1	Slide Repair	F	2914	2358	556	0	0
Subtotal									45635	37112	8523	0	0
Urban													
	1011	SU		981	BISMARCK-CITYWIDE	0.0	Signals		320	256	0	64	0
Subtotal									320	256	0	64	0
Transportation Alternatives													
19304	1022	TEC		1806	MORTON CO MANDAN TO HARMON LAKE	0.0	Bikeway/Walkway		850	777	0	73	0
19986	1023	TEO			UNITED TRIBES TECHNICAL COLLEGE	0.0	Bikeway/Walkway		317	200	0	117	0
19982	1024	TEU			BISMARCK RIVER ROAD PATH	0.0	Bikeway/Walkway		221	104	0	117	0
19984	1025	TEU			MANDAN MILLENNIUM TRAIL	0.0	Bikeway/Walkway		201	130	0	71	0
17272	1026	STI			I-194 TO MISSOURI RIVER	0.0	Landscaping		100	90	10	0	0
19140	1027	STI			ND 25 TO I-94	0.0	Landscaping		400	360	40	0	0
17271	1028	STI			I-94 TO ND 810	0.0	Landscaping		100	90	10	0	0
Subtotal									2189	1751	60	378	0
Safety													
17714	1012	HESSRS		200	JCT 1806 E TO N JCT 83	5.7	Safety, Grd rail Upgrade, Hot Bit Pave		4992	4493	499	0	0
19638	1013	HESHRR			DISTRICTWIDE RUMBLE STRIPS	0.0	Rumble Stripes		2069	1862	207	0	0
Subtotal									7061	6355	706	0	0
Transit													
	1014	TNF			BISMARCK-CITYWIDE	0.0	TR Op Assist		88	70	0	18	0
	1015	TJARC			BISMARCK-CITYWIDE	0.0	TR Op Assist		200	100	0	100	0
	1016	TCAP			BISMARCK-CITYWIDE	0.0	TR Cap Purchase		654	523	0	131	0
	1017	TURB			BISMARCK-CITYWIDE	0.0	TR Prev Maint		338	270	0	68	0
	1018	TURB			BISMARCK-CITYWIDE	0.0	TR Op Assist		2500	1250	300	950	0
	1019	TPL			BISMARCK-CITYWIDE	0.0	TR Planning		183	154	0	29	0
	1029	TCAP			BISMARCK-CITYWIDE	0.0	TR Cap Purchase		600	350	250	0	0
Subtotal									4563	2717	550	1296	0
Total									59768	48191	9839	1738	0

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

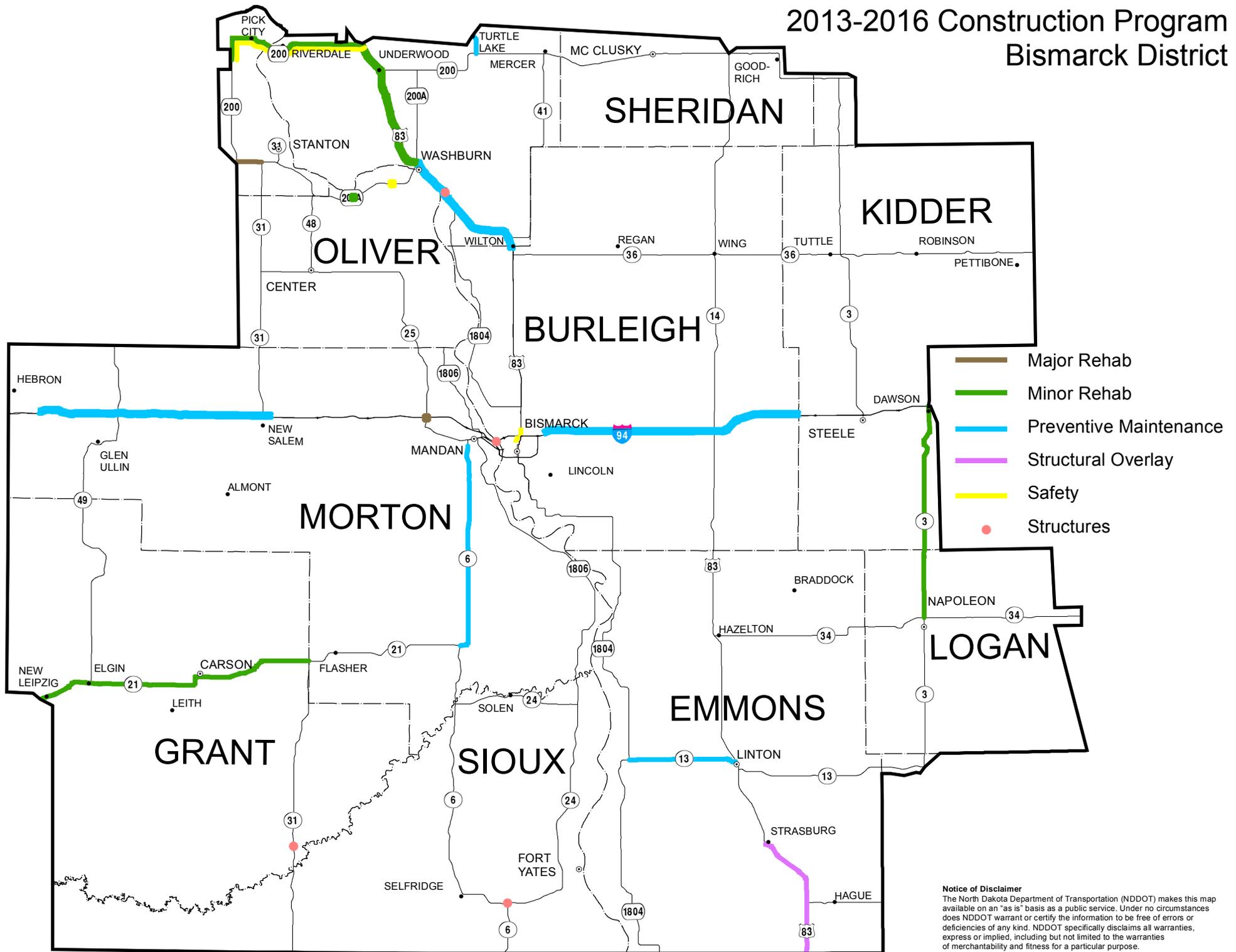
(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir	Location CMC	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund	
Fiscal Year: 2014-2016														
Rural														
17603	1102	SNH		13 E	JCT 1804 E TO LINTON	12.8	Thin Overlay		2659	2152	507	0	0	
20206	1106	SS		41 N	W JCT 200 N TO TURTLE LAKE	2.4	Thin Overlay		490	397	93	0	0	
18843	1110	IM		94 E	STERLING INTR TO BURLEIGH CO LN	10.6	Mill/OI 2" Max		3770	3393	377	0	0	
18844	1111	IM	P	94 W	E BIS INTR E TO STERLING	20.1	Mill/OI 2" Max		7724	6952	772	0	0	
18843	1112	IM		94 W	STERLING INTR TO BURLEIGH CO LN	10.6	Mill/OI 2" Max		3301	2971	330	0	0	
18068	1113	SNH		94B E	JCT I-94 & ND 25 TO JCT OLD HWY 10	0.9	Aggr Base, Grade, Hot Bit Pave		2237	1810	427	0	0	
	1114	IMNHSTP			DISTRICTWIDE RETROREFLECTIVITY	0.0	Signing		2600	2340	260	0	0	
18063	1204	NH		83 S	WASHBURN N TO N JCT 200	16.2	Asp OI>2"<Or=3"		6379	5163	1216	0	0	
19743	1215	IM		94 E	NEAR EAGLES NEST E TO E NEW SALEM	27.7	CPR, Grinding, Hot Bit Pave	F	8840	7956	884	0	0	
17707	1313	NH		3 N	JCT 34 N TO I-94 DAWSON	25.6	Hot Bit Pave, Sliver Grading	F	9253	7488	1765	0	0	
17415	1301	SNH		6 N	JCT 21 N TO HEART RIVER-MANDAN	24.5	Thin Overlay		3386	2740	646	0	0	
18842	1303	SNH	P	83 N	WILTON N TO WASHBURN N	16.7	Thin Overlay		3905	3160	745	0	0	
18842	1304	SNH	P	83 S	WILTON N TO WASHBURN	16.4	Thin Overlay		3833	3102	731	0	0	
18792	1305	IM	P	94 E	E BIS INTR E TO STERLING	20.1	Culvert Rehab, Mill/OI 2" Max		6964	6268	696	0	0	
19744	1306	SIM		94 W	EAGLES NEST TO E NEW SALEM	27.6	CPR, Grinding		2532	2279	253	0	0	
									Subtotal	67873	58171	9702	0	0
Urban														
19244	1115	S-NHU		94	BISMARCK EXPRESSWAY AT DIVIDE AV EXT	0.1	Turn Lanes		625	500	125	0	0	
19244	1116	SU		981	BIS-DIVIDE AVE(VOLK DR-BIS EXPRY)	0.5	Reconstruction, Widening		7000	5600	0	1400	0	
	1117	SU		981	BISMARCK-CITYWIDE	0.0	Signals		320	256	0	64	0	
	1118	SU		988	9TH AVE NE (4TH ST NE - MAIN ST)	0.0	Maintenance		200	160	0	40	0	
	1206	SU		981	BISMARCK-CITYWIDE	0.0	Signals		320	256	0	64	0	
20196	1207	SU		981	N WASHINGTON ST (CALGARY - 57TH AVE)	0.0	Reconstruction	F	12500	10000	0	2500	0	
	1309	SU		6	10TH AV SW (HEART RIVER BRIDGE-MAIN)	0.7	CPR		250	200	0	50	0	
	1310	SU		981	CITY WIDE TRAFFIC SIGNALS	0.0	Signals		320	256	0	64	0	
	1311	SU		988	OLD RED TRAIL(HIGHLAND-47TH AV NW)	0.0	Reconstruction, Widening	F	4000	3200	0	800	0	
	1312	SU		988	INTERSECTION OF MAIN & TWIN CITY DR	0.0	Signals		250	200	0	50	0	
									Subtotal	25785	20628	125	5032	0
Bridge														
	1119	SS		24 N	11 SOUTHWEST FORT YATES	0.0	Struct Replace		442	358	84	0	0	
18049	1120	BRS		31 N	13 NORTH OF SD BORDER	0.0	Struct/Incid		1582	1280	302	0	0	
	1121	BRN		83 N	2 NORTH OF ND 1804	0.0	Structure Items		104	83	21	0	0	
19482	1209	S-BRI		94 E	3 WEST OF US 83 NORTH	0.0	Structur Repair, Structure Paint		2806	2525	281	0	0	
									Subtotal	4934	4246	688	0	0
Safety														
18845	1122	SHE		83	TURN LANES VARIOUS LOCATIONS	0.0	Turn Lanes, Intersect Imp, Lighting		792	713	79	0	0	
20098	1131	SHE		83	BISMARCK STATE ST (I-94 TO CALGARY)	1.0	Turn Lanes		2226	2003	223	0	0	
20097	1124	SHE		83	BISMARCK STATE ST (DIVIDE TO I-94)	1.1	Turn Lanes		2000	1800	100	100	0	
18846	1123	HES		200	ND 200 AND HENSLER ROAD	0.0	Recovery App		29	26	3	0	0	
									Subtotal	5047	4542	405	100	0
Transit														
	1125	TURB			BISMARCK-CITYWIDE	0.0	TR Op Assist		2600	1300	300	1000	0	
	1126	TURB			BISMARCK-CITYWIDE	0.0	TR Prev Maint		344	275	0	69	0	
	1127	TCAP			BISMARCK CITYWIDE	0.0	TR Cap Purchase		500	250	0	250	0	
	1129	TPL			BISMARCK-CITYWIDE	0.0	TR Cap Purchase		188	150	0	38	0	

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

PCN	Map Key	Fund Sourc	Pend	Hwy Dir	Location CMC	Length	Work Type	(In Thousands)					
								Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Transit													
1130	TPL				BISMARCK-CITYWIDE	0.0	TR Planning	183	154	0	29	0	
1208	TURB				BISMARCK-CITYWIDE	0.0	TR Cap Purchase	500	250	250	0	0	
1210	TPL				BISMARCK-CITYWIDE	0.0	TR Planning	183	154	0	29	0	
1213	TURB				BISMARCK-CITYWIDE	0.0	TR Op Assist	2700	1350	0	1350	0	
1314	TCAP				BISMARCK-CITYWIDE	0.0	TR Cap Purchase	188	150	0	38	0	
1315	TPL				BISMARCK-CITYWIDE	0.0	TR Planning	183	154	0	29	0	
1316	TURB				BISMARCK-CITYWIDE	0.0	TR Prev Maint	356	285	0	71	0	
1317	TURB				BISMARCK-CITYWIDE	0.0	TR Op Assist	2800	1400	150	1250	0	
1318	TCAP				BISMARCK CITYWIDE	0.0	TR Cap Purchase	500	250	0	250	0	
							Subtotal	11225	6122	700	4403	0	
							Total	114864	93709	11620	9535	0	
							Grand Total	174632	141900	21459	11273	0	

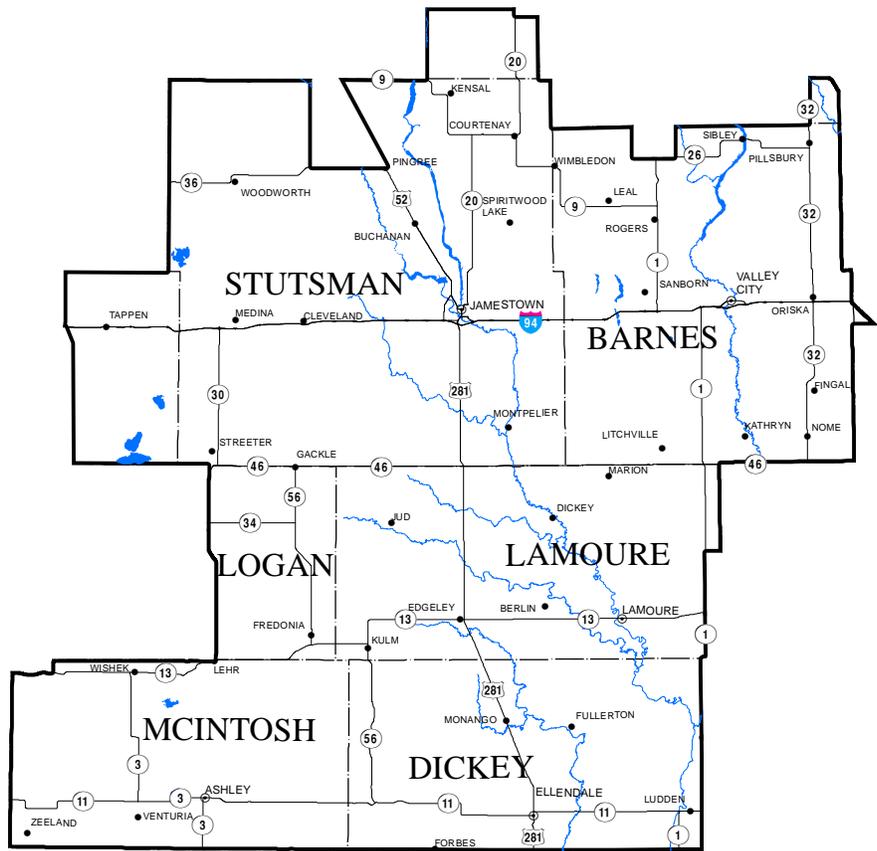
2013-2016 Construction Program Bismarck District



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Valley City District

District 2



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

(In Thousands)

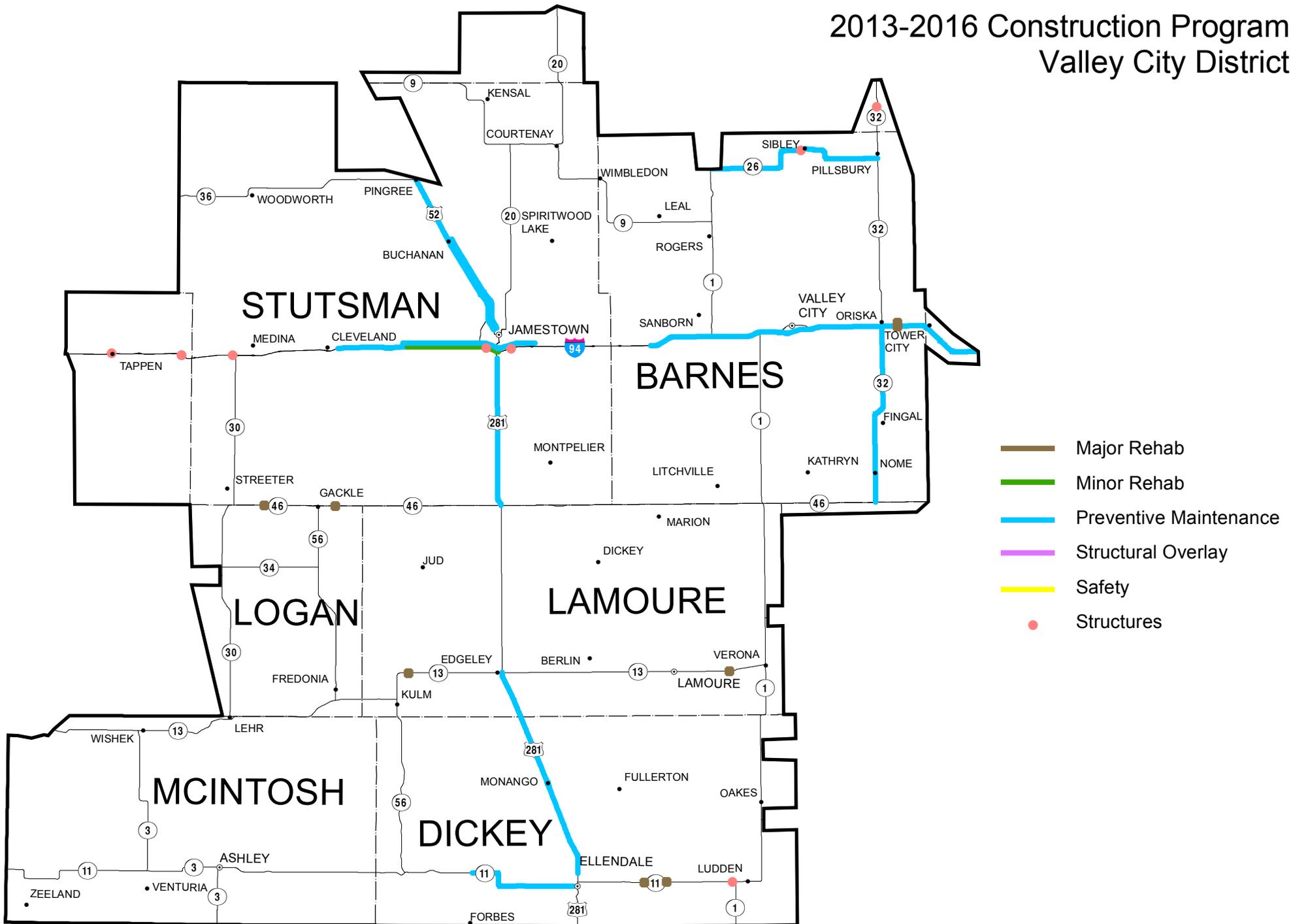
PCN	Map Key	Fund Sourc	Pend	Hwy Dir	Location CMC	Length	Work Type	(In Thousands)						
								Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund	
Fiscal Year: 2013														
Rural														
19112	2004	SS		11 E	RP 86, SITE 5	0.0	Grade Raise	1300	1052	248	0	0		
19113	2005	SS		11 E	RP 88.5, SITE 6	0.0	Grade Raise	860	696	164	0	0		
19115	2006	SNH		13 E	RP 267.5, SITE 12	0.0	Grade Raise	447	362	85	0	0		
19460	2007	SNH		13 E	FOUR MILES WEST OF JCT ND-1	1.0	Slope Flatten, Pipe Replacem	300	243	57	0	0		
19118	2008	SS		46 E	RP 3.5 & RP 4.0, SITE 16	0.3	Grade Raise	2736	2214	522	0	0		
19120	2009	SS		46 E	RP 11.8, SITE 18	0.0	Grade Raise	892	722	170	0	0		
20035	2013	SNH	P2013	52 E	JCT ND 36 S TO 4 LANE BUCHANAN	7.7	Thin Overlay	1606	1300	306	0	0		
18090	2011	SIM		94 E	W ECKELSON E TO E ND 1-OAKES	13.2	Microsurfacing	869	782	87	0	0		
19701	2014	SIM	P2013	94 E	E VALLEY CITY E TO HILL INTR	14.0	Mill/OI 2" Max	4012	3611	401	0	0		
17683	2015	SNH		281 N	TWP LINE N ELLENDALE TO EDGELEY	24.6	Thin Overlay	4918	3980	938	0	0		
								Subtotal	17940	14962	2978	0	0	
Urban														
20009	2017	S-NHU		52	US 52/5TH ST & 10TH ST (3 SITES)	0.0	Drainage Impr.	85	68	0	17	0		
20048	2018	TBD		990	JOHN D MFG PLANT EAST TO BUS I-94	0.0	Grading & Pave, Curb & Gutter, Lighting	1930	800	0	1130	0		
								Subtotal	2015	868	0	1147	0	
Bridge														
17734	2012	BRSSS		26 N	9 WEST OF ND 32	0.0	Struct/Incid	F 2981	2412	569	0	0		
								Subtotal	2981	2412	569	0	0	
Transportation Alternatives														
19991	2016	TEU			JAMESTOWN 10TH ST SE - 12TH TO I-94	0.0	Landscaping	156	125	0	31	0		
								Subtotal	156	125	0	31	0	
								Total	23092	18367	3547	1178	0	

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

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir	Location	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2014-2016													
Rural													
18850	2105	SS		26 E	DAZEY TO PILLSBURY	21.4	Thin Overlay		4458	3608	850	0	0
18089	2112	SIM		94 E	E CLEVELAND E TO NEAR LIPPERT	7.9	CPR, Grinding		1387	1248	139	0	0
17737	2113	IM		94 E	NEAR LIPPERT INTR TO NEAR US 281	10.4	CPR, Dowel Retrofit, Grinding, Struct/Incid	F	5494	4945	549	0	0
18856	2115	SIM		94 E	HILL INTR TO BUFFALO	5.1	CPR, Grinding		392	353	39	0	0
	2116	IMNHSTP			DISTRICTWIDE RETROREFLECTIVITY	0.0	Signing		1800	1620	180	0	0
	2205	SS		32 N	W JCT 46 N TO JCT I-94-ORISKA	20.4	Thin Overlay	F	4420	3577	843	0	0
20164	2212	SIM		94 E	3 MI E OF JCT ND 32 AT RP 305	1.0	Median X-Overs, PCC Pave, Struct/Incid		1040	936	104	0	0
20164	2213	SIM		94 W	3 MI E OF JCT ND 32 AT RP 305	1.0	Median X-Overs, PCC Pave, Struct/Incid		1040	936	104	0	0
	2301	SS		11 E	FORBES ROAD E TO RR AVE-ELLENDALE	12.9	Thin Overlay		2895	2343	552	0	0
18590	2303	SNH		52 E	4 LANE BUCHANAN SE TO JAMESTOWN	11.7	Thin Overlay		2641	2137	504	0	0
18590	2304	SNH		52 W	4-LANE BUCHANAN SE TO JAMESTOWN	11.6	Thin Overlay		2601	2105	496	0	0
	2305	SIM		94 E	E OAKES INTR TO E VALLEY CITY	6.6	CPR, Grinding		524	472	52	0	0
17739	2306	SIM		94 W	W LIPPERT E TO E BLOOM INTER	15.3	CPR, Grinding		1288	1159	129	0	0
	2307	SNH	P	281 N	ND 46 N TO I-94	16.9	Thin Overlay		3630	2938	692	0	0
Subtotal									33610	28377	5233	0	0
Urban													
20100	2117	S-NHU		94	E MAIN ST (CITY LIMITS TO I-94)	0.0	Mill/OI>2<Or=3"		1250	1000	125	125	0
	2308	NHU			17TH ST (WB I-94 - US 281)	0.0	Reconstruction	F	5000	4000	500	500	0
	2309	NHU			17TH ST (WB I-94 - US 281)	0.0	Reconstruction	F	5000	4000	500	500	0
Subtotal									11250	9000	1125	1125	0
Bridge													
	2118	S-BRI		94 E	5 EAST OF ND 3 SOUTH	0.0	Struct/Incid		52	47	5	0	0
	2119	S-BRI		94 E	6 WEST OF ND 30	0.0	Struct/Incid		26	23	3	0	0
	2120	S-BRI		94 E	JCT. ND 30	0.0	Struct/Incid		26	23	3	0	0
	2121	S-BRI		94 W	6 WEST OF ND 30	0.0	Struct/Incid		26	23	3	0	0
	2209	SS		11 N	1 WEST OF LUDDEN	0.0	Approach Slabs, Deck Replacment		444	359	85	0	0
	2210	S-BRI		94 E	1 WEST OF US 281	0.0	Structure Paint		54	49	5	0	0
	2211	S-BRI		94 W	JCT US 52	0.0	Structure Items		541	487	54	0	0
	2310	SS		32 N	3 SOUTH OF ND 38	0.0	Struct Replace		337	270	67	0	0
Subtotal									1506	1281	225	0	0
Illustrative													
17665	2311	TBD		987	4TH AVE (1ST ST SE TO 2ND ST NE)	0.0	Reconstruction		1238	1002	0	236	0
Subtotal									1238	1002	0	236	0
Total									47604	39660	6583	1361	0
Grand Total									70696	58027	10130	2539	0

2013-2016 Construction Program Valley City District

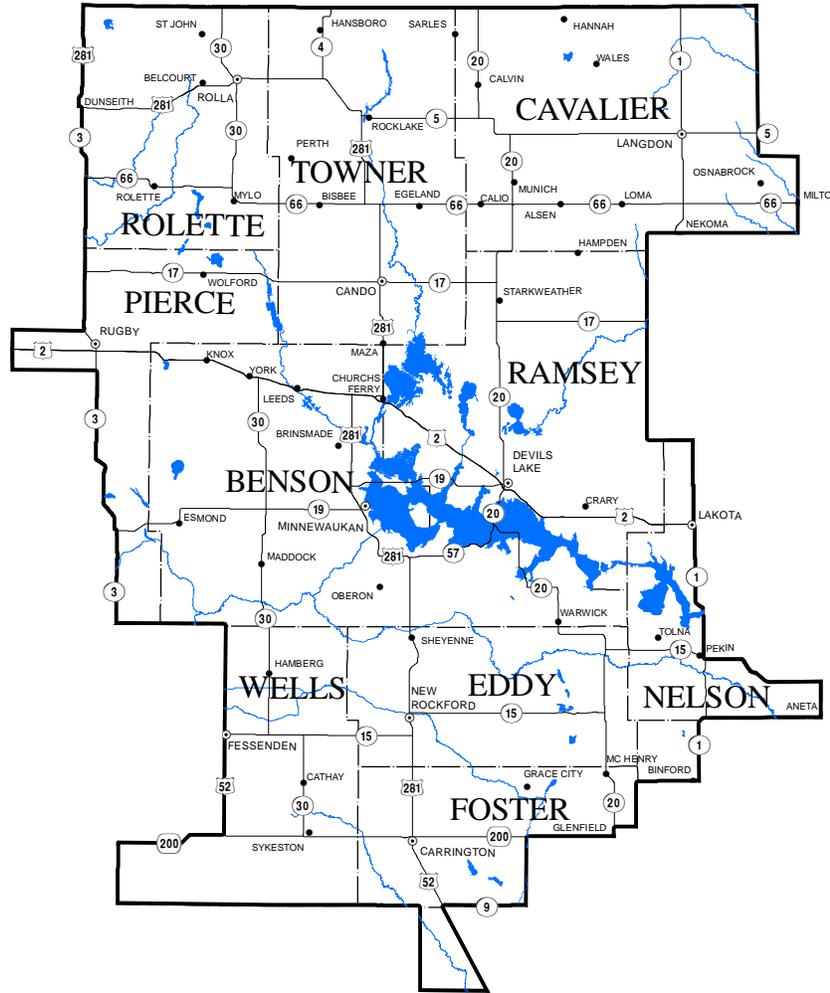


- Major Rehab
- Minor Rehab
- Preventive Maintenance
- Structural Overlay
- Safety
- Structures

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Devils Lake District

District 3



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

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2013													
Rural													
17119	3007	NH		5 E	E JCT 281-ROCK LAKE E TO E JCT 20	20.9	Crossing Impr, Culvert Rehab, Hot Bit Pave, Selectiv Subcut	F	7075	5726	1349	0	0
18099	3010	SS		20 N	RP 91.2 N TO RP 96	5.7	Thin Overlay		1007	815	192	0	0
18100	3011	SCB		20 N	W JCT 5 N TO STATE LINE-NEAR SARLES	14.5	Thin Overlay		2899	2346	553	0	0
18105	3031	SNH	P2013	52 E	CO LN S TO JCT ND 36	12.4	Thin Overlay		2891	2340	551	0	0
18106	3016	SNH		281 N	3 MI N OF CHURCHS FERRY TO CANDO	10.9	Hot Bit Pave		2901	2348	553	0	0
19254	3017	SNH	P2013	281 N	CANDO CITY SECTION	1.0	Culvert Rehab, Mill/OI>2<Or=3"		1640	1327	313	0	0
18867	3032	SNH		281 N	ROLLA MUNICIPAL SECT TO ROLETTE ROAD	12.4	Thin Overlay		3700	2994	706	0	0
18926	3033	SNHCBN		281 N	ROLETTE ROAD W TO DUNSEITH	8.8	Hot Bit Pave, Subcut		3779	3059	720	0	0
								Subtotal	25892	20955	4937	0	0
Urban													
15648	3019	SIB		2	END CONC TO DL - EB/WB	5.0	SIB Payback		381	308	73	0	0
								Subtotal	381	308	73	0	0
Bridge													
17771	3021	SBR		2 E	1 EAST DEVILS LAKE	0.0	Struct/Incid		1544	1250	294	0	0
18881	3034	BRNSNH	P2013	281 N	NEW ROCKFORD NORTH TO N JCT ND 15	0.4	Grading & Pave, Hot Bit Pave, Lighting, Struct Replace		2090	1691	361	38	0
								Subtotal	3634	2941	655	38	0
Transportation Alternatives													
19305	3035	TEO			TURTLE MT CHIPPEWA HOSPITAL TRAIL	0.0	Bikeway/Walkway		135	108	0	27	0
								Subtotal	135	108	0	27	0
Federal Lands Highways													
	3022	PLH			DEVILS LAKE VAR. NDDOT & BIA ROUTES	0.0	Construct Eng		3000	3000	0	0	0
								Subtotal	3000	3000	0	0	0
Emergency Relief													
18743	3023	SER		20 N	RP 96 TO RP 100	3.1	Hot Bit Pave		2076	1680	396	0	0
18744	3024	STU		20 N	DEVILS LAKE ND 20 GRADE RAISE TRANS	0.5	Hot Bit Pave		440	0	0	440	0
19634	3025	SER		57 E	RP 12.465 TO RP 13.277	0.8	Hot Bit Pave		367	297	70	0	0
								Subtotal	2883	1977	466	440	0
Safety													
18753	3026	SHE		57	ND 57 SAFETY PROJECT	13.3	Intellgnt Trans		691	622	69	0	0
20006	3027	HES			RUMBLE STRIPS ON BIA ROADS (CL, EL)	0.0	Rumble Stripes		244	220	24	0	0
19641	3028	HESHRR			DISTRICTWIDE RUMBLE STRIPS	0.0	Rumble Stripes		1731	1558	173	0	0
20006	3029	HES			RUMBLE STRIPS ON BIA ROADS	0.0	Rumble Stripes		46	46	0	0	0
								Subtotal	2712	2446	266	0	0
Illustrative													
	3030	NA			AMTRAK/BNSF RR (DL-CHURCHS FERRY)	0.0	Grade Raise		99936	10000	10000	0	79936
								Subtotal	99936	10000	10000	0	79936
								Total	138573	41735	16397	505	79936

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

(In Thousands)

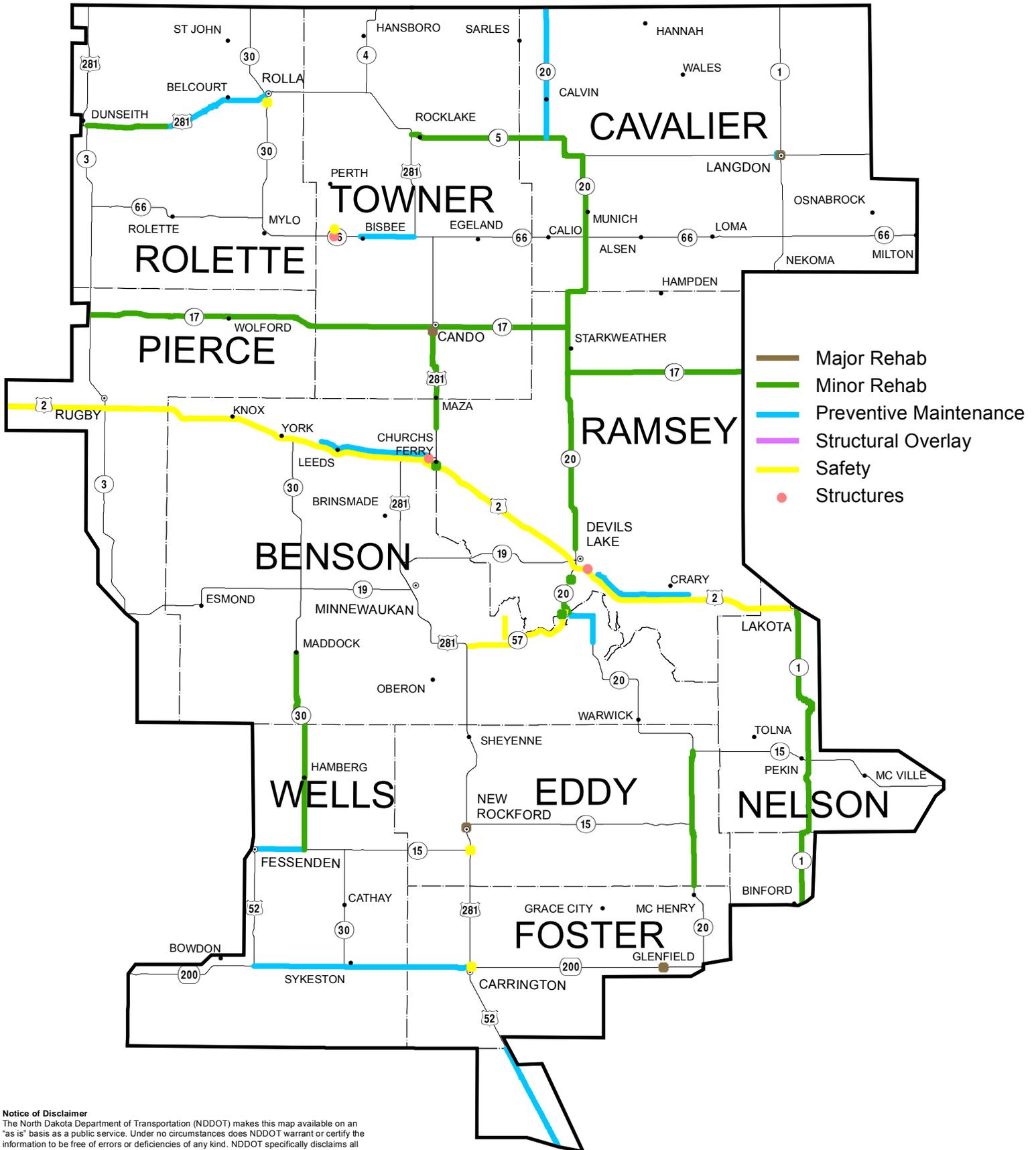
PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2014-2016													
Rural													
	3101	SNH		1 N	JCT 65 N TO JCT 2	34.7	Selectiv Subcut		361	292	69	0	0
19738	3130	SNH		2 W	DEVILS LAKE E TO 2 MI E CRARY	11.2	Thin Overlay		2025	1639	386	0	0
18871	3105	SNH		5 E	LANGDON CITY - 4TH ST TO E ND 1	0.2	CPR		130	105	25	0	0
18871	3106	SNH		5 E	LANGDON CITY - JCT ND 1	0.0	Intersect Imp		352	285	67	0	0
18863	3109	SS		17 E	N JCT 20 S TO STARKWEATHER	2.0	Culvert Rehab, Hot Bit Pave, Sliver Grading, Subcut		1084	877	207	0	0
18865	3112	SS		20 N	N JCT 17 TO E JCT 5 - CLYDE	20.8	Culvert Rehab, Hot Bit Pave, Sliver Grading, Subcut	F	10693	8654	2039	0	0
18107	3131	SNH		281B N	CHURCHS FERRY SPUR NORTH	0.8	Hot Bit Pave		293	237	56	0	0
18096	3202	SNH		2 W	LEEDS BYPASS E TO E JCT 281	12.2	Thin Overlay		2633	2131	502	0	0
17776	3204	SNH		15 E	RR UNDERPASS E TO W JCT 30	5.2	Microsurfacing		557	451	106	0	0
19740	3210	SS	P	30 N	W JCT 15 N TO N EDGE MADDOCK	22.8	Thin Overlay, Selectiv Subcut		5426	4391	1035	0	0
18878	3211	SNH		52 E	W JCT 200 E TO E JCT 200-CARRINGTON	24.0	Thin Overlay		5190	4200	990	0	0
	3216	SNH		200 E	4 MILES W OF GLENFIELD	0.5	Widening		271	219	52	0	0
	3218	NHSTP			DISTRICTWIDE RETROREFLECTIVITY	0.0	Signing		1100	990	110	0	0
	3305	SS		17 E	JCT 3 EAST TO JCT 20	53.3	Box Culv Ext, Grdtrail Upgrade, Selectiv Subcut		844	683	161	0	0
18112	3306	SS	P	17 E	STARKWEATHER S TO EDMORE	22.5	Culvert Rehab, Hot Bit Pave, Subcut, Turn Lanes		6892	5578	1314	0	0
18874	3307	SS		20 N	N MCHENRY TO S JCT 15	6.8	Thin Overlay, Pipe Extension, Subcut		1818	1471	347	0	0
17765	3308	SS		20 N	S JCT 15 TO N JCT 15	8.1	Culvert Rehab, Thin Overlay, Subcut		1698	1374	324	0	0
17783	3309	SS		20 N	DEVILS LAKE N TO WEBSTER	10.5	Thin Overlay, Selectiv Subcut, Struct/Incid		2953	2390	563	0	0
18178	3310	SS		20 N	S END WEBSTER TO S JCT 17	9.3	Culvert Rehab, Thin Overlay, Milling, Selectiv Subcut,		2644	2140	504	0	0
17785	3312	SS		66 E	BISBEE E TO W JCT 281	6.0	Milling, Thin Overlay		1342	1086	256	0	0
							Subtotal		48306	39193	9113	0	0
Urban													
20101	3120	NHU		2	US 2 AND ND 19	0.0	Rehabilitation		500	400	0	100	0
20101	3121	NHU		2	US 2 AND ND 20	0.0	Rehabilitation		500	400	0	100	0
15648	3122	SIB		2	END CONC TO DL - EB/WB	5.0	SIB Payback		381	308	73	0	0
15852	3123	SU		982	5TH AVE SE (HWY 2 - 1ST ST NE)	0.0	Rehabilitation		494	341	0	153	0
15648	3219	SIB		2	END CONC TO DL - EB/WB	5.0	SIB Payback		90	73	17	0	0
17505	3318	NHU	P	19	ND 19 (3RD AVE NW - JCT ND 20)	0.0	Reconstruction		2000	1600	200	200	0
17504	3319	NHU	P	20	ND 20 (3RD ST W - 6TH ST W)	0.0	Reconstruction, Struct/Incid	F	21750	17400	2175	2175	0
							Subtotal		25715	20522	2465	2728	0
Bridge													
18884	3124	HES		66 N	9 WEST OF US 281	0.0	Struct Replace, Selective Grade		802	722	80	0	0
18882	3126	NH		281 N	1 NORTH US 2	0.0	Struct Replace	F	9250	7486	1764	0	0
							Subtotal		10052	8208	1844	0	0
Safety													
18883	3127	SHE		2	US 2 AND US 281	0.0	Turn Lanes		78	70	8	0	0
	3128	HES			BIA ROUTE 25	0.0	Culvert Rehab, Slope Flatten		35	35	0	0	0
	3129	HES			VARIOUS LOCATIONS	0.0	Recovery App		16	14	2	0	0
20139	3223	SHE		2	W DIST BNDRY TO E DIST BNDRY - E&W	94.9	Turn Lanes	F	3000	2700	300	0	0
	3222	HES		52	WEST JCT US 52 & ND 200	0.0	Intersect Imp		800	720	80	0	0
18884	3220	HES		66	9 WEST OF US 281	0.0	Struct Replace, Selective Grade		771	694	77	0	0
	3221	SHE		281	US 281 AND 99TH ST NE	0.0	Intersect Imp		80	72	8	0	0
	3321	HES		281	US 281 AT S JCT ND 15	0.0	Turn Lanes		70	63	7	0	0
							Subtotal		4850	4368	482	0	0

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

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	(In Thousands)				
								Full Invl	Total Cost	Fed Fund	State Fund	Local Fund
							Total	88923	72291	13904	2728	0
							Grand Total	227496	114026	30301	3233	79936

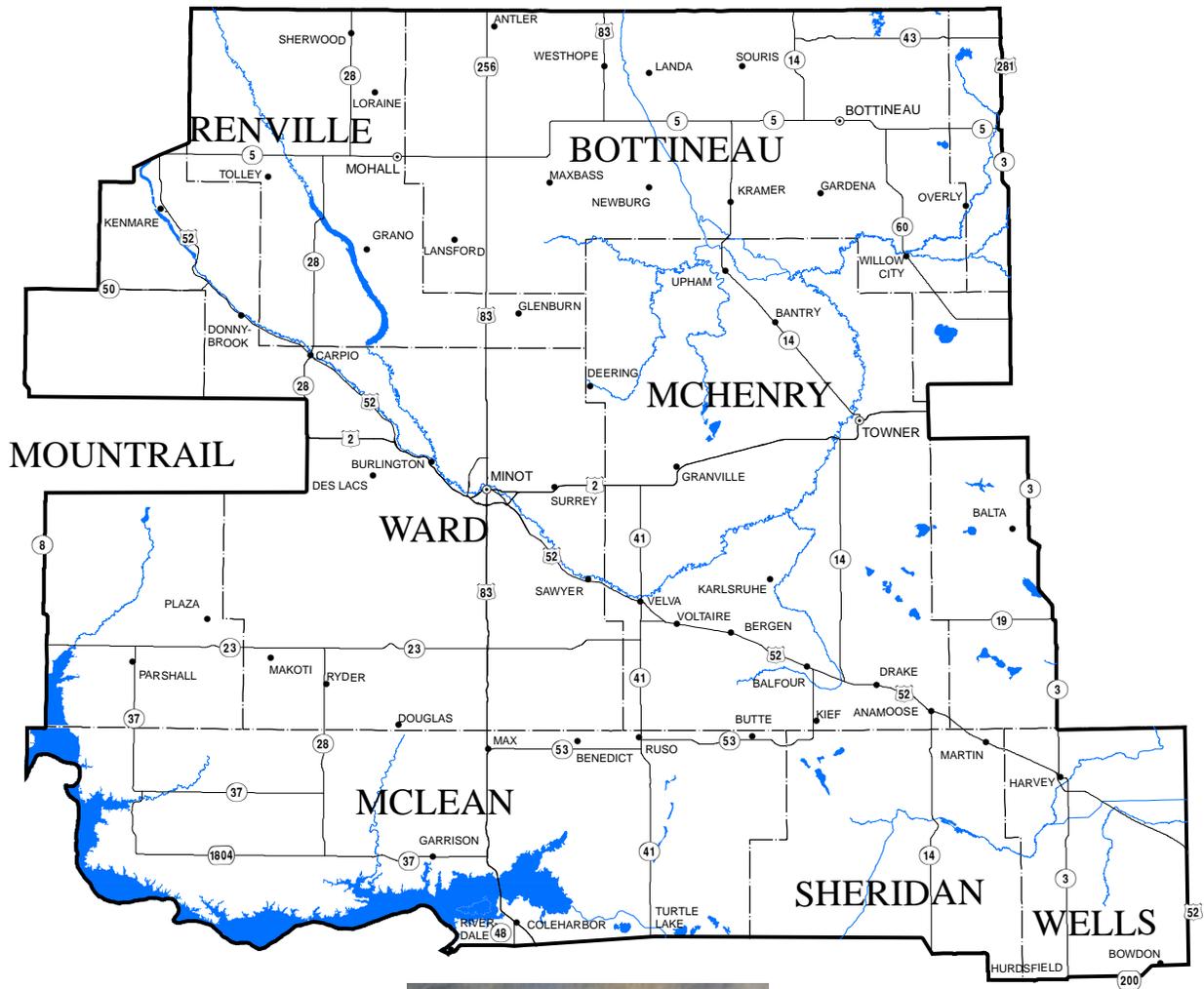
2013-2016 Construction Program - Devils Lake District



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Minot District

District 4



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

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir	Location CMC	Length	Work Type	(In Thousands)					
								Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2013													
Rural													
18594	4002	SOIA		2	E 55TH ST E TO 1.7 MI E GRANVILLE	21.2	Hot Bit Pave	7029		0	7029	0	0
19375	4024	SOIA		23	E JCT 37 E TO CO LINE	12.0	Hot Bit Pave, Mine And Blend, Passing Lanes, Widening	24899		0	24899	0	0
18597	4009	SOIA		52	E 1 MI W OF BERGEN TO JCT 14-ANAMOOSE	25.0	Thin Overlay	5004		0	5004	0	0
18600	4010	SOIA		52	E JCT 14-ANAMOOSE SE TO W EDGE HARVEY	16.0	Thin Overlay	3111		0	3111	0	0
18602	4012	SOIA		83	N N JCT 200 N TO SNAKE CREEK EMBANK	6.8	Thin Overlay	1369		0	1369	0	0
18602	4014	SOIA		83	S N JCT 200 N TO SNAKE CREEK EMBANK.	6.9	Thin Overlay	1371		0	1371	0	0
Subtotal								42783	0	42783	0	0	
Urban													
17662	4017	SNH		2	MINOT-1 MI W OF JCT 83 TO 55TH ST E	0.0	Mill/OI>2<Or=3"	4291	3473	818	0	0	
20117	4027	SU		2	MINOT BURDICK EXPR (42ND ST - US 2)	0.3	Mill/OI 2" Max	125	101	0	24	0	
18645	4018	NHUNH		83	US 83 NW BYPASS (US 2/52 - US 83)	0.0	Milling, Hot Bit Pave	F 10000	8000	2000	0	0	
19826	4019	SU		989	13TH ST SE (BYPASS - 31ST AVE SE)	0.0	Reconstruction	1438	1150	0	288	0	
18715	4020	SU		989	6TH ST UNDERPASS	0.0	Grade, Aggr Base, PCC Pave, Storm Sewer	6446	2629	0	3817	0	
20116	4029	SU			MINOT 42ND ST SE (US2 - 11TH AVE SE)	0.0	Mill/OI 2" Max	51	41	5	5	0	
Subtotal								22351	15394	2823	4134	0	
Bridge													
18911	4021	SOIA		60	N 12 SOUTH OF N.D. HWY 5	0.0	Struct Replace	562	0	562	0	0	
18912	4022	U-BRN	P2013	83	S NORTH OF U.S. HWY 2 N	0.0	Deck Replacment, Approach Slabs, Struct/Incid	F 3707	3000	707	0	0	
Subtotal								4269	3000	1269	0	0	
Transportation Alternatives													
19985	4030	TEO			PARSHALL CENEX TO SCHOOL	0.0	Bikeway/Walkway	305	200	0	105	0	
Subtotal								305	200	0	105	0	
Total								69708	18594	46875	4239	0	

Map Keys 4018 & 4022 are Workforce Safety and Mobility Significant Projects

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

(In Thousands)

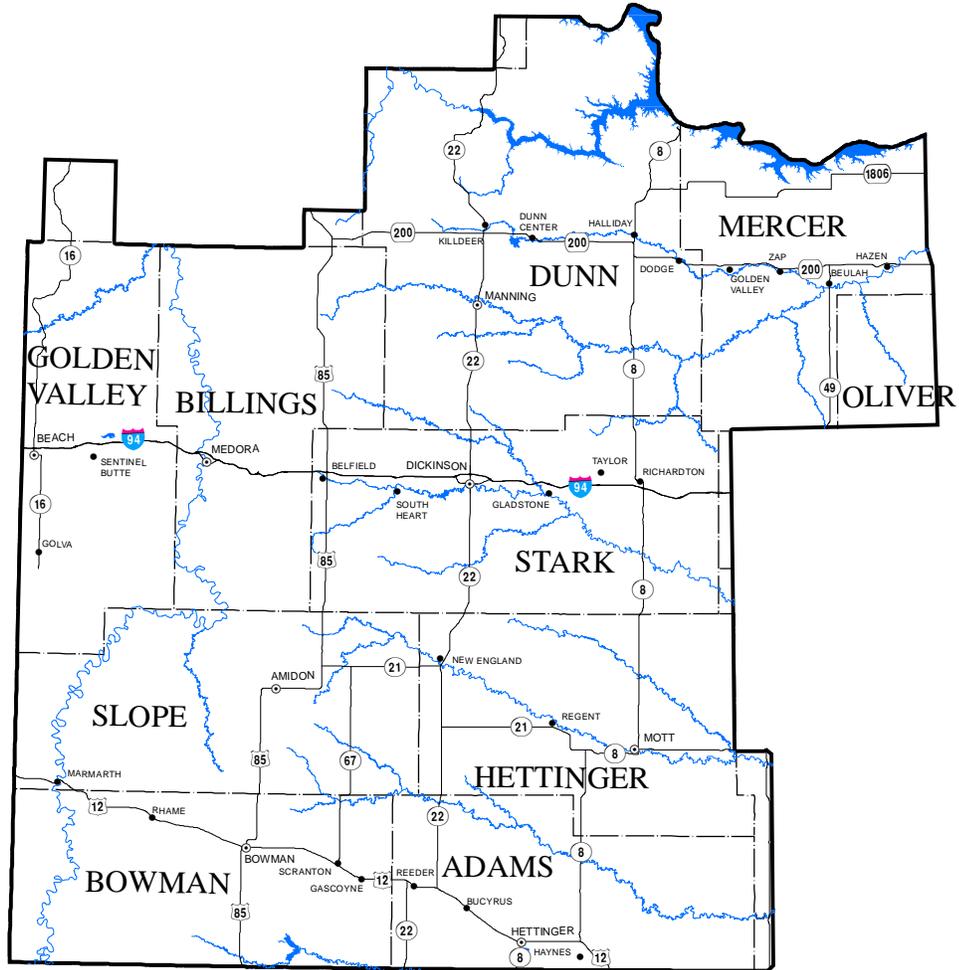
PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2014-2016													
Rural													
18224	4104	SNH	P	5 E	BOTTINEAU E TO W JCT 281-DUNSEITH	17.7	Thin Overlay		3185	2578	607	0	0
17121	4201	NH		2 W	55TH ST E TO E GRANVILLE	19.6	Mill/OI 2" Max		7437	6019	1418	0	0
19236	4202	NH	P	2 W	E GRANVILLE TO 2 MI W JCT 14	16.0	Sliver Grading, Thin Overlay	F	4966	4019	947	0	0
19796	4205	SS		50 E	RP 99.5 TO RP 99.8	0.3	Slide Repair		780	631	149	0	0
19071	4206	SNH		52 E	NEAR DONNYBROOK	0.0	Slide Repair		159	129	30	0	0
19952	4207	SNH		52 E	RP 58.9 TO RP 59.25	0.3	Drainage Impr., Slide Repair		325	263	62	0	0
	4208	SNH		52B E	S EDGE OF HARVEY S TO JCT 3 & 52	1.4	Thin Overlay		299	242	57	0	0
	4211	SNH		83 N	1 MI N JCT 37 TO 0.5 MI S JCT 23	21.9	Microsurfacing		2367	1916	451	0	0
18220	4212	SNH		83 N	EAST LANE-MINOT TO AFB	10.1	Microsurfacing		1095	886	209	0	0
18909	4213	SNH		83 N	NORTH END OF WESTHOPE N TO STATE LI	5.7	Mill/OI 2" Max		2173	1759	414	0	0
18221	4215	SNH		83 S	WEST LANE-MINOT TO AFB	9.9	Microsurfacing		1072	868	204	0	0
18886	4216	SS		91 E	HARVEY SPUR	0.3	Thin Overlay		62	50	12	0	0
	4217	NHSTP			DISTRICTWIDE RETROREFLECTIVITY	0.0	Signing		400	360	40	0	0
	4302	SNH		2 E	2 MI W JCT 14 TO 1.5 MI E TOWNER	7.7	Thin Overlay		1728	1398	330	0	0
	4303	SNH		2 W	2 MI W JCT 14 TO 1.5 MI E TOWNER	7.7	Thin Overlay		1726	1397	329	0	0
	4305	SNH		52 E	KENMARE TO BROOKS JCT	39.6	Microsurfacing		4556	3687	869	0	0
18907	4310	SNH		52 W	NEAR JCT US 2 (BROOKS JCT)	0.7	Microsurfacing		82	66	16	0	0
18231	4316	SS		256 N	JCT 5 & 83 N TO CANADIAN LINE	16.4	Thin Overlay		3687	2984	703	0	0
							Subtotal		36099	29252	6847	0	0
Urban													
20127	4122	S-NHU		83	INTERSECTION BROADWAY & UNIV AVE	0.0	Signals		70	57	6	7	0
20176	4119	SU		989	37TH AVE SE (US 83 - 13TH ST)	0.0	Reconstruction	F	4444	3596	0	848	0
20187	4123	SU		989	16TH ST SW & 37TH AVE SW	0.0	Signals		50	40	0	10	0
	4218	NHU		2	US 2/52 INTERCHANGE	0.0	Lighting		400	320	80	0	0
	4219	S-NHU		83	US 83 (CO HWY 14-20TH AV SW) NB/SB	0.8	Slurry Seal		71	56	11	4	0
19540	4221	NHU	P	83 N	NORTH OF U.S. 2 NORTH	0.0	Deck Replacment, Approach Slabs, Struct/Incid	F	3599	2913	686	0	0
	4318	SU		989	20TH AV SE (13TH -27TH ST OVERPASS)	0.0	Reconstruction	F	2608	2111	0	497	0
							Subtotal		11242	9093	783	1366	0
Bridge													
	4319	SBR		2 E	NE JCT U.S. HWY 2 & 52	0.0	Structure Paint		141	113	28	0	0
	4320	SBR		52 E	1 NORTHWEST OF ND 3 SOUTH	0.0	Structure Paint		88	70	18	0	0
							Subtotal		229	183	46	0	0
Safety													
19931	4120	SHE		2	DIST BNDRY TO 1 MI W OF SURREY-EB/WB	30.9	Turn Lanes		1550	1395	155	0	0
	4121	HES		52	COUNTY ROAD 14, EAST OF US 52	0.0	Guardrail		10	9	0	1	0
	4222	SHE		2	US 2 AND 64TH ST (MINOT ENERGY PARK)	0.0	Turn Lanes		80	72	8	0	0
20138	4227	SHE		2	1 MI W OF SURREY TO DIST BNDRY - E&W	44.7	Turn Lanes		1500	1350	150	0	0
	4223	SHE		52	US 52 RR CROSSING (NORTH OF KENMARE)	0.0	Intersect Imp		36	32	4	0	0
18915	4224	SHE		52	ND 52 AND ND 3 NEAR HARVEY	0.0	Turn Lanes		523	471	52	0	0
	4225	SHE		83	US 83 RADIAL T INTERSECTIONS	0.0	Intersect Imp		246	221	25	0	0
18917	4226	SHE		83	VAR INTERSECTIONS ON US 83	0.0	Turn Lanes		240	216	24	0	0
	4321	HES		52	TURN LANES ALONG US 52, NEAR DRAKE	0.0	Turn Lanes		150	135	15	0	0
							Subtotal		4335	3901	433	1	0

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

PCN	Map	Fund	Pend	Hwy	Dir	Location	Length	Work Type	(In Thousands)							
									Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund		
Illustrative																
20096	4124	TBD		2	E	JCT ND 28 TO 2 MI W OF JCT US 52	7.2	Hot Bit Pave	7971		0	0	0	7971		
19795	4101	TBD		2	E	RP 134.3 TO RP 134.5	0.2	Slide Repair	250		0	0	0	250		
18888	4102	TBD		2	E	1.7 MI E GRANVILLE TO 2 MI W JCT 14	14.6	CPR	6706		0	0	0	6706		
19206	4125	TBD		23	E	CO LINE E TO JCT 28		8.9 Hot Bit Pave, Mine And Blend, Passing Lanes, Widening	22230		0	0	0	22230		
19376	4126	TBD		23	E	JCT 28 E TO JCT 83		18.3 Hot Bit Pave, Mine And Blend, Passing Lanes, Turn Lanes,	40919		0	0	0	40919		
17796	4106	TBD		28	N	JCT 37 N-THRU RYDER-TO JCT 23	16.1	Thin Overlay	2254		0	0	0	2254		
18885	4109	TBD		41	N	TURTLE LAKE N TO S JCT 53	21.6	Thin Overlay	4490		0	0	0	4490		
18598	4112	TBD		52	E	E JCT 52/5 TO 1 MI N KENMARE	5.1	Thin Overlay	1058		0	0	0	1058		
18599	4127	TBD		52	E	E JCT 2 TO CO LN - SAWYER	14.4	Thin Overlay	2893		0	0	0	2893		
18599	4128	TBD		52	W	BEGIN 4 LANES MINOT SE TO END 4 LANE	3.6	Thin Overlay	723		0	0	0	723		
17797	4115	TBD		60	N	JCT ND 3-VIA WILLOW CITY	14.5	Thin Overlay	3015		0	0	0	3015		
Subtotal									92509		0	0	0	92509		
Total									144414		42429	8109	1367	92509		
Grand Total									214122		61023	54984	5606	92509		

Dickinson District

District 5



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

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir	Location	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2013													
Rural													
19617	5026	SOIA		22	DICKINSON BYPASS - TEMPORARY	0.0	Grade, Aggr Base, Hot Bit Pave	27753		0	27753	0	0
19836	5027	SOIA		22 N	NEAR CO LINE TO NEAR RP 91	12.9	Hot Bit Pave, Mine And Blend, Passing Lanes, Widening	28118		0	28118	0	0
19806	5028	SOIA		22 N	LOST BRIDGE TO ND 73	14.6	Hot Bit Pave, Passing Lanes, Mine And Blend, Turn Lanes,	29711		0	29711	0	0
17880	5004	SOIA		85 N	STATE LINE N TO W JCT 12-BOWMAN	16.5	Thin Overlay	3292		0	3292	0	0
17881	5005	SOIA		85 N	BOWMAN CITY SECTION N 2.1 MI	2.5	Thin Overlay	705		0	705	0	0
19837	5031	SOIA		85 N	NEAR BELFIELD TO NEAR GORHAM JCT	15.0	Hot Bit Pave, Milling, Turn Lanes	16442		0	16442	0	0
20001	5032	SOIA		85 N	11 N OF GORHAM JCT TO GRASSY BUTTE	10.9	Thin Overlay	4146		0	4146	0	0
17394	5007	SIMSU		94 E	EXIT 59	0.0	Mill/OI>2<Or=3"	250		225	25	0	0
17394	5008	SIMSU		94 E	EXIT 64	0.0	Mill/OI>2<Or=3"	250		225	25	0	0
18246	5010	SOIA		94 N	9 WEST OF JCT. US 85	0.0	Ramp Revisions	183		0	183	0	0
16162	5014	NH	P2013	200 E	HAZEN BYPASS TO JCT 200A	5.7	Slope Flatten, Hot Bit Pave, Milling, Turn Lanes, Widening	7226		5848	1378	0	0
Subtotal								118076	6298	111778	0	0	
Urban													
17394	5016	SUSIM		983	VILLARD (I-94 W TO I-94 E)	0.0	Mill/OI 2" Max	4376		3500	438	438	0
20055	5017	SU		983	12TH ST W (HWY 22 - 10TH AVE W)	0.0	Milling, Hot Bit Pave	2050		800	0	1250	0
20056	5018	SU		983	10TH AV W (29TH ST W - 40TH ST W)	0.0	Mill/OI>2<Or=3"	3050		1200	0	1850	0
Subtotal								9476	5500	438	3538	0	
Bridge													
19725	5019	SNH		85 N	13 SOUTH OF JCT. I-94	0.0	Deck Overlay, Struct/Incid	F 300		243	57	0	0
18263	5020	SNHSBR		85 N	4 SOUTH OF JCT. I-94	0.0	Struct/Incid, Deck Overlay	F 312		253	59	0	0
18263	5021	SBR		85 N	1 SOUTH OF JCT. I-94	0.0	Structur Repair	F 250		202	48	0	0
18270	5006	SOIA		94 E	19 WEST OF JCT US 85	0.2	Approach Slabs, Deck Overlay, Hot Bit Pave, Subcut	1054		0	1054	0	0
20180	5033	SOIA		94 E	1116TH AVE INTERCHANGE EB/WB	1.0	Grade, Hot Bit Pave, PCC Pave, Struct/Incid	38478		0	38478	0	0
17825	5022	SOIA		94 E	12 WEST OF JCT. ND 8	0.0	Struct/Incid	472		0	472	0	0
18270	5011	SOIA		94 W	19 WEST OF JCT US 85	0.2	Approach Slabs, Deck Overlay, Hot Bit Pave, Subcut	1054		0	1054	0	0
18269	5024	SOIA		94B E	2 SOUTHEAST OF I-94	0.0	Deck Overlay, Approach Slabs, Riprap	423		0	423	0	0
Subtotal								42343	698	41645	0	0	
Transportation Alternatives													
	5030	TEU		22	DICKINSON ND 22 14TH ST NORTH	0.0	Landscaping	156		125	0	31	0
Subtotal								156	125	0	31	0	
Federal Lands Highways													
	5025	PLH			SOUTHERN UNIT LOOP ROAD	0.0	Construct Eng	250		250	0	0	0
Subtotal								250	250	0	0	0	
Total								170301	12871	153861	3569	0	

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

(In Thousands)

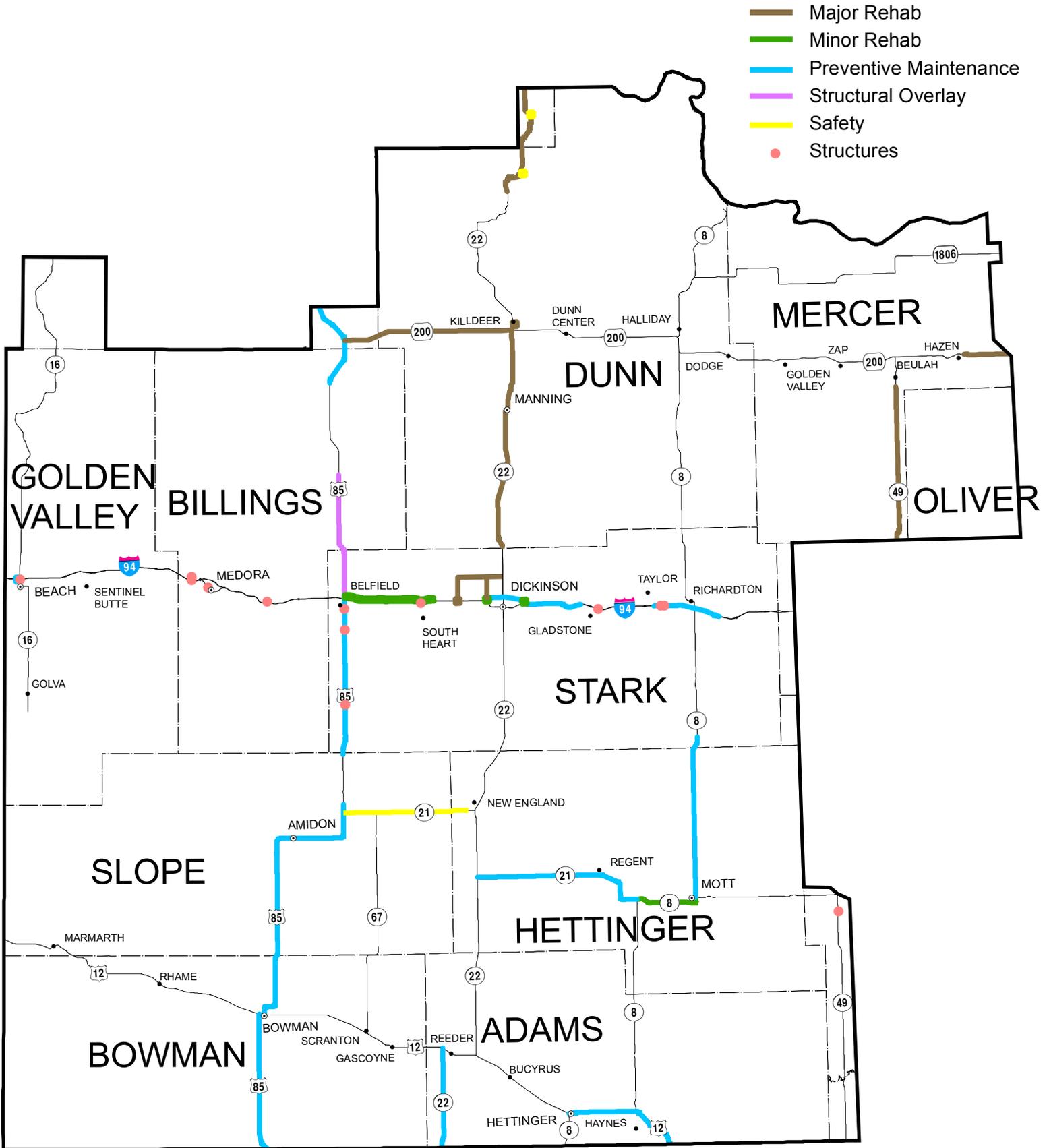
PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2014-2016													
Rural													
18931	5107	SNH	P	85 N	AMIDON N TO 9.7 MI N AMIDON	10.0	Thin Overlay		2161	1749	412	0	0
18686	5203	NH		49 N	CO LN N TO BEULAH	18.5	Aggr Shoulders, Hot Bit Pave, Struct/Incid, Turn Lanes,	F	9317	7540	1777	0	0
	5204	SNH		85 N	N BOWMAN N TO AMIDON	21.4	Thin Overlay		4631	3748	883	0	0
17824	5205	SIM		94 E	EXIT 1	0.1	Milling, Thin Overlay		283	255	28	0	0
19731	5206	IM	P	94 E	BELFIELD TO SOUTH HEART	10.8	Hot Bit Pave, Milling, Sliver Grading	F	5100	4590	510	0	0
19732	5208	IM	P	94 W	BELFIELD TO SOUTH HEART	10.8	CPR, Hot Bit Pave, Sliver Grading	F	5434	4891	543	0	0
	5209	IMNHSTP			DISTRICTWIDE RETROREFLECTIVITY	0.0	Signing		1900	1710	190	0	0
19729	5314	SNH		8 N	WEST JCT 21 EAST TO MOTT	7.8	Culvert Rehab, Hot Bit Pave, Sliver Grading		3737	3024	713	0	0
18921	5315	SIM		94 E	W DICK INTR TO RP 71.15	11.3	CPR, Grinding		1739	1565	174	0	0
Subtotal									34302	29072	5230	0	0
Urban													
	5112	SU		983	10TH AVE W(15TH ST W-21ST ST W)	0.0	Mill/OI>2<Or=3"		700	560	0	140	0
	5210	SU		983	MUSEUM DR	0.0	Reconstruction		500	400	0	100	0
	5308	SU		983	INTERSECTION OF FAIRWAY & STATE AV	0.0	PCC Pave		175	140	0	35	0
	5309	SU		983	STATE AV (21ST ST W - 40TH ST W)	0.0	Reconstruction	F	3000	2400	0	600	0
Subtotal									4375	3500	0	875	0
Bridge													
	5113	TBD		49 N	2 SOUTH JCT. ND 21	0.0	Deck Overlay, Struct/Incid, Guardrail		572	0	0	0	572
18266	5118	TBD		94 N	9 EAST OF JCT. US 85	0.0	Hot Bit Pave, Struct Replace	F	2598	0	0	0	2598
	5310	S-BRI		94 E	4 MILES WEST OF ND 8	0.0	Structur Repair, Struct/Incid		126	113	13	0	0
	5311	S-BRI		94 E	4 MILES WEST OF ND 8	0.0	Struct/Incid, Structur Repair		132	119	13	0	0
18265	5312	S-BRI		94 N	JUNCTION OF I-94 & ND 16	0.0	Structure Paint		341	307	34	0	0
Subtotal									3769	539	60	0	3170
County													
16970	5114	SC			LITTLE MISSOURI RIVER CROSSING	0.0	Construction, Prelim Engineer		3650	729	0	2921	0
16970	5115	FHC			LITTLE MISSOURI RIVER CROSSING	0.0	Construction		350	350	0	0	0
Subtotal									4000	1079	0	2921	0
Federal Lands Highways													
	5211	PLH			SOUTHERN UNIT LOOP ROAD	0.0	Prelim Engineer, Construct Eng, Construction		6900	6900	0	0	0
Subtotal									6900	6900	0	0	0
Safety													
19988	5116	HES		21	JCT US 85 TO JCT ND 22	15.7	Safety		900	810	90	0	0
	5212	HES			FORT BERTHOLD ROADS (BIA 12 & 14)	0.0	Turn Lanes, Signals		2502	2502	0	0	0
	5213	HEU			DICKINSON - STATE AVE AND BROADWAY	0.0	Turn Lanes		86	77	0	9	0
Subtotal									3488	3389	90	9	0
Illustrative													
18243	5101	TBD		8 N	MOTT TO 1.4 MI N HETTNGR/STARK CO LN	19.4	Thin Overlay		3421	0	0	0	3421
18248	5104	TBD		12 E	HETTINGER TO STATE LINE	14.0	Thin Overlay		2953	0	0	0	2953
18919	5105	TBD		21 E	S JCT 22 E TO W JCT ND 8	21.0	Microsurfacing		2277	0	0	0	2277
18920	5120	TBD		22 N	STATE LINE N TO W JCT 12-REEDER	11.9	Microsurfacing		1242	0	0	0	1242
20124	5119	TBD		22 N	NEAR RP 91 TO JCT ND 200-KILLDEER	13.5	Hot Bit Pave, Mine And Blend, Passing Lanes, Widening		41981	0	0	0	41981
19728	5108	TBD		85 N	0.25 MI S CO LN TO BELFIELD	19.1	Thin Overlay		3967	0	0	0	3967
18934	5111	TBD		94 E	TAYLOR E TO YOUNGMANS BUTTE	8.0	CPR, Grinding		309	0	0	0	309

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

PCN	Map Key	Fund Sourc	Pend	Hwy Dir	Location	Length	Work Type	(In Thousands)					
								Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Illustrative													
19733	5121	TBD		200 E	SE JCT 85 E TO JCT 22 KILLDEER	20.2	Culvert Rehab, Hot Bit Pave, Mine And Blend, Shldr Rehab,	56718		0	0	0	56718
20038	5117	TBD		983	DICKINSON RR GRADE SEP	0.0	Struct/Incid	25000		0	0	0	25000
19617	5215	TBD		22	DICKINSON BYPASS - PERMANENT	0.0	Grade, Aggr Base, Hot Bit Pave	24941		0	0	0	24941
20027	5214	TBD		22 N	KILLDEER BYPASS	0.5	Aggr Base, Grade, Hot Bit Pave, Widening	18027		0	0	0	18027
Subtotal								180836	0	0	0	180836	
Total								237670	44479	5380	3805	184006	
Grand Total								407971	57350	159241	7374	184006	

Map Key 5115 Additional \$350,000 of Forest Highway funding may be available

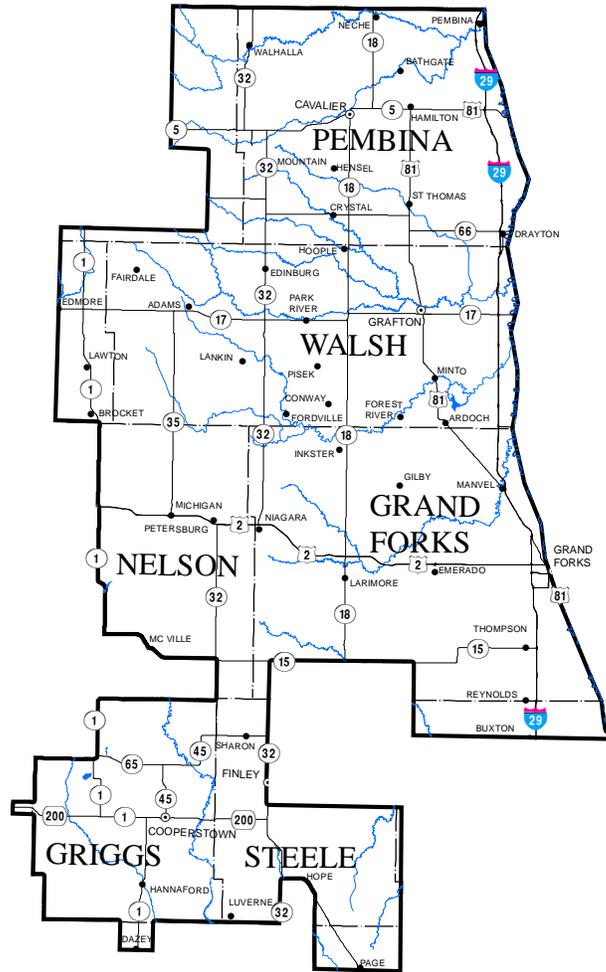
2013-2016 Construction Program - Dickinson District



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Grand Forks District

District 6



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

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2013													
Rural													
18281	6002	NH		2 E	NIAGRA E TO 1.4 MILES W OF JCT ND 18	10.1	Median X-Overs, Concrete Over	F	10767	8714	2053	0	0
16817	6005	SNH		5 E	END PCC TO PAR ROAD	11.1	Mill/OI>2<Or=3"		3711	3003	708	0	0
20169	6030	SS		5 E	JCT I-29 TO RED RIVER	3.8	Milling, Recycle HBP		550	200	350	0	0
18694	6008	IM	P2013	29 N	N OF BUXTON N TO S OF ND 15-THOMPSON	10.3	PCC Pave	F	21662	19496	2166	0	0
18691	6009	SIM		29 N	N OF NGF INTER. TO MANVEL	5.1	Grinding		264	238	26	0	0
19233	6010	SIMCBI		29 N	PEMBINA BORDER XING TO CANADIAN LINE	0.1	Lighting, Signing, Widening		1331	1198	133	0	0
18340	6011	IM		29 S	N OF BUXTON N TO S OF ND 15-THOMPSON	11.5	Hot Bit Pave, PCC Pave, Struct/Incid	F	22941	20647	2294	0	0
17763	6012	SIM		29 S	N OF N GF INTR TO WALSH CO LINE	14.5	CPR, Grinding		1486	1337	149	0	0
17131	6013	SIM		29 S	S OF JCT 17 N TO HERRICK INTR	7.3	CPR, Grinding		557	501	56	0	0
20029	6031	IM		29 S	N OF JCT 66 N TO CANADIAN LINE	30.2	ATR, CPR, Hot Bit Pave, Mill/OI>2<Or=3", Weigh In Motion		17122	13857	3265	0	0
20168	6032	SNH		81 N	W JCT 5-HAMILTON E TO I-29	9.8	Milling, Recycle HBP		1100	800	300	0	0
20015	6017	SS		89 E	CONCRETE SPUR	2.0	Thin Overlay		346	280	66	0	0
	6018	IMNHSTP			DISTRICTWIDE RETROREFLECTIVITY	0.0	Signing		1700	1530	170	0	0
								Subtotal	83537	71801	11736	0	0
Urban													
18773	6020	SU		986	COLUMBIA RD (DEMERS - 11TH AVE)	0.0	Reconstruction		4823	2450	0	965	1408
	6033	SU		986	COLUMBIA RD & 24TH AVE S	0.0	Signals		125	100	0	25	0
								Subtotal	4948	2550	0	990	1408
Bridge													
18964	6021	BRS		17 E	3 EAST OF I-29	0.0	Structure Paint, Riprap		1000	405	95	0	500
								Subtotal	1000	405	95	0	500
Transportation Alternatives													
19983	6029	TEU			GRAND FORKS 20TH ST SOUTH	0.0	Bikeway/Walkway		276	221	0	55	0
								Subtotal	276	221	0	55	0
ND Street													
19960	6023	SS		15	NORTHWOOD - ND 15	0.0	Lighting		144	106	12	26	0
								Subtotal	144	106	12	26	0
Safety													
19248	6024	HEU		81	WASHINGTON ST	0.0	Safety		23	21	1	1	0
19249	6025	HEU		986	COLUMBIA ROAD	0.0	Safety		7	6	0	1	0
								Subtotal	30	27	1	2	0
Transit													
	6026	TPL			GRAND FORKS-CITYWIDE	0.0	TR Planning		126	101	0	25	0
	6027	TURB			GRAND FORKS-CITYWIDE	0.0	TR Cap Purchase		45	36	0	9	0
	6028	TURB			GRAND FORKS-CITYWIDE	0.0	TR Op Assist		2527	975	178	1143	231
	6034	TCAP			GRAND FORKS-CITYWIDE	0.0	TR Cap Purchase, TR Op Assist		291	233	0	58	0
	6035	TJARC			GRAND FORKS-CITYWIDE	0.0	TR Op Assist		164	82	0	82	0
	6036	TNF			GRAND FORKS-CITYWIDE	0.0	TR Cap Purchase		63	50	0	13	0
								Subtotal	3216	1477	178	1330	231
								Total	93151	76587	12022	2403	2139

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

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2014-2016													
Rural													
18949	6130	SNH	P	2 E	DISTRICT BOUNDARY TO RP 295.95	0.5	Hot Bit Pave, Milling		204	165	39	0	0
18951	6131	SNH	P	2 W	LAKOTA E TO 5.3 MI E ND 1	5.3	Hot Bit Pave, Milling		2012	1628	384	0	0
18952	6132	SNH	P	2 W	MICHIGAN BYPASS	1.6	Hot Bit Pave, Milling		602	487	115	0	0
18953	6133	NH	P	2 W	NIAGARA E TO NEAR CMC 1815	15.3	Hot Bit Pave, Milling		6363	5150	1213	0	0
18954	6134	SNH	P	2 W	NEAR RP 333 TO NEAR ARVILLA	4.3	Hot Bit Pave, Milling		1957	1584	373	0	0
20119	6135	SNH		5 E	TONGUE RIVER BANK STABILIZATION	0.1	Embank Rep		300	243	27	30	0
16799	6103	SS		15 E	E JCT 18 EAST TO I-29	19.3	Mill/OI>2<Or=3"		3610	2922	688	0	0
18943	6136	SS		17 E	PARK RIVER TO SCHOOL RD-GRAFTON	14.8	Thin Overlay		3294	2666	628	0	0
17847	6137	SS		18 N	1 MI S OF HENSEL TO CAVALIER	7.9	Thin Overlay		1751	1417	334	0	0
18343	6116	SS		54 E	I-29 TO RED RIVER	2.3	Mill/OI>2<Or=3"		1427	1155	272	0	0
18963	6138	SNH		81 N	ARDOCH N TO MINTO	5.9	Thin Overlay		1223	990	233	0	0
18938	6201	SNH		1 N	W JCT 200 N TO JCT ND 65	8.7	Mill/OI 2" Max		1081	875	206	0	0
17846	6210	SS		18 N	CO LN N TO RP 202	19.2	Milling, Thin Overlay	F	2982	2413	569	0	0
	6301	SNH		2 E	.5 MILES E LAKOTA TO MAPES X-OVER	5.2	CPR, Grinding		719	582	137	0	0
	6302	SNH		2 E	0.8 MI W ND 35 TO 1.5 MI E E JCT 32	13.9	CPR, Grinding		655	530	125	0	0
	6303	SNH		2 W	5.3 MI E ND 1 TO MICHIGAN BYPASS	4.5	CPR, Grinding		210	170	40	0	0
18336	6305	SNH		5 E	PAR.-ROAD TO CAVALIER	13.2	Milling, Thin Overlay		3184	2577	607	0	0
17842	6306	SNH		5 E	CAVALIER CITY SECTION	0.7	CPR, Grinding		141	114	27	0	0
18279	6309	SS		18 N	CAVALIER CITY SECTION	0.5	CPR, Grinding		75	61	14	0	0
19807	6310	SIM		29 N	N OF JCT ND 54 N TO FOREST RIVER	6.9	Median X-Overs		1012	911	101	0	0
18959	6311	IM	P	29 N	N OF JCT ND 54 N TO FOREST RIVER	6.9	PCC Pave	F	15671	14104	1567	0	0
18961	6312	SIM		29 N	HERRICK N & S TO N BOWESMONT	14.1	Thin Overlay		3166	2849	317	0	0
16765	6313	SIM		29 S	WALSH CO LINE TO S JCT 17	14.1	CPR		161	145	16	0	0
	6323	SS		32 N	S JCT 66 N TO E JCT 5 HALLSON	11.0	Milling, Thin Overlay		2767	2239	528	0	0
	6315	SS		59 E	JCT I-29 E TO RED RIVER	1.1	Thin Overlay		257	208	49	0	0
	6324	SNH		81 N	MANVEL N TO LEVANT	6.6	Thin Overlay		1538	1245	293	0	0
Subtotal								56362	47430	8902	30	0	
Urban													
20103	6120	NHU		2	GATEWAY DR (55TH ST - I-29)	0.0	Rehabilitation		1525	1200	300	25	0
20102	6139	SU		81	S WASHINGTON (32ND AVE - HAMMERLING)	1.3	CPR		1500	1200	150	150	0
19723	6121	SU		986	S WASHINGTON & 40TH AVE	0.0	Intersect Imp		596	446	0	150	0
19247	6122	SU		986	24TH AVE & 34TH ST INTERSECTION	0.0	Construction		718	480	0	238	0
17728	6123	SU		986	42ND ST AND 11TH AVE INTERSECTION	0.0	Intersect Imp		650	480	0	170	0
	6215	SU		297	DEMERS AVE (I-29 - WASHINGTON ST)	0.0	Rehabilitation		2500	2000	250	250	0
18978	6317	SU		986	COLUMBIA RD (14TH AV S - 11TH AV S)	0.0	Reconstruction		5034	4027	0	1007	0
Subtotal								12523	9833	700	1990	0	
Bridge													
18381	6124	SS		54 N	MINNESOTA BORDER	0.0	Struct/Incid, Structure Paint	F	4784	1936	456	0	2392
	6216	S-BRI		29 N	9 SOUTH ND 15	0.0	Structure Paint, Struct/Incid		179	161	18	0	0
	6217	S-BRI		29 N	2 SOUTH ND 15	0.0	Structure Paint		172	155	17	0	0
	6218	S-BRI		29 N	1 SOUTH US 2	0.0	Structure Paint		159	143	16	0	0
20125	6318	NHUBRN		2 E	EAST OF US 81	0.0	Struct/Incid	F	25001	10118	2383	0	12500
	6319	SIM		29 N	4 SOUTH OF ND 17	0.0	Struct/Incid		510	459	51	0	0
	6320	BRI		29 N	1 SOUTH OF ND 59	0.0	Struct/Incid		2924	2632	292	0	0
	6321	SS		89 N	2 SOUTH OF JCT ND 5	0.0	Struct/Incid		450	360	90	0	0
Subtotal								34179	15964	3323	0	14892	

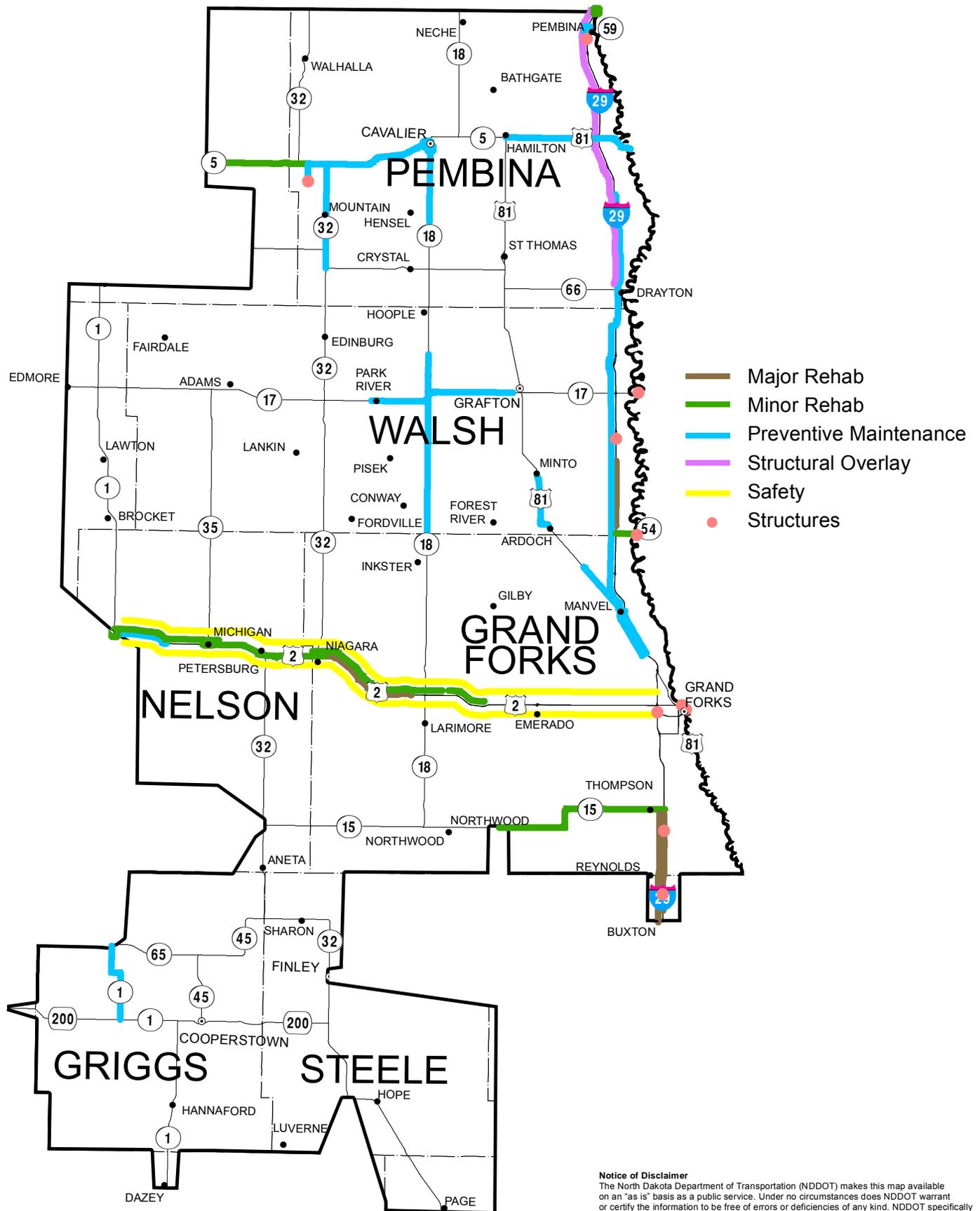
Map Keys 6215 & 6318 are Workforce Safety and Mobility Significant Projects

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

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	(In Thousands)					
								Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Safety													
	6126	HES			COUNTDOWN PEDESTRIAN SIGNAL HEADS	0.0	Signals		51	46	5	0	0
20140	6325	SHE		2	DISTRICT BNDRY TO JCT I-29 - E&W	59.0	Turn Lanes		2250	2025	225	0	0
									2301	2071	230	0	0
Illustrative													
15857	6219	NA		297	DEMERS AV (42ND ST GRADE SEPARATION)	0.0	Struct/Incid		0	0	0	0	0
18759	6322	BRUSU		2	SORLIE BRIDGE	0.0	Struct/Incid	F	29350	11880	1330	1465	14675
									29350	11880	1330	1465	14675
Transit													
	6127	TURB			GRAND FORKS-CITYWIDE	0.0	TR Cap Purchase		45	36	0	9	0
	6128	TPL			GRAND FORKS-CITYWIDE	0.0	TR Planning		126	101	0	25	0
	6129	TURB			GRAND FORKS-CITYWIDE	0.0	TR Op Assist		2701	1094	188	1179	240
	6220	TURB			GRAND FORKS-CITYWIDE	0.0	TR Cap Purchase		45	36	0	9	0
	6221	TPL			GRAND FORKS-CITYWIDE	0.0	TR Planning		126	101	0	25	0
	6222	TURB			GRAND FORKS-CITYWIDE	0.0	TR Op Assist		2783	1126	194	1215	248
	6326	TURB			GRAND FORKS-CITYWIDE	0.0	TR Cap Purchase		45	36	0	9	0
	6327	TURB			GRAND FORKS-CITYWIDE	0.0	TR Op Assist		2866	1161	199	1251	255
	6328	TPL			GRAND FORKS-CITYWIDE	0.0	TR Planning		126	101	0	25	0
									8863	3792	581	3747	743
Total									143578	90970	15066	7232	30310
Grand Total									236729	167557	27088	9635	32449

2013-2016 Construction Program - Grand Forks District

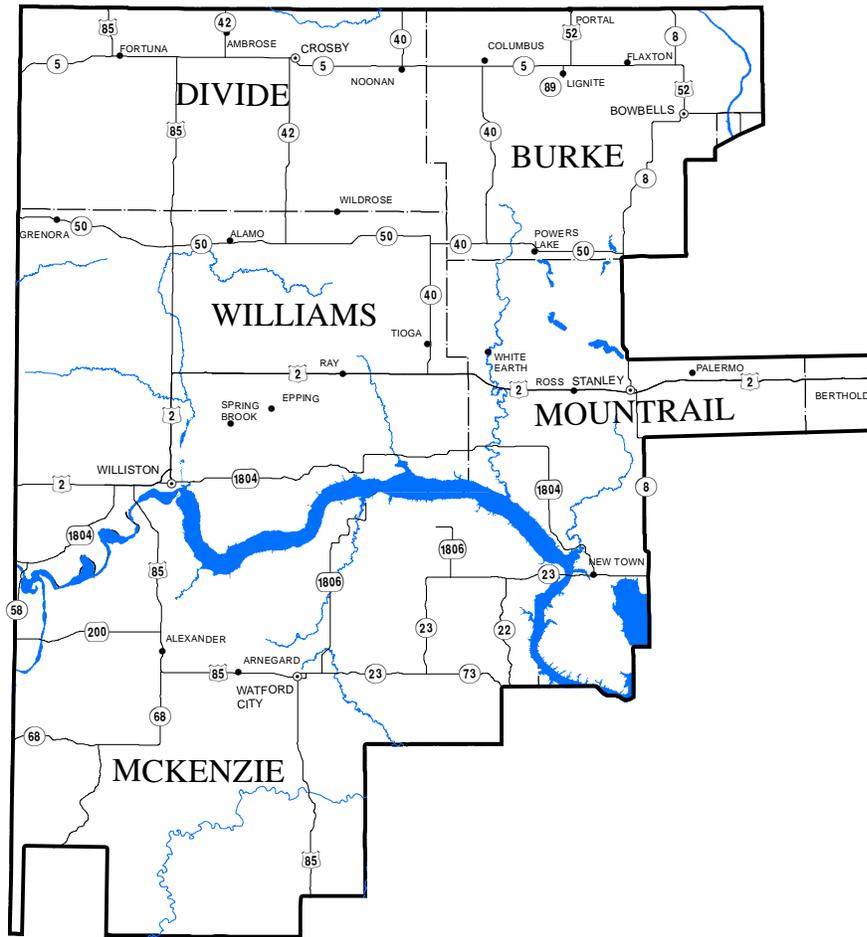


- Major Rehab
- Minor Rehab
- Preventive Maintenance
- Structural Overlay
- Safety
- Structures

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Williston District

District 7



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

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Rural													
14798	7001	NH		2	US 2	101.0	Bonding Repayment		3334	2698	636	0	0
20141	7041	SOIA		2	58TH ST NW AND CO 8 - EB/WB	1.4	Turn Lanes, PCC Pave, Hot Bit Pave		250	0	250	0	0
20142	7042	SOIA		2	CO 10, FLICKERTAIL AVE, 108TH AVE NW	1.4	Turn Lanes, Hot Bit Pave		325	0	325	0	0
19699	7002	SOIA		2	E STATE LINE E TO JCT US 85	14.9	Concrete Over, Hot Bit Pave, Struct/Incid, Turn Lanes		13985	0	13985	0	0
20089	7027	SOIA		2	E JCT US 85 E 10 MI	10.9	Concrete Over		20223	0	20223	0	0
20090	7028	SOIA		2	E 10 MI E JCT 85 TO RAY	9.9	Concrete Over		18031	0	18031	0	0
19702	7004	SOIA		2	E MUNICIPAL SECTION THRU RAY	0.7	Aggr Base, Curb & Gutter, PCC Pave, Struct/Incid		4041	0	4041	0	0
19944	7029	SOIA		2	E TIOGA TO 12.5 MI E OF TIOGA	12.0	Hot Bit Pave		7372	0	7372	0	0
19945	7030	SOIA		2	E 12.5 MI E OF TIOGA TO STANLEY	12.2	Hot Bit Pave		9483	0	9483	0	0
19700	7005	SOIA		2	W TRENTON CORNER EAST TO JCT US 85	3.6	Concrete Over, Hot Bit Pave, Struct/Incid, Turn Lanes		4337	0	4337	0	0
19702	7007	SOIA		2	W MUNICIPAL SECTION TO 0.3 MI E RAY	1.0	Aggr Base, Curb & Gutter, PCC Pave, Struct/Incid		5581	0	5581	0	0
19207	7036	SOIA		8	N ND 50 TO US 52	23.0	Hot Bit Pave, Mine And Blend, Selective Grade, Widening		27058	0	27058	0	0
19804	7037	SOIA		23	E NEW TOWN NE TRUCK RELIEVER ROUTE	0.0	Grade, Hot Bit Pave, PCC Pave, Turn Lanes		12666	0	12666	0	0
18966	7013	SOIA		50	E STATE LINE EAST TO GRENORA	5.2	Hot Bit Pave		1799	0	1799	0	0
20208	7026	SOIA		85	WILLISTON NW PERM TRK RTE - PHASE 1	0.6	Grade, Aggr Base, Hot Bit Pave, Widening, Struct/Incid		14434	0	14434	0	0
20002	7043	SOIA		85	N GRASSY BUTTE N 7.5 MILES	7.4	Hot Bit Pave, Milling		2822	0	2822	0	0
19844	7044	SOIA		85	N N OF LONG X TO S OF WATFORD CITY	11.1	Hot Bit Pave, Milling		5155	0	5155	0	0
19845	7046	SOIA		85	N SW WATFORD CITY BYPASS	6.0	Aggr Base, Grade, Hot Bit Pave, Widening		50059	0	50059	0	0
19971	7047	SOIA		85	N 4 LN WATFORD CITY TO W OF CO RD 27	6.8	Hot Bit Pave, Struct/Incid, Turn Lanes, Widening		42970	0	42970	0	0
20173	7048	SOIA		85	N 4 LN W OF CO RD 27 TO S OF ALEXANDER	7.8	Hot Bit Pave, Struct/Incid, Turn Lanes, Widening		45716	0	45716	0	0
20156	7049	SOIA		85	N 4 LN N OF ALEXANDER TO CO RD 16	8.0	Hot Bit Pave, Struct/Incid, Turn Lanes, Widening		49209	0	49209	0	0
19842	7038	SOIA		85	N JCT 50 APPAM N TO E JCT 5	23.7	Hot Bit Pave, Mine And Blend, Widening		31534	0	31534	0	0
937	7014	SOIA		85	N E JCT 5 W TO W JCT ND 5	8.1	Aggr Base, Grade, Hot Bit Pave		14712	0	14712	0	0
19531	7024	SOIA		1804	TRENTON SCHOOL & MARLEY CROSSING	4.6	Signing		46	0	46	0	0
18970	7017	SOIA		1804	N MARLEY CROSSING TO MONTANA LINE	7.8	Blnded Bit Base, Hot Bit Pave, PCC Pave, Widening		13039	0	13039	0	0
20199	7050	SOIA		1806	N JCT 23 N TO CHARLSON	8.2	Signing		15	0	15	0	0
17442	7045	SOIA		1806	N N WATFORD CITY TO ND 23	25.8	Hot Bit Pave		9748	0	9748	0	0
Subtotal								407944	2698	405246	0	0	
Urban													
18353	7018	S-NHU		2	URBAN LIMITS TO 2ND AVE W - EB	2.9	Slurry Seal		189	153	0	36	0
18353	7019	S-NHU		2	URBAN LIMITS TO 2ND AVE W - WB	2.9	Slurry Seal		190	154	0	36	0
19933	7051	SOIA		2	WILLISTON INTERSECTION US2 & 11TH ST	1.0	Grade, Aggr Base, PCC Pave, Signals		13200	0	13200	0	0
	7020	SU		2	VARIOUS INTERSECTIONS	1.5	Signals		2376	1900	238	238	0
19968	7021	SU		993	PHEASANT RUN PKY(SAND CREEK-26TH ST)	0.0	Construction	F	3040	1100	0	1940	0
Subtotal								18995	3307	13438	2250	0	
Bridge													
20128	7039	SOIA		23	N 5 WEST OF ND 1804	0.0	Culvert Rehab, Selective Grade		1976	0	1976	0	0
Subtotal								1976	0	1976	0	0	

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

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	(In Thousands)					
								Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
		7025 HEC			DIVIDE COUNTY SAFETY IMPROVEMENTS	0.0	Signing, Rumble Stripes		26	23	3	0	0
							Subtotal		26	23	3	0	0
							Total		428941	6028	420663	2250	0

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

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2014-2016													
Rural													
14798	7001	NH		2	US 2	101.0	Bonding Repayment		5317	4303	1014	0	0
19708	7106	SS	P	40	N JCT 2 N TO S OF TIOGA OVERPASS	3.4	Aggr Base, Grade		2838	2297	541	0	0
14798	7001	NH		2	US 2	101.0	Bonding Repayment		5318	4304	1014	0	0
	7202	NH	P	2	W JCT 85 E TO RAY	21.5	Hot Bit Pave		8483	6865	1618	0	0
19079	7209	SS		50	E 1 MILE EAST OF STATE LINE	0.0	Slide Repair		1099	889	210	0	0
17861	7212	SS		200	E STATE LINE E TO YELLOWSTONE BRIDGE	3.0	Asp Ol>2"<Or=3", Widening		1138	921	217	0	0
	7213	SS		200	E BRIDGE REPLACEMENT SEGMENT	1.4	Hot Bit Pave		518	419	99	0	0
	7214	SS		1804	N JCT ND 23 N&W - 16 MI E OF JCT TIOGA	19.8	Hot Bit Pave, Widening	F	18247	14767	3480	0	0
	7215	SS		1806	N CHARLSON NORTH AND SOUTH	6.2	Asp Ol>2"<Or=3"		3786	3064	722	0	0
	7216	NHSTP			DISTRICTWIDE RETROREFLECTIVITY	0.0	Signing		500	450	50	0	0
14798	7001	NH		2	US 2	101.0	Bonding Repayment		5316	4302	1014	0	0
	7306	SNH		5	E JCT ND 42-CROSBY E TO NOONAN	14.4	Hot Bit Pave		7535	6098	1437	0	0
	7314	SS	P	200	E YELLOWSTONE BRIDGE TO JCT 85	14.2	Asp Ol>2"<Or=3"		4999	4046	953	0	0
Subtotal									65094	52725	12369	0	0
Urban													
19938	7140	TBD		2	US 2 & 18TH ST INTERSECTION	0.2	Grade, Struct/Incid, Aggr Base, PCC Pave		27500	0	0	0	27500
20104	7118	SU		2	WILLISTON MAIN ST (1ST ST - 6TH ST)	0.3	Reconstruction	F	5354	4333	486	535	0
20099	7119	SU		993	MAIN ST (FRONT ST - 1ST ST)	0.0	Reconstruction		1084	867	0	217	0
	7217	NHU		2	26TH ST N TO 2 MI N OF WILLISTON-WB	2.0	Slurry Seal		130	105	19	6	0
	7318	SU		993	11TH ST W (9TH AV W - US 2/85)	0.0	Mill/Ol>2<Or=3"		650	520	0	130	0
Subtotal									34718	5825	505	888	27500
Bridge													
	7120	TBD		23	N 3 WEST OF ND 1804	0.0	Struct/Incid, Approach Slabs		416	0	0	0	416
18835	7121	TBD		1804	N 31 EAST OF WILLISTON	0.0	Struct Replace		955	0	0	0	955
	7219	BRN		85	N 1 SOUTH OF ND 50	0.0	Struct Replace		1082	876	206	0	0
Subtotal									2453	876	206	0	1371
Safety													
19751	7123	HES		16	ND 16 & MCKENZIE COUNTY ROAD 38	0.0	Intersect Imp		26	23	3	0	0
18752	7124	SHE		23	ND 23 (NORTH OF KEENE)	0.0	Intersect Imp		1154	1039	115	0	0
	7220	HES		1804	ND 1804 GUARDRAIL IMPROVEMENTS	0.0	Guardrail		80	72	8	0	0
Subtotal									1260	1134	126	0	0
Illustrative													
20092	7141	TBD		2	E OF STANLEY E 9 MI	7.6	Hot Bit Pave		9582	0	0	0	9582
20093	7142	TBD		2	E 9 MI E STANLEY TO 12 MI W BERTHOLD	13.0	Hot Bit Pave, Turn Lanes		13281	0	0	0	13281
20094	7143	TBD		2	E 12 MI W BERTHOLD TO 3 MI W BERTHOLD	6.3	Hot Bit Pave, Turn Lanes		10511	0	0	0	10511
20095	7144	TBD		2	W 3 MI W OF BERTHOLD TO JCT ND 28	2.9	Hot Bit Pave, Turn Lanes		4025	0	0	0	4025
19705	7126	TBD		5	E STATE LINE E TO W JCT 85-FORTUNA	12.4	Hot Bit Pave, Sliver Grading		6480	0	0	0	6480
19706	7127	TBD		5	E W JCT ND 40-NOONAN-TO E JCT ND 40	10.0	Hot Bit Pave, Struct/Incid, Turn Lanes		9573	0	0	0	9573
17879	7139	TBD		23	NEW TOWN - ND 23	0.5	Reconstruction		5149	0	0	0	5149
20194	7145	TBD		23	E SE WATFORD CITY BYPASS	1.2	Aggr Base, Grade, Hot Bit Pave, Widening		50059	0	0	0	50059
19839	7128	TBD		23	E NEAR JCT US 85 TO JCT ND 73	15.6	Hot Bit Pave, Mine And Blend, Passing Lanes, Widening		39123	0	0	0	39123
19840	7129	TBD		23	E JCT 73 N&E TO RESERVATION BOUNDARY	19.3	Hot Bit Pave, Mine And Blend, Passing Lanes, Widening		48518	0	0	0	48518
19847	7138	TBD		23	E NEW TOWN - EAST AVE TO RP 50.8	0.9	Concrete Over, Shldr Rehab, Widening		2750	0	0	0	2750
19838	7130	TBD		50	E GRENORA TO JCT US 85	15.1	Asp Ol>2"<Or=3", Struct/Incid, Turn Lanes		11000	0	0	0	11000

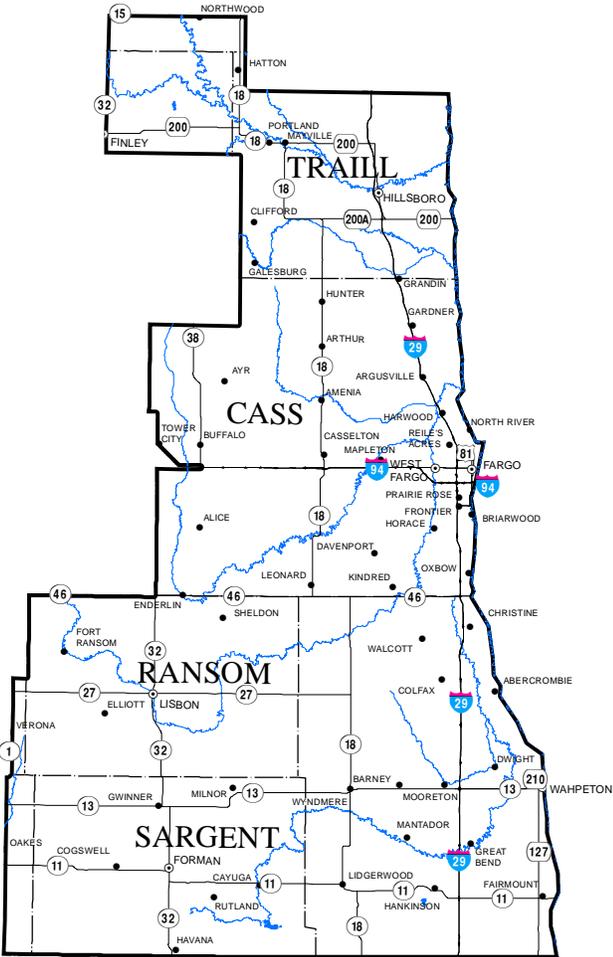
**North Dakota Department of Transportation
District 7 - Williston**

(In Thousands)

PCN	Map	Fund	Pend	Hwy	Dir	Location	Length	Work Type	(In Thousands)					
									Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Illustrative														
20209	7146	TBD		85		WILLISTON NW PERM TRK RTE - PHASE 2	0.8	Grade, Aggr Base, Hot Bit Pave, Widening, Struct/Incid	56673		0	0	0	56673
19326	7136	TBD		85	N	ALEXANDER BYPASS	2.9	Aggr Base, Grade, Hot Bit Pave	25345		0	0	0	25345
20157	7147	TBD		85	N	4 LN CO RD 16 TO 3 MI S OF JCT US 2	9.0	Hot Bit Pave, Turn Lanes, Widening	56213		0	0	0	56213
20171	7148	TBD		85	N	4 LN 3 MI S OF JCT US 2 TO US 2	3.2	Hot Bit Pave, Turn Lanes, Widening, Struct Replace	64257		0	0	0	64257
19843	7137	TBD		85	N	N JCT 2 N TO JCT 50 APPAM	15.9	Hot Bit Pave, Lighting, Turn Lanes, Widening, Struct Replace	20219		0	0	0	20219
20030	7116	TBD		85	N	W JCT 5-FORTUNA N TO STATE LINE	6.4	Hot Bit Pave	7148		0	0	0	7148
	7221	TBD		2		NE WILLISTON BYPASS	0.0	Grade, Aggr Base, Hot Bit Pave	24000		0	0	0	24000
19972	7222	TBD		85	N	MULTI LANE W & S OF WATFORD CITY	8.0	Lighting, PCC Pave, Struct/Incid, Turn Lanes,	49790		0	0	0	49790
Subtotal									513696		0	0	0	513696
Total									617221	60560	13206	888	542567	
Grand Total									1046162	66588	433869	3138	542567	

Fargo District

District 8



Robert Walton, District Engineer
North Dakota Department of Transportation
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**North Dakota Department of Transportation
District 8 - Fargo**

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	(In Thousands)					
								Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2013													
Rural													
17144	8006	NH		13 E	S JCT 1 E TO W JCT 32-GWINNER	20.9	Hot Bit Pave, Milling	F	8008	6481	1527	0	0
19745	8009	SS		18 N	JCT ND 13 TO WYNDMERE	0.3	Thin Overlay		121	98	23	0	0
16845	8010	SS		27 E	LISBON E TO JCT 18	26.1	Thin Overlay		3876	3137	739	0	0
18368	8011	SIM		29 N	STATE LINE N TO JCT 13	22.6	Signing		832	749	83	0	0
18368	8036	SIM		29 S	STATE LINE N TO JCT 13	22.6	Signing		832	749	83	0	0
17147	8012	SS		32 N	N JCT 11-FORMAN-TO E JCT 13	8.6	Thin Overlay		1723	1394	329	0	0
18991	8037	SS	P2013	46 E	E JCT 32 E TO 9 MI E ENDERLIN	13.1	Hot Bit Pave, Milling		4753	3847	906	0	0
18370	8014	SIM		94 E	1 MI W 45TH TO RED RIVER	4.9	CPR		1176	1058	118	0	0
18370	8015	SIM		94 W	1 MI W 45TH TO RED RIVER	4.9	CPR		1176	1058	118	0	0
	8016	IMNHSTP			DISTRICTWIDE RETROREFLECTIVITY	0.0	Signing		1819	1637	182	0	0
20172	8042	BRISIMSBf			VAR LOCATIONS I-29, I-94 & ND 13	0.0	Approach Slabs, CPR, Pave Patch		272	245	27	0	0
Subtotal									24588	20453	4135	0	0
Urban													
17427	8017	NHU		10	MAIN AVE (I-94 - MORRISON ST)	0.0	Right Of Way	F	1250	1000	125	125	0
20126	8038	S-NHU		81	INTERSECTION 52ND & BISHOPS BLVD	0.0	Signals		40	32	4	4	0
19499	8018	SU		991	11TH ST (B AVE - 16TH AVE N)	0.0	Reconstruction		2320	1878	0	442	0
19887	8019	SU		992	13TH AVE (SHEYENNE - 17TH ST E)	0.0	Lighting		535	428	0	107	0
Subtotal									4145	3338	129	678	0
Bridge													
17502	8020	BRS		13 E	2 WEST OF ND HIGHWAY 18	0.0	Struct Replace		778	630	148	0	0
20044	8021	S-BRI		29 E	JUNCTION OF ND 13	0.0	Deck Replacment, Approach Slabs		1000	900	100	0	0
18994	8022	S-BRI		29 N	I-29 & I-94 INTCHG-FARGO	0.0	Structure Paint, Approach Slabs		263	237	26	0	0
18996	8023	S-BRI		94 E	2 EAST OF I-29	0.0	Structure Paint, Struct/Incid		600	540	60	0	0
Subtotal									2641	2307	334	0	0
Transportation Alternatives													
	8024	STN		10	W FARGO MAIN AVE - SHEYENNE TO 45TH	0.0	Landscaping		157	125	0	32	0
19981	8039	TEU			FARGO 12TH AVE N & 45TH ST	0.0	Bikeway/Walkway		350	280	0	70	0
19987	8040	TEO			MAYVILLE ENTRANCE SIGNS ND 18 & 200	0.0	Landscaping		79	63	0	16	0
Subtotal									586	468	0	118	0
ND Street													
17876	8025	SS		18	WYNDMERE - ND 18	0.5	Mill/OI 2" Max, Drainage Impr.		602	487	55	60	0
Subtotal									602	487	55	60	0
Safety													
20133	8041	SHE		13	ND13 & MAIN ST INTERSECTION - MILNOR	1.0	Intersect Imp, Turn Lanes		350	315	35	0	0
Subtotal									350	315	35	0	0
Transit													
	8026	TCAP			FARGO-CITYWIDE TIP411041	0.0	TR Cap Purchase		390	324	0	66	0
	8027	TURB			FARGO-CITYWIDE TIP413041	0.0	TR Prev Maint		898	718	0	180	0
	8028	TURB			FARGO-CITYWIDE TIP413040	0.0	TR Op Assist		271	217	0	54	0
	8029	TURB			FARGO-CITYWIDE TIP143011	0.0	TR Planning		56	45	0	11	0
	8030	TCAP			FARGO-CITYWIDE TIP413013	0.0	TR Cap Purchase		50	40	0	10	0
	8031	TCAP			FARGO-CITYWIDE TIP413014	0.0	TR Cap Purchase		25	20	0	5	0
	8032	TPL			FARGO-CITYWIDE	0.0	TR Planning		274	219	0	55	0
	8033	TNF			FARGO-CITYWIDE TIP413020	0.0	TR Op Assist		60	48	0	12	0
	8034	TCAP			FARGO-CITYWIDE TIP413012	0.0	TR Cap Purchase		65	52	0	13	0

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

							(In Thousands)						
PCN	Map	Fund	Pend	Hwy Dir	Location	Length	Work Type	Full	Total	Fed	State	Local	Other
	Key	Sourc		CMC				Invl	Cost	Fund	Fund	Fund	Fund
Transit													
	8035	TURB			FARGO-CITYWIDE TIP413010	0.0	TR Op Assist, TR Cap Purchase		3146	1573	370	1203	0
	8043	TNF			FARGO-CITYWIDE	0.0	TR Op Assist		41	20	0	21	0
							Subtotal		5276	3276	370	1630	0
							Total		38188	30644	5058	2486	0

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

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2014-2016													
Rural													
17141	8133	SS		18 N	CASSELTON N TO COUNTY LINE	24.3	Microsurfacing		2941	2380	561	0	0
18984	8102	IM	P	29 N	ARGUSVILLE N TO HUNTER	9.3	PCC Pave	F	20960	18864	2096	0	0
17142	8103	SIM		29 N	NEAR BLANCHARD TO JCT 200	10.7	CPR, Grinding		867	780	87	0	0
18990	8104	SIM		29 S	NEAR BLANCHARD TO N JCT 200	10.5	CPR		749	674	75	0	0
19102	8107	SS	P	46 E	E JCT 18 E TO OLD US 81	14.7	Hot Bit Pave, Milling		3557	2879	678	0	0
16389	8134	SS		46 E	E JCT 18 E TO OLD US 81	14.7	Widening		5772	4671	1101	0	0
18362	8110	SNH		200 E	JCT OLD 81 E TO RED RIVER	9.1	Thin Overlay		2197	1778	419	0	0
18989	8203	SIM		29 N	WILD RICE RIVER TO .3 MI N MAIN	12.1	Approach Slabs, CPR, Grinding		1512	1361	151	0	0
18989	8204	SIM		29 S	WILD RICE RIVER TO .3 MI N MAIN	11.4	Approach Slabs, CPR, Grinding		4214	3793	421	0	0
18985	8205	IM	P	29 S	ARGUSVILLE N TO HUNTER SEP	10.2	PCC Pave	F	21798	19618	2180	0	0
17140	8322	SS		27 E	JCT 1 E TO JCT 32 LISBON	18.8	Mill/OI>2<Or=3"		7419	6004	1415	0	0
19713	8306	SIM	P	29 N	STATE LINE N 11.3 MILES	11.3	Median X-Overs		1053	948	105	0	0
18987	8307	SIM		29 N	CHRISTINE INTR N TO WILD RICE RIVER	9.3	CPR		1512	1361	151	0	0
18361	8309	IM		29 S	CHRISTINE INTR N TO WILD RICE RIVER	9.7	CPR, Hot Bit Pave, Milling	F	7696	6926	770	0	0
18992	8311	SS	P	46 E	9 MI E ENDERLIN E TO E JCT 18	12.7	Mill/OI>2<Or=3"		4331	3505	826	0	0
Subtotal									86578	75542	11036	0	0
Urban													
18768	8111	SU		984	25TH ST (24TH AVE - 17TH AVE S)	0.0	Reconstruction		10621	6400	0	4221	0
20158	8112	SU		991	16TH AVE N (ND 210 - 11TH ST N)	0.0	Reconstruction		1651	1321	0	330	0
19892	8113	SU		992	7TH AVE (17TH ST E - 45TH ST SW)	0.0	Reconstruction		2500	2000	0	500	0
17427	8207	NHU		10	MAIN AVE (I-94 - MORRISON ST)	0.0	Reconstruction	F	17500	14000	1750	1750	0
20057	8208	SU			12TH AVE N (COUNTY RD 19 - 45TH ST)	0.0	Reconstruction		11454	9163	0	2291	0
	8313	SU		992	SHEYENNE ST (AT 32ND & 40TH AV INT)	0.0	Signals		845	676	0	169	0
	8314	SU		992	W FARGO CITY WIDE SIGNALS	0.0	Signals		238	190	0	48	0
Subtotal									44809	33750	1750	9309	0
Bridge													
19710	8114	S-BRI		29 N	6 SOUTH OF ND 200	0.0	Structure Paint		200	180	20	0	0
19710	8115	S-BRI		29 N	3 SOUTH OF ND 200	0.0	Structure Paint		224	202	22	0	0
	8116	S-BRI		94 E	1 WEST OF ND 18	0.0	Structure Paint		100	90	10	0	0
	8117	S-BRI		94 E	ND-MINN BORDER	0.0	Structure Paint		52	47	5	0	0
	8209	S-BRI		29 E	JUNCTION OF ND 13	0.0	Structure Paint		351	316	35	0	0
18995	8210	S-BRI		29 E	JUNCTION OF ND HWY 13	0.0	Structure Paint		324	292	32	0	0
	8211	S-BRI		29 N	SOUTH DAKOTA BORDER	0.0	Structure Paint		166	149	17	0	0
	8212	S-BRI		29 N	4 SOUTH OF ND 11	0.0	Structure Paint		152	137	15	0	0
	8213	SIM		29 N	6 NORTH OF ND 46	0.0	Struct Replace, Median X-Overs		1487	1338	149	0	0
	8214	SIM		29 N	JUNCTION OF 200A & I29	0.0	Structure Paint		292	263	29	0	0
	8215	S-BRI		29 N	4 NORTH OF 200 SOUTH	0.0	Expan Joint Mod, Approach Slabs		239	215	24	0	0
	8216	S-BRI		29 S	4 NORTH OF 200 SOUTH	0.0	Expan Joint Mod, Approach Slabs		258	232	26	0	0
19853	8217	SS		32 N	4 SOUTH OF ND 11 EAST	0.0	Struct Replace		649	525	124	0	0
	8218	BRS		32 N	CITY OF LISBON	0.0	Structure Paint		99	79	20	0	0
	8315	SBR		13 E	2 EAST OF I-29	0.0	Structur Repair		56	45	11	0	0
	8316	SBR		13 E	1 WEST OF WAHPETON	0.0	Structure Paint		300	240	60	0	0
	8317	SBR		13 E	1 WEST OF WAHPETON	0.0	Structure Paint		134	107	27	0	0
	8318	SBR		13 W	1 WEST OF WAHPETON	0.0	Structure Paint		300	240	60	0	0
	8319	SBR		13 W	1 WEST OF WAHPETON	0.0	Structure Paint		134	107	27	0	0
	8320	S-BRI		29 N	12 NORTH OF ND 13	0.0	Structure Paint		159	143	16	0	0
	8321	SIM		29 S	6 NORTH OF ND 46	0.0	Struct Replace		1547	1392	155	0	0

Map Key 8207 is a Workforce Safety and Mobility Significant Project

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

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
								Subtotal	7223	6339	884	0	0
ND Street													
19479	8219	SS		18	CASSELTON - ND 18	0.1	PCC Pave, Aggr Base		354	287	32	35	0
								Subtotal	354	287	32	35	0
Safety													
19753	8135	HES		18	ND 18 AND CASS COUNTY ROAD 10	0.4	Intersect Imp		773	696	77	0	0
	8118	HES		81	US 81 (19TH AVE N) AT NDSU BARNES	0.0	Signals, Signing		76	68	8	0	0
16823	8120	HRR		200A E	BLANCHARD EAST TO INT X ROAD	8.4	Thin Overlay, Sliver Grading	F	4036	3632	404	0	0
	8121	HES			COUNTDOWN PEDESTRIAN SIGNAL HEADS	0.0	Signals		57	51	6	0	0
								Subtotal	4942	4447	495	0	0
Illustrative													
	8323	NA		29	FM METRO AREA DIVERSION,I-29 S OF FM	0.0	Struct/Incid, Grade Raise, PCC Pave, Drainage Impr., Median		0	0	0	0	0
20181	8324	NA		29	FM METRO AREA DIVERSION,I-29 N OF FM	1.4	Struct/Incid, Grade Raise, PCC Pave, Drainage Impr., Median		0	0	0	0	0
	8325	NA		94	FM METRO AREA DIVERSION,I-94 W OF FM	0.0	Struct/Incid, Grade Raise, PCC Pave, Drainage Impr., Median		0	0	0	0	0
								Subtotal	0	0	0	0	0
Transit													
	8122	TCAP			FARGO-CITYWIDE TIP414094	0.0	TR Cap Purchase		70	56	0	14	0
	8123	TCAP			FARGO-CITYWIDE TIP414093	0.0	TR Cap Purchase		125	100	0	25	0
	8124	TURB			FARGO-CITYWIDE TIP414080	0.0	TR Planning		57	46	0	11	0
	8125	TURB			FARGO-CITYWIDE TIP414090	0.0	TR Op Assist		282	226	0	56	0
	8126	TURB			FARGO-CITYWIDE TIP414071	0.0	TR Prev Maint		934	747	0	187	0
	8127	TURB			FARGO-CITYWIDE TIP414070	0.0	TR Op Assist, TR Cap Purchase		3271	1636	0	1635	0
	8128	TCAP			FARGO-CITYWIDE TIP414095	0.0	TR Cap Purchase		195	162	0	33	0
	8129	TCAP			FARGO-CITYWIDE TIP414092	0.0	TR Cap Purchase		300	240	0	60	0
	8130	TPL			FARGO-CITYWIDE	0.0	TR Planning		274	219	0	55	0
	8132	TCAP			FARGO-CITYWIDE	0.0	TR Cap Purchase		650	539	0	111	0
	8136	TCAP			FARGO-CITYWIDE	0.0	TR Cap Purchase		250	200	0	50	0
	8222	TPL			FARGO-CITYWIDE	0.0	TR Planning		274	219	0	55	0
	8224	TCAP			FARGO-CITYWIDE STIP415040	0.0	TR Cap Purchase		50	40	0	10	0
	8225	TURB			FARGO-CITYWIDE STIP415033	0.0	TR Prev Maint		971	777	0	194	0
	8226	TURB			FARGO-CITYWIDE STIP415031	0.0	TR Planning		59	47	0	12	0
	8227	TURB			FARGO-CITYWIDE STIP415032	0.0	TR Op Assist		293	234	0	59	0
	8228	TURB			FARGO-CITYWIDE STIP415030	0.0	TR Op Assist, TR Cap Purchase		3358	1679	370	1309	0
	8229	TURB			FARGO-CITYWIDE	0.0	TR Op Assist		75	60	0	15	0
	8326	TURB			FARGO-CITYWIDE	0.0	TR Op Assist		3495	2796	0	699	0
	8327	TPL			FARGO-CITYWIDE	0.0	TR Planning		62	50	0	12	0
	8328	TCAP			FARGO-CITYWIDE	0.0	TR Cap Purchase		400	332	0	68	0
	8329	TURB			FARGO-CITYWIDE	0.0	TR Prev Maint		1001	801	0	200	0
								Subtotal	16446	11206	370	4870	0
								Total	160352	131571	14567	14214	0
								Grand Total	198540	162215	19625	16700	0

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

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2013													
Rural													
	9001	STP			ND 511 ALERT	0.0	Intellgnt Trans	313	250	63	0	0	
	9002	STP			RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	938	750	188	0	0	
	9003	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Ovrtr	62	50	12	0	0	
	9004	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	242	196	46	0	0	
	9005	SIMSNHSS			ROAD WEATHER (DMS & ESS)	0.0	Intellgnt Trans	585	500	85	0	0	
	9006	STP			VAR LOC-STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	10500	8498	2002	0	0	
	9007	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0	
	9008	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	2000	1600	400	0	0	
	9009	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Overruns	4375	3500	875	0	0	
	9010	SS			VARIOUS LOCATIONS STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0	
	9011	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0	
	9012	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	5000	4000	1000	0	0	
	9013	SIM			RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0	
	9014	SIMSS			VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0	
	9015	UGP			RTSSC, SURTC	0.0	Safety	0	0	0	0	0	
	9016	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Parks & Rec	1275	1020	0	255	0	
	9017	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	OJT	90	72	18	0	0	
	9018	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	151	122	29	0	0	
	9019	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Training	212	197	15	0	0	
	9020	RPS			VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	1667	1500	167	0	0	
	9021	STP			VAR LOC-STATEWIDE-NON-INTERSTATE	0.0	Prelim Engineer	4052	3279	773	0	0	
	9022	SIM			VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0	
	9023	SNH			VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	185	150	35	0	0	
	9024	RSS			INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	1111	1000	111	0	0	
	9025	SS			VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0	
	9060	NH			VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	5560	4500	1060	0	0	
	9061	SIM			VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	1111	1000	111	0	0	
	9062	SS			VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	5560	4500	1060	0	0	
							Subtotal	48157	39376	8446	335	0	
Urban													
	9026	SU			VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	2250	1800	0	450	0	
	9027	SU			VARIOUS LOCATIONS-STATEWIDE	0.0	Right Of Way	100	80	0	20	0	
							Subtotal	2350	1880	0	470	0	
Bridge													
	9028	BR			VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect	563	450	113	0	0	
	9029	BRS			BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items	309	250	59	0	0	
							Subtotal	872	700	172	0	0	
Transportation Alternatives													
	9040	TES			HISTORIC BRIDGE REHABILITATION	0.0	Structur Repair	825	660	165	0	0	
	9063	TES			PE HISTORIC BRIDGE REHABILITATION	0.0	Structur Repair	156	125	0	31	0	
							Subtotal	981	785	165	31	0	
County													
	9041	SC			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0	
	9042	BR			VARIOUS LOCATIONS-STATEWIDE	0.0	County Bridges	7363	5890	0	1473	0	
	9043	SC			VARIOUS LOCATIONS-STATEWIDE	0.0	County Roadways	16360	13240	0	3120	0	
							Subtotal	24203	19450	80	4673	0	

Map Key 9015 is shown in the event that a federal allocation would be received

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

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir	Location CMC	Length	Work Type	(In Thousands)					
								Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Federal Lands Highways													
	9044	FHO			VARIOUS LOCATIONS-STATEWIDE	0.0	Access Program	1100	890	0	210	0	
	9045	PLH			VARIOUS LOCATIONS-STATEWIDE	0.0	Public Lands	1000	1000	0	0	0	
							Subtotal	2100	1890	0	210	0	
Emergency Relief													
	9046	SER			VARIOUS LOCATIONS - STATEWIDE	0.0	Grade Raise	1000	1000	0	0	0	
							Subtotal	1000	1000	0	0	0	
Safe Routes to School													
	9047	SRT			VARIOUS LOCATIONS - STATEWIDE	0.0	SRTS	1000	1000	0	0	0	
							Subtotal	1000	1000	0	0	0	
Missile Roads													
	9048	ROM			VARIOUS LOCATIONS-STATEWIDE	0.0	Missile Roads	6000	6000	0	0	0	
							Subtotal	6000	6000	0	0	0	
Safety													
	9049	HES			VAR LOC-STATEWIDE-INDIVIDUAL	0.0	Prelim Engineer	111	100	11	0	0	
	9050	HES			STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	374	337	37	0	0	
	9051	HES			VARIOUS LOCATIONS - STATEWIDE	0.0	Prelim Engineer	111	100	11	0	0	
	9052	HES			SMALL SCALE IMPROVEMENTS	0.0	Safety	111	100	11	0	0	
	9053	HESHEUHI			HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety	734	660	37	37	0	
20182	9064	HEC			WESTERN ND - VARIOUS LOCATIONS	0.0	Signing, Pave Mark	2000	1800	0	200	0	
							Subtotal	3441	3097	107	237	0	
Transit													
	9054	TCAP			STATEWIDE RURAL TRANSIT CAPITAL	0.0	TR Cap Purchase	1505	1204	0	301	0	
	9055	TE/D			VARIOUS LOCATIONS - STATEWIDE	0.0	TR Cap Purchase	271	217	0	54	0	
	9058	TRUR			STATEWIDE INTERCITY TRANSIT -5311(F)	0.0	TR Op Assist, TR Admin, TR Cap Purchase	1500	750	0	750	0	
	9059	TRUR			VARIOUS LOCATIONS - STATEWIDE	0.0	TR Op Assist, TR Admin, TR Cap Purchase	8494	4247	3000	1247	0	
	9065	TRUR			VARIOUS LOCATIONS - STATEWIDE	0.0	TR Training	144	144	0	0	0	
							Subtotal	11914	6562	3000	2352	0	
							Total	102018	81740	11970	8308	0	

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

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir	Location	Length	Work Type	(In Thousands)					
								Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2014-2016													
Rural													
	9101	SIM			RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0	
	9102	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0	
	9103	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Training	212	197	15	0	0	
	9104	STP			RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	938	750	188	0	0	
	9105	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Parks & Rec	1288	1030	0	258	0	
	9106	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	156	126	30	0	0	
	9107	UGP			RTSSC, SURTC	0.0	Safety	0	0	0	0	0	
	9108	SS			VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	390	316	74	0	0	
	9109	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	OJT	90	72	18	0	0	
	9110	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	251	203	48	0	0	
	9111	STP			VAR LOC-STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	1000	800	200	0	0	
	9112	STP			VAR LOC-STATEWIDE-NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0	
	9113	RPS			VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	1667	1500	167	0	0	
	9114	SIMSS			VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0	
	9115	STP			ND 511 ALERT	0.0	Intellgnt Trans	313	250	63	0	0	
	9116	SS			VARIOUS LOCATIONS STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0	
	9117	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0	
	9118	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	5000	4000	1000	0	0	
	9119	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Ovrtr	62	50	12	0	0	
	9120	SIMSS			ROAD WEATHER (DMS & ESS)	0.0	Intellgnt Trans	565	500	65	0	0	
	9121	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Overruns	4375	3500	875	0	0	
	9122	SNH			VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	185	150	35	0	0	
	9123	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	2038	1630	408	0	0	
	9124	SIM			VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0	
	9125	RPS			INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	1111	1000	111	0	0	
	9159	SS			VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	7414	6000	1414	0	0	
	9160	NH			VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	7414	6000	1414	0	0	
	9161	SIM			VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	1111	1000	111	0	0	
	9201	STP			VAR LOC - STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	1000	800	200	0	0	
	9202	SNH			VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	185	150	35	0	0	
	9203	SS			VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0	
	9204	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Overruns	4375	3500	875	0	0	
	9205	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Ovrtr	62	50	12	0	0	
	9206	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	5000	4000	1000	0	0	
	9207	SIM			VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0	
	9208	RPS			INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	1111	1000	111	0	0	
	9209	SS			VARIOUS LOCATIONS STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0	
	9210	UGP			RTSSC, SURTC	0.0	Safety	0	0	0	0	0	
	9211	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0	
	9212	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	2075	1660	415	0	0	
	9213	SIMSS			ROAD WEATHER (DMS & ESS)	0.0	Intellgnt Trans	565	500	65	0	0	
	9214	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Training	212	197	15	0	0	
	9215	STP			VAR LOC-STATEWIDE-NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0	
	9216	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	159	129	30	0	0	
	9217	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	261	211	50	0	0	
	9218	STP			ND 511 ALERT	0.0	Intellgnt Trans	313	250	63	0	0	
	9219	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	OJT	90	72	18	0	0	
	9220	SIM			RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0	
	9221	STP			RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	938	750	188	0	0	

Map Keys 9107 & 9210 are shown in the event that a federal allocation would be received

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

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	(In Thousands)					
								Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Rural													
9222	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	Parks & Rec	1300	1040	0	260	0	
9223	RPS				VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	1667	1500	167	0	0	
9224	SIMSS				VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0	
9225	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0	
9256	SS				VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	5560	4500	1060	0	0	
9257	NH				VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	5560	4500	1060	0	0	
9258	SIM				VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	1111	1000	111	0	0	
9301	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	Parks & Rec	1313	1050	0	263	0	
9302	STP				ND 511 ALERT	0.0	Intellgnt Trans	313	250	63	0	0	
9303	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	5000	4000	1000	0	0	
9304	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	Overruns	4375	3500	875	0	0	
9305	SIMSS				VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0	
9306	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	271	219	52	0	0	
9307	STP				RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	938	750	188	0	0	
9308	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0	
9309	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0	
9310	SIM				RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0	
9311	STP				VAR LOC-STATEWIDE-NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0	
9312	SS				VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0	
9313	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	OJT	90	72	18	0	0	
9314	UGP				RTSSC, SURTC	0.0	Safety	0	0	0	0	0	
9315	SIMSS				ROAD WEATHER (DMS & ESS)	0.0	Intellgnt Trans	565	500	65	0	0	
9316	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Overt	62	50	12	0	0	
9317	STP				VAR LOC - STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	1000	800	200	0	0	
9318	STP				VARIOUS LOCATION - STATEWIDE	0.0	Training	212	197	15	0	0	
9319	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	164	133	31	0	0	
9320	SS				VARIOUS LOCATIONS STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0	
9321	SIM				VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0	
9322	RPS				INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	1111	1000	111	0	0	
9323	SNH				VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	185	150	35	0	0	
9324	RPS				VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	1667	1500	167	0	0	
9325	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	2113	1690	423	0	0	
9358	SIM				VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	1111	1000	111	0	0	
9359	NH				VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	5560	4500	1060	0	0	
9360	SS				VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	5560	4500	1060	0	0	
Subtotal								114536	93920	19595	1021	0	
Urban													
9126	SU				VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	2250	1800	0	450	0	
9127	SU				VARIOUS LOCATIONS-STATEWIDE	0.0	Right Of Way	100	80	0	20	0	
9226	SU				VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	2250	1800	0	450	0	
9227	SU				VARIOUS LOCATIONS-STATEWIDE	0.0	Right Of Way	100	80	0	20	0	
9326	SU				VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	2250	1800	0	450	0	
9327	SU				VARIOUS LOCATIONS-STATEWIDE	0.0	Right Of Way	100	80	0	20	0	
Subtotal								7050	5640	0	1410	0	
Bridge													
9128	BR				VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect	563	450	113	0	0	
9129	BRU				BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items	309	250	59	0	0	
9228	BRU				BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items	309	250	59	0	0	

Map Key 9314 is shown in the event that a federal allocation would be received

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

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Bridge													
	9229	BR			VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect		563	450	113	0	0
	9328	BR			VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect		563	450	113	0	0
	9329	BRU			BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items		309	250	59	0	0
							Subtotal		2616	2100	516	0	0
Transportation Alternatives													
	9130	TEC			VARIOUS LOCATIONS-STATEWIDE	0.0	Dir Task Force		888	710	0	178	0
	9131	TEU			VARIOUS LOCATIONS-STATEWIDE	0.0	Dir Task Force		1125	900	0	225	0
	9163	TES			PE HISTORIC BRIDGE REHABILITATION	0.0	Structur Repair		156	125	0	31	0
	9234	TEU			VARIOUS LOCATIONS-STATEWIDE	0.0	Dir Task Force		1125	900	0	225	0
	9235	TEO			VARIOUS LOCATIONS STATEWIDE	0.0	Dir Task Force		888	710	0	178	0
	9244	SRT			VARIOUS LOCATIONS - STATEWIDE	0.0	SRTS		1000	1000	0	0	0
	9260	TES			HISTORIC BRIDGE REHABILITATION	0.0	Structur Repair		825	660	0	165	0
	9331	TEO			VARIOUS LOCATIONS STATEWIDE	0.0	Dir Task Force		888	710	0	178	0
	9336	TEU			VARIOUS LOCATIONS-STATEWIDE	0.0	Dir Task Force		1125	900	0	225	0
	9345	SRT			VARIOUS LOCATIONS - STATEWIDE	0.0	SRTS		1000	1000	0	0	0
							Subtotal		9020	7615	0	1405	0
County													
	9139	BR			VARIOUS LOCATIONS-STATEWIDE	0.0	County Bridges		7463	5970	0	1493	0
	9140	SC			VARIOUS LOCATIONS-STATEWIDE	0.0	County Roadways		16595	13430	0	3165	0
	9141	SC			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED		480	320	80	80	0
	9238	SC			VARIOUS LOCATIONS STATEWIDE	0.0	County Roadways		16829	13620	0	3209	0
	9239	BR			VARIOUS LOCATIONS STATEWIDE	0.0	County Bridges		7563	6050	0	1513	0
	9240	SC			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED		480	320	80	80	0
	9338	BR			VARIOUS LOCATIONS STATEWIDE	0.0	County Bridges		7663	6130	0	1533	0
	9339	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED		480	320	80	80	0
	9340	SC			VARIOUS LOCATIONS STATEWIDE	0.0	County Roadways		17064	13810	0	3254	0
							Subtotal		74617	59970	240	14407	0
Federal Lands Highways													
	9142	PLH			VARIOUS LOCATIONS-STATEWIDE	0.0	Public Lands		1000	1000	0	0	0
	9143	FHO			VARIOUS LOCATIONS-STATEWIDE	0.0	Access Program		1100	890	0	210	0
	9241	PLH			VARIOUS LOCATIONS STATEWIDE	0.0	Public Lands		1000	1000	0	0	0
	9242	FHO			VARIOUS LOCATIONS STATEWIDE	0.0	Access Program		1100	890	0	210	0
	9341	PLH			VARIOUS LOCATIONS STATEWIDE	0.0	Public Lands		1000	1000	0	0	0
	9342	FHO			VARIOUS LOCATIONS STATEWIDE	0.0	Access Program		1100	890	0	210	0
							Subtotal		6300	5670	0	630	0
Emergency Relief													
	9144	SER			VARIOUS LOCATIONS - STATEWIDE	0.0	Grade Raise		1000	1000	0	0	0
	9243	SER			VARIOUS LOCATIONS - STATEWIDE	0.0	Grade Raise		1000	1000	0	0	0
	9343	SER			VARIOUS LOCATIONS - STATEWIDE	0.0	Grade Raise		1000	1000	0	0	0
							Subtotal		3000	3000	0	0	0
Safe Routes to School													
	9145	SRT			VARIOUS LOCATIONS - STATEWIDE	0.0	SRTS		650	650	0	0	0
							Subtotal		650	650	0	0	0
Missile Roads													
	9146	ROM			VARIOUS LOCATIONS-STATEWIDE	0.0	Missile Roads		6000	6000	0	0	0
	9245	ROM			VARIOUS LOCATIONS STATEWIDE	0.0	Missile Roads		6000	6000	0	0	0
	9346	ROM			VARIOUS LOCATIONS STATEWIDE	0.0	Missile Roads		6000	6000	0	0	0
							Subtotal		18000	18000	0	0	0

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

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir	Location CMC	Length	Work Type	(In Thousands)					
								Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Safety													
9147	HES				VARIOUS LOCATIONS - STATEWIDE	0.0	Prelim Engineer	111	100	11	0	0	
9148	HES				VAR LOC-STATEWIDE-INDIVIDUAL	0.0	Prelim Engineer	111	100	11	0	0	
9149	HES				STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	374	337	37	0	0	
9150	HES				SMALL SCALE IMPROVEMENTS	0.0	Safety	111	100	11	0	0	
9151	HESHEUHI				HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety	734	660	37	37	0	
9162	HESHEUHI				YIELD INSTALLATION AT RR CROSSINGS	0.0	Signing	278	250	28	0	0	
9246	HESHEUHI				HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety	734	660	37	37	0	
9247	HES				SMALL SCALE IMPROVEMENTS	0.0	Safety	111	100	11	0	0	
9248	HES				VARIOUS LOCATIONS - STATEWIDE	0.0	Prelim Engineer	111	100	11	0	0	
9249	HES				STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	374	337	37	0	0	
9250	HES				VAR LOC-STATEWIDE-INDIVIDUAL	0.0	Prelim Engineer	111	100	11	0	0	
9259	HESHEUHI				YIELD INSTALLATION AT RR CROSSINGS	0.0	Signing	278	250	28	0	0	
9347	HES				VAR LOC-STATEWIDE-INDIVIDUAL	0.0	Prelim Engineer	111	100	11	0	0	
9348	HES				STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	374	337	37	0	0	
9349	HESHEUHI				HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety	734	660	37	37	0	
9350	HES				VARIOUS LOCATIONS - STATEWIDE	0.0	Prelim Engineer	111	100	11	0	0	
9351	HES				SMALL SCALE IMPROVEMENTS	0.0	Safety	111	100	11	0	0	
9361	HESHEUHI				YIELD INSTALLATION AT RR CROSSINGS	0.0	Signing	278	250	28	0	0	
Subtotal								5157	4641	405	111	0	
Transit													
9153	TCAP				VARIOUS LOCATIONS - STATEWIDE	0.0	TR Cap Purchase	1565	1252	0	313	0	
9154	TRUR				VARIOUS LOCATIONS - STATEWIDE	0.0	TR Op Assist, TR Admin, TR Cap Purchase	8834	4417	3250	1167	0	
9156	TE/D				VARIOUS LOCATIONS - STATEWIDE	0.0	TR Cap Purchase, TR Op Assist	283	226	0	57	0	
9157	TRUR				STATEWIDE INTERCITY TRANSIT -5311(F)	0.0	TR Op Assist, TR Cap Purchase, TR Admin	1560	780	0	780	0	
9164	TRUR				VARIOUS LOCATIONS - STATEWIDE	0.0	TR Training	150	150	0	0	0	
9251	TCAP				VARIOUS LOCATIONS - STATEWIDE	0.0	TR Cap Purchase	1628	1302	0	326	0	
9252	TRUR				VARIOUS LOCATIONS - STATEWIDE	0.0	TR Op Assist, TR Admin, TR Cap Purchase	9188	4594	3350	1244	0	
9253	TRUR				STATEWIDE INTERCITY TRANSIT -5311(F)	0.0	TR Op Assist, TR Admin, TR Cap Purchase	1622	811	0	811	0	
9254	TRUR				VARIOUS LOCATIONS - STATEWIDE	0.0	TR Training	156	156	0	0	0	
9255	TE/D				VARIOUS LOCATIONS - STATEWIDE	0.0	TR Cap Purchase, TR Op Assist	294	235	0	59	0	
9352	TRUR				VARIOUS LOCATIONS - STATEWIDE	0.0	TR Training	162	162	0	0	0	
9353	TRUR				VARIOUS LOCATIONS - STATEWIDE	0.0	TR Op Assist, TR Admin, TR Cap Purchase	9556	4778	3450	1328	0	
9354	TRUR				STATEWIDE INTERCITY TRANSIT -5311(F)	0.0	TR Op Assist, TR Cap Purchase, TR Admin	1686	843	0	843	0	
9355	TE/D				VARIOUS LOCATIONS - STATEWIDE	0.0	TR Cap Purchase, TR Op Assist	306	245	0	61	0	
9357	TCAP				VARIOUS LOCATIONS - STATEWIDE	0.0	TR Cap Purchase	1693	1354	0	339	0	
Subtotal								38683	21305	10050	7328	0	
Total								279629	222511	30806	26312	0	
Grand Total								381647	304251	42776	34620	0	

PROGRAMS

State Funding Programs

The 63rd Legislative Assembly of North Dakota appropriated one-time funding for state highway construction and maintenance in Senate Bill No. 2176. The bill provides \$620 million to the NDDOT for the 2013-2015 biennium for projects in the state affected by oil production. The projects are identified with a “SOIA” funding source.

Federal Funding Programs

With North Dakota’s obligation limitation distribution unknown for fiscal year 2013 or beyond, the funding level for planning purposes was based on projected apportionment for 2013-2016. It was based on \$240 million for 2013, \$243 million for 2014, \$251 million for 2015 and \$258 million for 2016. The NDDOT also programs additional projects known as “Pending”. These projects replace any projects that do not remain in the fiscal year planned or if additional obligation limitation is received. Carryover apportionments from previous years are available to handle any obligation limitation that may be received above those that are planned.

Federal aid highway funds are apportioned to the state from several sources. The new core formula program structure as provided by Moving Ahead for Progress in the 21st Century Act (MAP-21) is:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Metropolitan Planning Program

Following is a short summary of each of the new core formula programs as well as other pertinent programs continued by MAP-21.

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.

The state is responsible for overall management of these funds. NDDOT makes portions of the funds available to urban areas (Population > 5,000), counties, and other agencies for their use. After the summary of the programs is information on Urban Streets and Highways, County Roads and Bridges, and Public Transit Programs.

The tables in the Funding tab provide a summary of expected federal funding 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.

National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements.

Under MAP-21, the enhanced NHS is composed of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes:

- The Interstate System.
- All principal arterials (including those not previously designated as part of the NHS) and border crossings on those routes.
- Intermodal connectors -- highways that provide motor vehicle access between the NHS and major intermodal transportation facilities.
- STRAHNET - the network of highways important to U.S. strategic defense and its connectors to major military installations

The NHPP incorporates the funding from pre-MAP-21 programs including the Interstate Maintenance (IM) Program, National Highway System (NHS) Program, and Highway Bridge Program (HBP) for bridge infrastructure on the NHS.

Surface Transportation Program (STP)

MAP-21 continues the STP to provide flexible funding for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects and public bus terminals and facilities. The STP incorporates the funding from the pre-MAP-21 Highway Bridge Program (HBP) for bridge infrastructure not on the NHS.

Per MAP-21, 50% of the STP apportionment (after mandatory set-asides) is to be obligated in the following areas in proportion to their relative shares of the State's population:

- Urbanized areas with population greater than 200,000.
- Areas with population greater than 5,000 but no more than 200,000
- Areas with population of 5,000 or less

The remaining 50% may be used in any area of the State.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program is continued in MAP-21 to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). As ND is currently a state without a nonattainment or maintenance area, CMAQ funds can be used for any CMAQ or STP eligible project.

Highway Safety Improvement Program (HSIP)

MAP-21 continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. A HSIP project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

Projects may 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, as long as they are consistent with the State SHSP.

Railroad-Highway Crossings Program

Funds are set aside from the HSIP for the Railroad-Highway Crossing Program for safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings.

Funds are used to install or improve protective devices at railroad crossings to include signing, signals, or signals with gates and for improving at-grade railroad crossings and constructing or reconstruction of highway-railroad separation structures.

Metropolitan Planning Program

The metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. This funding is provided to the Metropolitan Planning Organizations (MPO) Program for TIP development, planning, transportation plans, and operation of the MPO.

Other Programs

Transportation Alternatives Program (TAP)

MAP-21 established this new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements (TE), Recreational Trails Program (RTP), and Safe Routes to School (SRTS), wrapping them into a single funding source. TAP is funded via set asides from the NHPP, STP, CMAQ, HSIP, and the Metropolitan Planning Program.

TAP funds are to be used on projects or activities that are related to surface transportation as noted below:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including—
 - inventory, control, or removal of outdoor advertising;
 - historic preservation and rehabilitation of historic transportation facilities;
 - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The RTP under 23 USC 206.
- The SRTS Program under §1404 of SAFETEA-LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Both cities and counties receive a percentage of TAP funds, after approximately \$1 million is set aside for the RTP. The RTP is used to provide for the continuation of recreational trails projects and it is administered by the North Dakota Department of Park and Recreation. The NDDOT has the option to opt out of the RTP program each year, with the Governor's permission.

Selection of Projects

TAP funds are administered by the LG Division to large and small urban areas, rural areas, and counties. Using a competitive process, a committee comprised of state, local, MPO, and other officials will select from proposed projects submitted by eligible entities. The match for these projects is generally 80.93 percent federal and 19.07 percent county or city.

Eligible Project Sponsors

Under 23 U.S.C. 213(c)(4)(B), the eligible entities to receive TAP funds are:

- Local governments
- Regional transportation authorities,
- Transit agencies,
- Natural resource or public land agencies,
- School districts, local education agencies or schools,
- Tribal governments
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or state agency) that the state determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

North Dakota anticipates receiving \$4.2 million in TE funds per year.

Highway Bridge Program (HBP)

The HBP is no longer a formula program in MAP-21, as it was rolled into the new core formulas of the NHPP and STP. But since North Dakota still has a large apportionment balance remaining in HBP, the apportionment continues to be available under the applicable rules of the pre-MAP-21 HBP. HBP funds are dedicated to reconstructing or rehabilitating existing bridges that meet certain sufficiency ratings. Generally, a bridge with a sufficiency rating ≤ 50 is eligible for replacement. Bridges rated between 50 and 80 are generally eligible for rehabilitation but not replacement. BR funds can also be used for preventive maintenance activities on bridges. Construction can occur on projects not eligible for BR funds but the funding must come from other federal apportionment sources (NHPP, STP, CMAQ, etc.)

North Dakota will continue to provide funding equal to half the 2009 HBP Apportionment to the Counties each year for Bridge projects. This amounts to about \$5.9 million.

Emergency Relief (ER) Program

MAP-21 continues the Emergency Relief program which provides funds for emergency repairs and permanent repairs on Federal-aid highways that have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause. This is normally due to a result of flooding caused by heavy rains or large spring run-off. Once the Governor declares a disaster area, and FHWA accepts the State's proposal, special funds are made available for the repair or restoration of these roads. Emergency repair work which is performed to restore essential traffic, minimize the extent of damage, or protect the remaining facilities and is accomplished in the first 180 days after the occurrence of the disaster, may be reimbursed at 100 percent Federal share. Permanent repairs generally are reimbursed at 80.93 percent Federal share.

MAP-21 continues providing up to \$100 million nationally each year for the repair or reconstruction of Federal-aid highways and roads.

Discretionary Program

MAP-21 continues some of the previous Discretionary Programs, which are federal funds specifically designated by Congress for particular projects or programs that are not distributed by a mandated distribution formula. Allocated funds are generally congressional appropriation earmarks and Congress acts on these funds each year as part of the new Appropriations Act. The spending level varies from year to year. Allocated discretionary funds generally have their own obligation limitation, which is equal to the amount of the funding. Many discretionary programs were eliminated under MAP-21, but many of the eligibilities are covered in other programs.

Federal Lands and Tribal Transportation Program

MAP-21 continues to acknowledge the importance of access to federal and tribal lands. The Federal Lands and Tribal Transportation Program consists of three programs to create unification and acknowledge the importance of access to federal and tribal lands. The *Federal Lands Transportation Program* is for projects that improve access within the Federal estate, such as national forests and national recreation areas, on infrastructure owned by the Federal government. The Federal land management agency (FLMA) partners will administer the program. The *Federal Lands Access Program* is for projects that improve access to the Federal estate on infrastructure owned by States and local governments. Representatives from FHWA, NDDOT (LG Division), and local government, in consultation with applicable FLMAs, will administer the program. The *Tribal Transportation Program* improves access to and within Tribal lands through the existing Indian Reservation Roads (IRR) program, while adding new setasides for tribal bridge and safety projects. The Bureau of Indian Affairs (BIA) or FHWA-Central Federal Lands (CFL) will administer the program along with the local tribal partners.

Urban and County Federal Funding

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 federal fund apportionment for urban streets and highways is divided between the Urban Roads and Urban Regional systems. Each year, NDDOT Local Government (LG) Division coordinates with the cities above 5,000 in population (including those that have a Metropolitan Planning Organization (MPO)) to prepare and submit requests for urban roads, and bridge replacement projects for the next four construction years. NDDOT requests urban regional system projects for the next five construction years.

Urban areas over 50,000 residents have MPOs, which are involved in program planning for those areas. These areas are required to prepare a TIP each year. Each of the three MPOs has prepared a TIP document which is available upon request:

1. Bismarck-Mandan Metro Area, 221 N. 5th St., PO Box 5503, Bismarck, ND 58506-

5503, Telephone (701) 355-1840, Email: coplan@state.nd.us

Website: <http://www.bismarck.org>

2. Fargo-Moorhead-West Fargo Metro Area, One 2nd St N., Suite #232, Fargo, ND 58102,

Telephone (701) 232-3242, Email: metrocoq@fmmetrocog.org

Website: <http://www.fmmetrocog.org>

3. Grand Forks-East Grand Forks Metro Area, 255 N. 4th St., Grand Forks, ND 58206,

Telephone (701) 746-2660, Email: info@theforksmmpo.org

Website: <http://www.theforksmmpo.org>

County Roads and Bridges

The LG Division annually allocates money to each county for roads and bridges. The annual allocations are sometimes not sufficient to fund a project within a county. In some instances, counties may allow their allocations to accumulate for two or more years. When sufficient amounts exist, they may then fund a project.

The NDDOT shares the federal highway funds with the 53 counties. MAP-21 does not specifically identify funding for county roads, but the NDDOT has chosen to provide funds for their roads using the percentages outlined in MAP-21 for areas with populations less than 5000. 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 up to 80.93 percent federal with the remainder being county funds.

NDDOT distributes these funds 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)

The counties also receive funding for bridges to use on the county and township roads, and on most streets in the cities, but not on the urban (state) system. MAP-21 requires that 15% of the 2009 HBP Apportionment be obligated for off system bridges. See “Highway Bridge Program (HBP)” for more information. The match for these projects is generally 80.93 percent federal and 19.07 percent county or city.

The individual counties select their projects on an annual basis. The projects will be identified when LG meets with the counties in October. A list of proposed projects is sent to FHWA each year. Due to the timing of the yearly meetings with the counties, it is not possible to include a current list of projects in the Appendix.

Public Transit Programs

The NDDOT administers federal transit grant funds to rural, non-urbanized areas and state-aid funding for the entire state, and ensures that transit projects meet federal and state regulations and requirements. Federal funding for the current STIP is provided through a continuing resolution; state-aid funding is determined biennially by the state legislature.

North Dakota’s public transit programs fall into three categories, which are included in this STIP in summary form. The categories are as follows:

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

Federal Transit Grants

The Federal Transit Administration (FTA) annually apportions federal funding which includes grant monies allotted under sections 5304, 5305, 5307, 5309, 5310, 5311, 5311(b) 5311(c), 5311(f), 5316, and 5317. The grant funding is administered as follows:

Section 5304 and 5305 Metropolitan & Statewide Planning

Section 5304 and 5305 makes federal funds available to for planning. In North Dakota, this funding is expended in the urbanized areas. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

The MPOs and their respective cities each develop an annual proposed work program that details how each urbanized area will utilize its planning apportionment. The three urbanized areas in North Dakota are: Bismarck/Mandan, Fargo/West Fargo, and Grand Forks.

Section 5307 Urbanized Area Formula Program

Section 5307 makes federal funds available to urbanized areas for transit capital and operating assistance in urbanized areas and also for transit related planning.

In North Dakota, Section 5307 formula transit funds are administered directly to the state’s three urbanized areas/cities by the FTA Region VIII Office in Denver, and thus the funds do not pass through the NDDOT. The MPOs and their respective cities jointly develop an annual proposed transit “program of projects” that details how each urbanized area will utilize its transit apportionment. The three urbanized areas in North Dakota are: Bismarck/Mandan, Fargo/West Fargo, and Grand Forks.

FTA Section 5309 Federal Transit Major Capital Investment

Section 5309 provides federal funds for transit projects in both urban and rural areas of the state for various purposes. These funds are provided for transit needs that exceed the capabilities of the annual formula funding provided under Sections 5307 and 5311. Section 5309 grants are nationally competitive. NDDOT will submit applications for various programs appropriate for the needs of the state. Programs include but are not limited to:

SGR	FTA State of Good Repair
TAM	Transit Asset Management Pilot Project
TIGGER	Transit Investments for Greenhouse Gas and Energy Reduction
Various	Clean Fuels Bus Programs
Various	Bus and Bus Facilities

The Cities of Bismarck, Fargo, Grand Forks and Minot, as well as NDDOT discuss each grant opportunity as it becomes available. The group decides how to best apply for funding. This may be a consolidated application or an individual application. NDDOT writes and submits the

consolidated grant application with assistance from the cities.

If a partial approval is awarded, NDDOT reviews the original application, and determines which parts of that application can be funded. Some grant applications require NDDOT to put each consolidated application into a priority order. Consultation with the cities is pursued if appropriate.

FTA Funded Section 5310 Transportation for Elderly Persons & Individuals with Disabilities

Section 5310 federal transit funds provide formula funding to states for the purpose of assisting transit providers in meeting the transportation needs of elderly persons and persons with disabilities when the transit services provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of population for these groups of people.

Up to 10 rural demand-response paratransit type transit systems located throughout the state, will receive capital funds each year to purchase cutaways and vans for transportation of the elderly and individuals with disabilities.

FTA Funded Sections 5311 Formula Grants for other than Urbanized Areas

Section 5311 provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 in population. It is apportioned in proportion to each state's non-urbanized population. Funding may be used for capital, operating, state administration, and project administration expenses. Each state prepares an annual "program of projects", which must provide for fair and equitable distribution of funds within the state, including Indian reservations, and must also provide for maximum feasible coordination with transportation services assisted by other federal sources.

Approximately 33-36 rural transit and paratransit systems (including one fixed route system) located in the rural areas of the state (under 50,000 pop.) will receive FTA Sections 5311 funds each year to support and operate their transit systems.

FTA Section 5311(b) Rural Transit Assistance Program (RTAP)

This funding program is complementary to the Section 5311 rural transit program above. The program provides funds for transit related training and technical assistance to the rural transit operators in the state. These RTAP funds can be used for personnel training and for purchase of various transit related hardware and equipment to improve public transit services in rural areas. These funds are provided at 100%, and therefore, do not require the usual local matching funds.

FTA-RTAP funds will be used to provide local transit projects and personnel a variety of training and technical assistance in the field of public transit. This is made available to all rural transit projects in the state.

FTA Funded Section 5311(c), Public Transportation on Indian Reservations

This transit assistance program provides federal funds directly to Indian Tribes to improve public transportation on Indian Reservations. All four Indian Reservations in

North Dakota are eligible for these funds and can apply for them through the FTA Denver Regional Office.

The New Tribal Transit funds will be used to enhance transit services on the four Indian Reservations in North Dakota. The specific projects to be funded will be determined by the FTA office in Washington, DC.

FTA Funded Section 5311(f), Intercity Bus Program

This Intercity program provides federal funds to Intercity operators. The goal of the program is to provide continuous bus transportation across the country. A minimum of 15% of the Section 5311 funding is programmed for the Intercity Program. Four (4) service providers receive funds each year.

Section 5316, Job Access and Reverse Commute (JARC) Transit Program

Section 5316 provides federal transit funds to improve access to employment. These funds are made available for both rural and urban transit service providers through apportionments to the state and designated urbanized areas respectively. Transit projects throughout North Dakota are able to apply for and utilize JARC funds to develop employment transportation services for riders. The specific projects to be funded in the rural areas are unknown at this time.

Section 5317, New Freedom Transit Program

Section 5317 provides federal transit funds to improve transit services for individuals with disabilities by addressing their unmet transportation needs. These funds are made available for both rural and urban transit service providers through apportionments to the state and designated urbanized areas respectively. New Freedom funds will be used to provide increased transit services to the state's disabled. The specific projects to be funded in the rural areas are unknown at this time. The urban areas are using the New Freedom funding to hire Mobility Managers.

Urban/Urbanized Transit Programs

Urban areas with populations over 50,000 persons are known as urbanized areas, and each has a Metropolitan Planning Organizations (MPO's) that conducts transit planning for its respective urbanized area. North Dakota's three MPO-designated urbanized areas are:

1. Bismarck-Mandan
2. Fargo-West Fargo
3. Grand Forks

Each of the three MPOs and their respective cities jointly develop an annual proposed transit "program of projects" that details how each urbanized area will utilize its transit funds. Details of the respective transit program of projects are contained in each MPO area TIP (Transportation Improvement Program).

Rural Transit Programs

Localities with less than 50,000 in population are defined as rural areas. North Dakota currently has 33 rural transit projects that will receive Section 5311 funding during federal FY 2012 to provide transit services in the rural areas of the state. These projects are identified in the FY 2013 Section 5311 Program of Projects. These same 33 projects are also eligible to receive Sections 5309, 5310, 5316, and 5317 funding. These funds are administered by the NDDOT based on project needs as determined through an application process.

It is anticipated that the number of rural transit projects receiving federal funding each year will remain relatively constant during the timeframe covered by this STIP document (2013-2016). Also, North Dakota anticipates receiving a relatively constant level of federal funding for transit needs during this same timeframe.

State Aid for Public Transit Programs

North Dakota also has a State Aid for Public Transit assistance program. Since this state-aid program involves only state funds (no federal funding) it is included herein for informational purposes only. 36 public transit projects (both urban and rural) throughout the state receive state funds to support their transit operations.

Transit Program Information

For questions or further information on any of the above transit programs, contact the LG Division by phone at (701) 328-2194 or via email to Kim S. Adair at kadair@nd.gov.

2013
Program Summary (In Thousands)

	Expenditures ⁽¹⁾			Revenues		
	Total	Federal	State/Other	Total	Federal	State/Other ⁽²⁾
State Highway Construction Program						
Interstate Maintenance ⁽³⁾	\$124,100	\$72,613	\$51,487	\$41,664	\$0	\$41,664
National Highway Performance	\$527,311	\$86,537	\$440,774	\$572,349	\$129,384	\$442,965
Coordinated Border Infrastructure ⁽⁵⁾	\$2,899	\$2,346	\$553	\$2,899	\$2,346	\$553
Highway Bridge ⁽⁴⁾	\$13,964	\$9,461	\$4,503	\$1,976	\$0	\$1,976
Highway Safety Improvements	\$11,564	\$10,413	\$1,151	\$11,082	\$9,977	\$1,105
Rail Crossing / Safety Improvements	\$2,778	\$2,500	\$278	\$3,970	\$3,573	\$397
Safe Routes to School	\$1,000	\$1,000	\$0	\$1,000	\$1,000	\$0
Surface Transportation/CMAQ	\$198,268	\$48,466	\$149,802	\$182,117	\$35,826	\$146,291
Total	\$881,884	\$233,336	\$648,548	\$817,057	\$182,106	\$634,951
Urban Highway Construction Program						
National Highway Performance	\$29,246	\$12,880	\$16,366	\$23,592	\$8,410	\$15,182
Highway Safety Improvements	\$30	\$27	\$3	\$30	\$27	\$3
Highway Bridge ⁽⁴⁾	\$3,707	\$3,000	\$707	\$0	\$0	\$0
Surface Transportation/CMAQ	\$37,718	\$22,307	\$15,411	\$33,924	\$26,540	\$7,384
Total	\$70,701	\$38,214	\$32,487	\$57,546	\$34,977	\$22,569
County Roadway Construction Program						
Surface Transportation/CMAQ	\$16,840	\$13,560	\$3,280	\$16,360	\$13,240	\$3,120
Highway Bridge	\$7,363	\$5,890	\$1,473	\$7,278	\$5,890	\$1,388
Highway Safety Improvements	\$2,026	\$1,823	\$203	\$2,026	\$1,823	\$203
Total	\$26,229	\$21,273	\$4,956	\$25,664	\$20,953	\$4,711
Transportation Alternatives Program						
State Highways	\$1,738	\$1,450	\$288	\$959	\$776	\$183
Urban Areas	\$1,360	\$985	\$375	\$1,103	\$893	\$210
County Roads	\$1,685	\$1,348	\$337	\$814	\$659	\$155
Total	\$4,783	\$3,783	\$1,000	\$2,877	\$2,328	\$549
Emergency Relief	\$3,883	\$2,977	\$906	\$2,883	\$1,977	\$906
Federal Lands Highways	\$5,350	\$5,140	\$210	\$5,350	\$5,140	\$210
ROM Missile Roads	\$6,000	\$6,000	\$0	\$6,000	\$6,000	\$0
Amtrak/BNSF RR	\$99,936	\$10,000	\$89,936	\$99,936	\$10,000	\$89,936
Transit	\$24,969	\$14,033	\$10,936	\$24,969	\$14,033	\$10,936
Total	\$1,123,735	\$334,756	\$788,979	\$1,042,281	\$277,514	\$764,767
Maintenance & Operations	\$111,725	\$0	\$111,725	\$111,725	\$0	\$111,725
Grand Total	\$1,235,460	\$334,756	\$900,704	\$1,154,006	\$277,514	\$876,492

(1) Contains pending projects - \$67.2 Million Total, \$56.7 Million Federal

(2) Historically, North Dakota Legislature has provided match, and it is assumed they will continue to do so. Funds may be shifted between categories as allowed and projects adjusted based on the actual federal funding revenues received.

(3) The Interstate Maintenance Program was combined into the National Highway Performance Program with MAP-21, but it continues to be shown on this Program Summary to track the state match since it is at 90% federal. The Revenue is shown as \$0, but it will come out of the National Highway Performance Program.

(4) The Highway Bridge Program was combined into the National Highway Performance Program (NHPP) and Surface Transportation Program (STP) with MAP-21, but carryover apportionment still remains in the Highway Bridge Program so it is tracked separately. This apportionment will continue to be used until it is exhausted. The Revenue is shown as \$0 under the State & Urban Highway Construction Programs, but the necessary revenue will come out of the NHPP or STP revenues.

(5) Although the Coordinated Border Infrastructure Program was eliminated with MAP-21, carryover apportionment remains which will be used.

2014
Program Summary (In Thousands)

	Expenditures ⁽¹⁾			Revenues		
	Total	Federal	State/Other	Total	Federal	State/Other ⁽²⁾
State Highway Construction Program						
Interstate Maintenance ⁽³⁾	\$52,908	\$47,609	\$5,299	\$0	\$0	\$0
National Highway Performance	\$43,701	\$35,323	\$8,378	\$157,187	\$133,609	\$23,578
Highway Bridge ⁽⁴⁾	\$22,774	\$12,951	\$9,823	\$0	\$0	\$0
Highway Safety Improvements	\$15,523	\$13,974	\$1,549	\$14,822	\$11,996	\$2,827
Rail Crossing / Safety Improvements	\$2,778	\$2,500	\$278	\$4,027	\$3,624	\$403
Safe Routes to School	\$650	\$650	\$0	\$650	\$650	\$0
Surface Transportation/CMAQ	\$68,394	\$55,167	\$13,227	\$44,899	\$36,337	\$8,562
Total	\$206,728	\$168,174	\$38,554	\$221,585	\$186,216	\$35,369
Urban Highway Construction Program						
National Highway	\$29,445	\$1,557	\$27,888	\$10,540	\$8,530	\$2,010
Highway Bridge ⁽⁴⁾	\$309	\$250	\$59	\$0	\$0	\$0
Surface Transportation/CMAQ	\$40,613	\$30,268	\$10,345	\$33,262	\$26,919	\$6,343
Total	\$70,367	\$32,075	\$38,292	\$43,801	\$35,448	\$8,353
County Roadway Construction Program						
Surface Transportation/CMAQ	\$20,725	\$14,479	\$6,246	\$16,595	\$13,430	\$3,165
Highway Bridge	\$7,463	\$5,970	\$1,493	\$7,463	\$5,970	\$1,493
Total	\$28,188	\$20,449	\$7,739	\$24,057	\$19,400	\$4,657
Transportation Alternatives Program						
State Highways	\$156	\$125	\$31	\$973	\$787	\$185
Urban Areas	\$1,125	\$900	\$225	\$1,119	\$906	\$213
County Roads	\$888	\$710	\$178	\$826	\$668	\$157
Total	\$2,169	\$1,735	\$434	\$2,918	\$2,361	\$556
Emergency Relief	\$1,000	\$1,000	\$0	\$0	\$0	\$0
Federal Lands Highways	\$2,450	\$2,240	\$210	\$2,450	\$2,240	\$210
ROM Missile Roads	\$6,000	\$6,000	\$0	\$6,000	\$6,000	\$0
Illustrative	\$670,284	\$0	\$670,284	\$0	\$0	\$0
Transit	\$25,486	\$14,356	\$11,130	\$25,486	\$14,356	\$11,130
Total	\$1,012,672	\$246,029	\$766,643	\$326,297	\$266,021	\$60,276
Maintenance & Operations	\$111,725	\$0	\$111,725	\$111,725	\$0	\$111,725
Grand Total	\$1,124,397	\$246,029	\$878,368	\$438,022	\$266,021	\$172,001

(1) Contains pending projects - (\$51.6 Million Total, \$44.3 Million Federal) and illustrative projects, if additional funding/revenues would be available.

(2) Historically, North Dakota Legislature has provided match, and it is assumed they will continue to do so. Funds may be shifted between categories as allowed and projects adjusted based on the actual federal funding revenues received.

(3) The Interstate Maintenance Program was combined into the National Highway Performance Program with MAP-21, but it continues to be shown on this Program Summary to track the state match since it is at 90% federal. The Revenue is shown as \$0, but it will come out of the National Highway Performance Program.

(4) The Highway Bridge Program was combined into the National Highway Performance Program (NHPP) and Surface Transportation Program (STP) with MAP-21, but carryover apportionment still remains in the Highway Bridge Program so it is tracked separately. This apportionment will continue to be used until it is exhausted. The Revenue is shown as \$0 under the State & Urban Highway Construction Programs, but the necessary revenue will come out of the NHPP or STP revenues.

(5) Although the Coordinated Border Infrastructure Program was eliminated with MAP-21, carryover apportionment remains which will be used.

2015
Program Summary (In Thousands)

	Expenditures ⁽¹⁾			Revenues		
	Total	Federal	State/Other	Total	Federal	State/Other ⁽²⁾
State Highway Construction Program						
Interstate Maintenance ⁽³⁾	\$55,027	\$49,516	\$5,511	\$0	\$0	\$0
National Highway Performance	\$71,500	\$58,047	\$13,453	\$161,903	\$137,617	\$24,285
Highway Bridge ⁽⁴⁾	\$10,015	\$8,750	\$1,265	\$0	\$0	\$0
Highway Safety Improvements	\$11,575	\$10,667	\$908	\$14,727	\$12,279	\$2,448
Rail Crossing / Safety Improvements	\$2,778	\$2,500	\$278	\$4,147	\$3,733	\$415
Surface Transportation/CMAQ	\$63,298	\$51,041	\$12,257	\$46,246	\$37,427	\$8,819
Total	\$214,193	\$180,521	\$33,672	\$227,023	\$191,056	\$35,967
Urban Highway Construction Program						
National Highway Performance	\$21,700	\$17,394	\$4,306	\$10,856	\$8,786	\$2,070
Highway Safety Improvements	\$85	\$77	\$8	\$85	\$77	\$8
Highway Bridge ⁽⁴⁾	\$309	\$250	\$59	\$0	\$0	\$0
Surface Transportation/CMAQ	\$29,714	\$23,772	\$5,942	\$34,259	\$27,726	\$6,533
Total	\$51,808	\$41,493	\$10,315	\$45,200	\$36,589	\$8,612
County Roadway Construction Program						
Surface Transportation/CMAQ	\$17,309	\$13,940	\$3,369	\$16,829	\$13,620	\$3,209
Highway Bridge	\$7,563	\$6,050	\$1,513	\$7,563	\$6,050	\$1,513
Total	\$24,872	\$19,990	\$4,882	\$24,392	\$19,670	\$4,722
Transportation Alternatives Program						
State Highways	\$825	\$660	\$165	\$796	\$644	\$152
Safe Routes to School	\$1,000	\$1,000	\$0	\$500	\$500	\$0
Urban Areas	\$1,125	\$900	\$225	\$916	\$741	\$175
County Roads	\$888	\$710	\$178	\$676	\$547	\$129
Total	\$3,838	\$3,270	\$568	\$2,887	\$2,432	\$455
Emergency Relief	\$1,000	\$1,000	\$0	\$0	\$0	\$0
Federal Lands Highways	\$9,000	\$8,790	\$210	\$9,000	\$8,790	\$210
ROM Missile Roads	\$6,000	\$6,000	\$0	\$6,000	\$6,000	\$0
Illustrative	\$116,758	\$0	\$116,758	\$0	\$0	\$0
Transit	\$24,303	\$13,171	\$11,132	\$24,303	\$13,171	\$11,132
Total	\$451,772	\$274,235	\$177,537	\$338,805	\$277,708	\$61,098
Maintenance & Operations	\$111,725	\$0	\$111,725	\$111,725	\$0	\$111,725
Grand Total	\$563,497	\$274,235	\$289,262	\$450,530	\$277,708	\$172,823

(1) Contains pending projects - (\$54.8 Million Total, \$42.3 Million Federal) and illustrative projects, if additional funding/revenues would be available.

(2) Historically, North Dakota Legislature has provided match, and it is assumed they will continue to do so. Funds may be shifted between categories as allowed and projects adjusted based on the actual federal funding revenues received.

(3) The Interstate Maintenance Program was combined into the National Highway Performance Program with MAP-21, but it continues to be shown on this Program Summary to track the state match since it is at 90% federal. The Revenue is shown as \$0, but it will come out of the National Highway Performance Program.

(4) The Highway Bridge Program was combined into the National Highway Performance Program (NHPP) and Surface Transportation Program (STP) with MAP-21, but carryover apportionment still remains in the Highway Bridge Program so it is tracked separately. This apportionment will continue to be used until it is exhausted. The Revenue is shown as \$0 under the State & Urban Highway Construction Programs, but the necessary revenue will come out of the NHPP or STP revenues.

(5) Although the Coordinated Border Infrastructure Program was eliminated with MAP-21, carryover apportionment remains which will be used.

2016
Program Summary (In Thousands)

	Expenditures ⁽¹⁾			Revenues		
	Total	Federal	State/Other	Total	Federal	State/Other ⁽²⁾
State Highway Construction Program						
Interstate Maintenance ⁽³⁾	\$47,185	\$42,458	\$4,727	\$0	\$0	\$0
National Highway Performance	\$66,122	\$53,513	\$12,609	\$166,760	\$141,746	\$25,014
Highway Bridge ⁽⁴⁾	\$8,240	\$7,166	\$1,074	\$0	\$0	\$0
Highway Safety Improvements	\$4,188	\$3,770	\$418	\$14,140	\$12,726	\$1,414
Rail Crossing Improvements	\$2,778	\$2,500	\$278	\$4,272	\$3,845	\$427
Surface Transportation/CMAQ	\$69,173	\$55,796	\$13,377	\$47,634	\$38,550	\$9,084
Total	\$197,686	\$165,203	\$32,483	\$232,806	\$196,867	\$35,939
Urban Highway Construction Program						
National Highway Performance	\$33,750	\$27,000	\$6,750	\$11,182	\$9,049	\$2,132
Highway Bridge ⁽⁴⁾	\$25,309	\$10,368	\$14,941	\$0	\$0	\$0
Surface Transportation/CMAQ	\$19,719	\$15,800	\$3,919	\$31,731	\$28,558	\$6,729
Total	\$78,778	\$53,168	\$25,610	\$42,913	\$37,607	\$8,862
County Roadway Construction Program						
Surface Transportation/CMAQ	\$17,544	\$14,130	\$3,414	\$17,064	\$13,810	\$3,254
Highway Bridge	\$7,663	\$6,130	\$1,533	\$7,663	\$6,130	\$1,533
Total	\$25,207	\$20,260	\$4,947	\$24,727	\$19,940	\$4,787
Transportation Alternatives Program						
Safe Routes to School	\$1,000	\$1,000	\$0	\$515	\$515	\$0
Urban Areas	\$1,125	\$900	\$225	\$1,415	\$1,145	\$270
County Roads	\$888	\$710	\$178	\$1,044	\$845	\$199
Total	\$3,013	\$2,610	\$403	\$2,974	\$2,505	\$469
Emergency Relief	\$1,000	\$1,000	\$0	\$0	\$0	\$0
Federal Lands Highways	\$2,100	\$1,890	\$210	\$2,100	\$1,890	\$210
ROM Missile Roads	\$6,000	\$6,000	\$0	\$6,000	\$6,000	\$0
Illustrative	\$30,588	\$12,882	\$17,706	\$0	\$0	\$0
Transit	\$25,424	\$14,897	\$10,527	\$25,424	\$14,897	\$10,527
Total	\$369,796	\$277,910	\$91,886	\$336,943	\$279,706	\$60,793
Maintenance & Operations	\$111,725	\$0	\$111,725	\$111,725	\$0	\$111,725
Grand Total	\$481,521	\$277,910	\$203,611	\$448,668	\$279,706	\$172,518

(1) Contains pending projects - (\$75 Million Total, \$62.6 Million Federal) and illustrative projects, if additional funding/revenues would be available.

(2) Historically, North Dakota Legislature has provided match, and it is assumed they will continue to do so. Funds may be shifted between categories as allowed and projects adjusted based on the actual federal funding revenues received.

(3) The Interstate Maintenance Program was combined into the National Highway Performance Program with MAP-21, but it continues to be shown on this Program Summary to track the state match since it is at 90% federal. The Revenue is shown as \$0, but it will come out of the National Highway Performance Program.

(4) The Highway Bridge Program was combined into the National Highway Performance Program (NHPP) and Surface Transportation Program (STP) with MAP-21, but carryover apportionment still remains in the Highway Bridge Program so it is tracked separately. This apportionment will continue to be used until it is exhausted. The Revenue is shown as \$0 under the State & Urban Highway Construction Programs, but the necessary revenue will come out of the NHPP or STP revenues.

(5) Although the Coordinated Border Infrastructure Program was eliminated with MAP-21, carryover apportionment remains which will be used.

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.



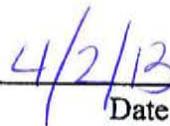
NDDOT Director



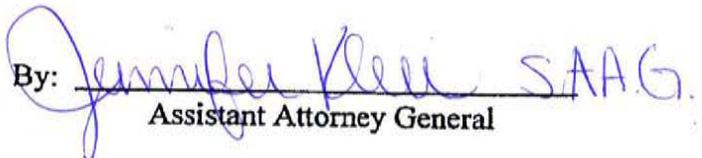
Attorney General



Date



Date

By:  S.A.A.G.
Assistant Attorney General



U.S. Department
of Transportation
**Federal Highway
Administration**

North Dakota Division

April 4, 2012

1471 Interstate Loop
Bismarck, North Dakota 58503
Phone 701-250-4204
Fax 701-250-4395

Mr. Grant Levi
Interim Director
North Dakota Department of Transportation
Bismarck, North Dakota

Dear Mr. Levi:

Subject: Statewide Planning Finding and State Transportation Improvement Program Approval

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required to evaluate the planning process as part of the Statewide Transportation Improvement Program (STIP) approval. 23 CFR 450.218(b) instructs the two Administrations to issue a “joint finding on the extent to which the STIP is based on a statewide planning process that meets, or substantially meets, the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, and subparts A, B, and C of this part.”

The formal planning finding for the 2013-2016 STIP is attached. The planning finding this year was a more extensive look at all of the planning elements, including the statewide and metropolitan planning activities, the Statewide Transportation Improvement Plan, and public involvement activities. The more in depth look at the programs comes with an increased national emphasis on the planning finding requirement.

Throughout the year the FTA and the FHWA have engaged in activities with the Metropolitan Planning Organizations (MPOs), including periodic MPO Directors meetings and regularly scheduled MPO technical committee meetings. The MPOs have also provided copies of documents they have prepared for studies, copies of their draft and adopted Unified Planning Work Programs and Transportation Improvement Programs, and invitations to public involvement meetings.

Based on the reviews and participation in the statewide and MPO planning activities, the FTA and the FHWA have identified a number of areas of concern and issued recommendations for addressing those issues, including improvement of communications with the MPOs. The FTA and the FHWA hereby find that the NDDOT and MPO planning processes in North Dakota are substantially in compliance with the relevant statutes and regulations¹ governing these activities.

We, hereby, approve the 2013-2016 Statewide Transportation Improvement Program.

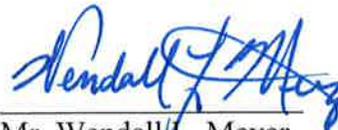
¹ 23 USC 134 and 135; 49 USC 5303 and 53; 23 CFR 450; 49 CFR 613

If you have questions or need additional information, please contact Ms. Jennifer Stewart, FTA, at 720-963-3317, or Ms. Stephanie Hickman, FHWA, at 701-250-4343, Ext. 105.

Sincerely,



Ms. Linda Gehrke
Regional Administrator
Federal Transit Administration



Mr. Wendall L. Meyer
Division Administrator
Federal Highway Administration

Enclosure (Assessment of the Statewide Planning Processes at the NDDOT)

cc: Via Email

Mr. Steve Salwei, Director of Transportation Programs, NDDOT w/enclosure
Ms. Jane Berger, Programming Division, NDDOT w/enclosure
Mr. Paul Benning, Local Government Engineer, NDDOT w/enclosure
Ms. Jennifer Stewart, FTA w/enclosure
Mr. Larry Squires, FTA w/enclosure

Federal Planning Finding North Dakota 2013

Summary

The purpose of the Federal Planning Finding is to enable the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to make a joint determination that the statewide planning process meets or substantially meets the requirements of 23 USC 135 and 49 USC 5303 and 5304, and the related regulations. This joint planning finding is done in conjunction with the review and approval of the Statewide Transportation Improvement Plan (STIP). In North Dakota, the STIP is adopted at least biennially, and covers four years of Federal-aid projects, projects requiring Federal actions, regardless of funding source, and regionally significant projects, regardless of funding source.

The FHWA—North Dakota Division office, and the FTA Region VIII office have been involved in the statewide and metropolitan planning activities throughout the last year. Below is a brief summary of the activities in each area. Following the summary of activities and observations, this report will list any commendations for the programs, or recommendations for improvement that would result in “stepping up” the program. The FHWA and FTA have included several “strongly recommended” items that, if not addressed, could potentially become compliance issues in future STIP cycles.

Based on the Federal involvement in the statewide and metropolitan planning processes, and review of required documents, the FHWA and the FTA have determined the statewide planning process substantially meets the requirements of statute and regulation.

Statewide Planning Process

Plans

NDDOT completed the new transportation plan, “*TransAction III*,” the update of the 2007 “*TransAction II*.” “*TransAction III*” is a policy plan. The planning process covered about 10 months and included significant stakeholder and public involvement at more than 21 meetings statewide. The product has been well received by the public, and the results are being used to guide decisions on projects being completed in the state.

STIP

The STIP was delayed this year. During the initial development of the 2013-2016 STIP, in the early summer months of 2012, MAP-21 was passed. The NDDOT opted to delay the adoption of the STIP until adjustments could be made to address the requirements of MAP-21.

Several issues were brought to the attention of the Federal agencies in conjunction with the STIP. These issues include coordination with the MPOs, consultation with the tribes, formatting of the STIP, and funding code issues.

- Two of the MPOs are bi-state MPOs and develop a single TIP for both Minnesota and North Dakota. The North Dakota STIP delay created challenges in adopting a single TIP for both sides of the state line.
- The NDDOT provided too little notice to FHWA or FTA to participate in consultation sessions with the tribes during the development of the STIP. The meetings with the tribes are scheduled without previous regard to the availability of the FHWA and/or FTA planner. The lack of consultation regarding Federal agency availability has prevented the government to government consultation requirements from being fully met. Government to government consultation has not been delegated to the state DOT. The NDDOT should be coordinating these meeting with the FHWA, the FTA, and the tribes whenever possible.
- The STIP format can be difficult for some to follow. For those who are unfamiliar with the STIP, figuring out which projects are in which of the last three years is extremely difficult. The only way someone knows which year of the STIP they are reviewing is if they understand the Map Key numbering. The STIP should clearly identify all four years to meet statute and regulation. The “Map Keys” can be confusing since the numbers are “recycled” and items authorized in previous years may still be active. It may be helpful if individual projects are identified by a unique number or code, rather than by Map Key.

A 2011 review of the STIP development process indicated that the STIP is fiscally constrained when initially developed. However, after several amendments and modifications, it is difficult to ascertain whether the STIP continues to be fiscally constrained throughout the year. In addition, the STIP does not show the fiscal constraint by year, as is required by 23 CFR 450.216 (m). FHWA is currently working with the Programming Division to address some of these concerns. A few of the other concerns are listed below:

- Operations and Maintenance cost information is not specifically included in the fiscal constraint demonstration tables. It is included in the STIP, but not linked to the overall financial information.
- Periodically, there are projects coming over for authorization before there is a STIP amendment or modification, and some of these are significantly over the initial STIP cost estimates.

Work Programs

NDDOT has submitted a Statewide Planning and Research work program that is consistent with the requirements of 23 CFR 420. The work program covers the planning portion of the SP&R. The Research section is submitted separately. Part I was approved on December 13, 2012. In accordance with discussions with the Planning and Asset Management Division, the Division is submitting their 2012 Summary report by February 28, 2013. The agreed upon process is being documented in the revision of the Stewardship and Oversight Agreement.

Meetings and Public Involvement

Generally, the public involvement process and meetings with the State Planning process has been used effectively. The NDDOT has current public involvement plans and uses them. The MPO program has some issues that will be discussed below. The following observations are pertinent to the public involvement processes:

- The meetings and sessions scheduled for the long-range transportation plan (*TransAction III*) were well done. There was significant input from stakeholders and the public.
- NDDOT has a current plan for consultation with non-metropolitan local officials, dated February 24, 2011.

Review Activities

FHWA and NDDOT engaged in a joint Program Assessment and Risk Assessment of the Planning and Programming areas in June 2012. The two agencies identified three main areas of potential risk and strategies to address those areas. These strategies will be addressed during the FY 2014 programming year.

FHWA also had some concern about how Statewide Preliminary Engineering projects are “lumped” for inclusion in the STIP. The current method makes it difficult to determine whether funding for a project is being phased, whether NEPA is being approved before final design, if projects have been inactive for more than one year, and if there is sufficient documentation for projects that are “lumped.” A similar program has been found to be non-compliant in other states. The FHWA notified the Programming Division of our concerns in July 2012. NDDOT has undertaken an internal review of the topic. Depending on the outcome of the review and documentation provided, an external review by Federal agencies may be needed.

Coordination with MPOs

In recent months, the FHWA and FTA have received correspondence from the North Dakota MPOs on a lack of coordination with the STIP, and the lack of information provided by NDDOT on how to address programming and other requirements of the

MAP-21 transportation authorization. We have also received communications from the NDDOT that the MPOs are seeking to be involved in programs that are not within the purview of the Metropolitan Planning program. FHWA and FTA are not in a position to determine the correctness of the “they said/we said” situation. We do, however, see a critical need for the agencies to address these escalating communication issues. Without a resolution to these issues, the coordination between agencies may become a compliance issue to be addressed during the next STIP approval.

Metropolitan Planning Process

Plans

Plan updates for all MPOs are on schedule. Grand Forks metropolitan transportation plan (MTP) is due in 2013, Fargo in 2014, and Bismarck in 2015.

TIPs

2013-2016 TIPs have been delayed due to a delay in the 2013-16 STIP adoption. NDDOT wanted to make the STIP “MAP-21 compliant.” The two bi-state MPOs were forced to “split” their TIPs into separate TIP documents for each state.

MPOs complete full documentation supporting the self-certification statement at least triennially. All updates have been completed since 2010. The next update for Bismarck is due in 2013.

Unified Planning Work Programs

UPWPs for the 2013-2014 biennium included work activities consistent with the eligibility requirements for the Consolidated Planning Grant. Documents were all approved by FHWA on behalf of FHWA and FTA.

Meetings and Public Involvement

The following observations are pertinent to the MPOs’ public participation processes and their meetings with NDDOT:

- FTA and FHWA participated in regular meetings of the North Dakota MPO Directors during 2012. The meetings covered concerns about future reauthorization requirements, opportunities for training, and schedules for documents. The last MPO Directors meeting predated the passage of MAP-21.
- FHWA participated on steering committees for sub-area studies. FTA was provided copies of memoranda for information purposes.

- Planning process is proceeding well. MPOs have completed all documents in a timely manner.
- The MPOs have begun updating their Public Participation Plans. Fargo-Moorhead completed their most recent update in late 2012.

Review Activities

During 2012, FHWA and FTA conducted risk assessments with two of the MPOs as their annual Federal review. NDDOT also participated in the assessment. These assessments were similar in nature to the program and risk assessments conducted jointly by the FHWA and the NDDOT for the planning program. Bismarck-Mandan and Grand Forks-East Grand Forks MPOs each identified three risk areas and strategies for addressing them. Both MPOs are working to implement activities in accordance with those strategies.

The Federal assessment for the Fargo-Moorhead MPO centered on performance management. F-M has begun incorporating performance measures in their planning process and their MTP. The assessment resulted in some recommendations on how the process might be improved in F-M, and the MPO is currently working on that.

FHWA and FTA provided reviews of MPO generated documents including: MPO TIPs; MPO MTP sections; MPO public participation plans; and MPO special planning studies (e.g. sub-area planning studies). FTA took the lead in reviewing Title VI plans for the MPOs and urban transit systems.

Commendations and Recommendations

Definitions

Corrective Actions: These are activities that are required by statute or regulation and are not being done by the State, and may potentially prevent the STIP from being approved without correction or without an action in place to correct the current processes.

Recommendations: These are activities that would be good for the NDDOT to incorporate into their planning processes. These activities are not required; however, some of the items that are noted as “strongly recommend” could become a Corrective Action in a future Federal Planning Finding if not appropriately addressed.

Commendations: These are items that the FHWA and/or FTA deem worthy of recognition for their innovation and improvement to the process.

Corrective Actions:

There are no corrective actions associated with this planning finding.

Recommendations:

FHWA and FTA *strongly* recommend that the NDDOT and the MPOs meet to resolve communication issues that have arisen over the last year or so, and to develop a communication plan to guide further interactions between the agencies. The lack of good communication between the State and MPO could result in a finding of inadequate metropolitan planning which is necessary to meet the federal requirements. FHWA and FTA will revisit this issue in conjunction with the next STIP approval request and determine if a corrective action is needed at that time.

FHWA *strongly* recommend that the NDDOT complete their internal review of the Statewide Preliminary Engineering program and provide a formal response to FHWA on whether their program is likely to meet the requirements of such a program. FHWA would like a response by June 30, 2013.

FHWA and FTA *strongly* recommend that the NDDOT Programming Division consult with the Federal agencies on their availability prior to scheduling meetings with the Tribes. Government to government consultation on activities and programs that require a Federal action has not been delegated to the state DOT, so the Federal agencies should be involved as much as possible. The Federal agencies request the NDDOT provide them with a “target” timeframe for such meetings, and they will provide availability to the NDDOT. If the Federal agency availability cannot be accommodated in scheduling, then the NDDOT will have met the requirements for inclusion.

FHWA and FTA recommend that the NDDOT revise their STIP to move away from the Map Key identifiers and use unique project identifiers that are not “recycled” each year. Recycling Map Key numbers cause confusion when older projects remain active.

FHWA and FTA recommend that the NDDOT format their STIP to clearly identify the specific year for each project (i.e., last three years of the STIP run together for each District and for statewide programs).

Commendations:

The NDDOT did an excellent job on public involvement and outreach to stakeholders during the update of *TransAction III*. Their involvement process included stakeholders from cities, counties, other state agencies, freight interests, and professional organizations, as well as the general public. FHWA attended both stakeholder and

public input meetings and observed interactions with both groups. It was clear the NDDOT was committed to their stated public involvement process and obtaining input for consideration.

The Local Government Division staff has been instrumental in providing guidance to the MPOs, when such guidance is available. FHWA and FTA have appreciated the involvement of the Local Government Division in the planning process.

Conclusion

The FHWA and FTA have reviewed the statewide planning processes, the metropolitan planning processes, and public involvement processes. Based on Federal agency involvement in the planning processes and communications with planning partners, the Federal agencies find that the North Dakota Department of Transportation substantially meet the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, 23 CFR 450, and 49 CFR 613. However, communication issues with the MPOs in the statewide planning processes must be resolved. The Federal agencies will be revisiting this issue and recommendation at the time of the approval of the 2014-2017 STIP.



North Dakota Department of Transportation

Grant Levi, P.E.
Interim Director

Jack Dalrymple
Governor

March 28, 2013

Mr. Wade Kline
Executive Director
Fargo-Moorhead Metro COG
One 2nd Street North, Suite 232
Fargo, ND 58102

APPROVAL OF FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Fargo-Moorhead Metropolitan Council of Government's (Metro COG) 2013-2016 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

Future federal funding is dependent on passage of a new transportation bill and adequate revenues to fund the program. The NDDOT will continue to closely monitor, provide input, and report on the status of the transportation bill. It will be important to get full federal funding so that these projects can move forward. As always, requested projects will be reviewed closely to ensure their federal aid eligibility.

If you have any comments or questions, please contact Michael E. Johnson at (701) 328-2118.

by Dan E. Leptank
GRANT LEVI, P.E., INTERIM DIRECTOR

38/mej

c: Stephanie Hickman, Federal Highway Administration
Larry Squires, Federal Transit Administration
Paul Benning, Local Government Engineer
Bob Walton, Fargo District Engineer

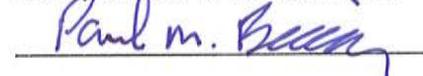
Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334(a), the North Dakota Department of Transportation (NDDOT) and the Fargo-Moorhead Metropolitan Council of Governments (Metro COG), the Metropolitan Planning Organization for the Fargo-Moorhead Metropolitan area, hereby certify that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, ex, or age in employment or business opportunity;
5. Sections 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities."

F-M Metropolitan Council of Governments

ND Department of Transportation



Vern Bennett, 2012 Metro COG Chair

Paul Benning, Local Government Engineer

08/16/2012
Date

10-16-12
Date



North Dakota Department of Transportation

Grant Levi, P.E.
Interim Director

Jack Dalrymple
Governor

March 28, 2013

Mr. Earl Haugen
Executive Director
Grand Forks-East Grand Forks MPO
255 North 4th Street
Grand Forks, ND 58203

APPROVAL OF GRAND FORKS-EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Grand Forks-East Grand Forks Metropolitan Planning Organization's (MPO) 2013-2016 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

Future federal funding is dependent on passage of a new transportation bill and adequate revenues to fund the program. The NDDOT will continue to closely monitor, provide input, and report on the status of the transportation bill. It will be important to get full federal funding so that these projects can move forward. As always, requested projects will be reviewed closely to ensure their federal aid eligibility.

If you have any comments or questions, please contact Michael E. Johnson at (701) 328-2118.

by 
GRANT LEVI, P.E., INTERIM DIRECTOR

38/mej

c: Stephanie Hickman, Federal Highway Administration
Larry Squires, Federal Transit Administration
Paul Benning, Local Government Engineer
Les Noehre, Grand Forks District Engineer

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION STATEMENT**

The Grand Forks – East Grand Forks Metropolitan Planning Organization, the Metropolitan Planning Organization for the Grand Forks, North Dakota and East Grand Forks, Minnesota metropolitan region, hereby certifies that it is carrying out a continuing, cooperative and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

- 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (SAFETEA-LU) (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Grand Forks – East Grand Forks
Metropolitan Planning
Organization



Signature

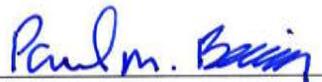
Chairman

Title

March 20, 2013

Date

North Dakota Department
of Transportation



Signature

Local Government Engineer

Title

3-28-13

Date



North Dakota Department of Transportation

Grant Levi, P.E.
Interim Director

Jack Dalrymple
Governor

March 28, 2013

Mr. Carl Hokenstad
Executive Director
Bismarck-Mandan MPO
P.O. Box 5503
Bismarck, ND 58506

APPROVAL OF BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Bismarck-Mandan Metropolitan Planning Organization's (MPO) 2013-2016 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

Future federal funding is dependent on passage of a new transportation bill and adequate revenues to fund the program. The NDDOT will continue to closely monitor, provide input, and report on the status of the transportation bill. It will be important to get full federal funding so that these projects can move forward. As always, requested projects will be reviewed closely to ensure their federal aid eligibility.

If you have any comments or questions, please contact Michael E. Johnson at (701) 328-2118.

by 
GRANT LEVI, P.E., INTERIM DIRECTOR

38/mej

c: Stephanie Hickman, Federal Highway Administration
Larry Squires, Federal Transit Administration
Paul Benning, Local Government Engineer
Kevin Levi, Bismarck District Engineer
Steve Saunders, Bismarck-Mandan MPO

RESOLUTION

WHEREAS, the U.S. Department of Transportation requires the development and annual updating of a Transportation Improvement Program (TIP) for each urbanized area under the direction of a Metropolitan Planning Organization (MPO); and

WHEREAS, the Bismarck-Mandan Metropolitan Planning Organization has been designated as the policy body with responsibility for performing urban transportation planning reviews; and

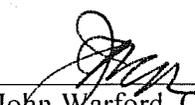
WHEREAS, the Bismarck-Mandan Metropolitan Planning Organization under 23 CFR 450.334(a), certifies that its planning process complies with requirements such as: non-discrimination on the basis of sex, color, creed, disablement, age or national origin; and compliance with Section 174 and 176 (c) and (d) of the Clean Air Act; and

WHEREAS, the Bismarck-Mandan Metropolitan Planning Organization under 23 CFR 450.334(a) and the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, certifies that its planning process complies with requirements for involvement of minority business enterprises; involvement of the appropriate public and private transportation providers; elderly and disabled utilization of transportation services and facilities; consultation with officials responsible for other types of planning activities; and

NOW, THEREFORE, BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization hereby adopts the Bismarck-Mandan Transportation Improvement Program for the FY 2013 through 2016.

BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization certifies that the requirements of 23 CFR 450.334(a) and MAP-21 are met.

Dated this 19th day of MARCH, 2013



John Warford, Chairman
Bismarck-Mandan
Metropolitan Planning Organization

3/19/13

Date

January 11, 2013

For more information:
1-855-NDROADS (1-855-637-6237)

DRAFT 2013-2016 STIP ready for public comment until February 11, 2013

The North Dakota Department of Transportation (NDDOT) has published a draft of the Statewide Transportation Improvement Program (STIP) and it will be available for comment from January 11, 2013 to February 11, 2013. The STIP is a four-year program of transportation improvements that are funded with federal highway and transit monies. Improvements include projects on the state and county highways, urban streets, roadway safety features, bikeways, as well as busing programs, which will be funded with federal funds.

An electronic copy of the draft STIP can be located on the NDDOT's website at www.dot.nd.gov by clicking on the Manuals and Publications on the left-hand side, then clicking on the "Draft STIP (Statewide Transportation Improvement Program) 2013-2016" link under the Plans and Reports section. Copies are also available for viewing at the district offices, or individual copies may be obtained from Chad M. Orn, NDDOT Programming Division, at 701-328-4587.

Comments on the Draft STIP should be submitted to the appropriate NDDOT contact listed below or by email to dot@nd.gov with "Draft STIP" in the subject line by February 11, 2013.

NDDOT District Offices:

Kevin Levi - Bismarck District (701)328-6950
Les Noehre - Grand Forks District (701) 787-6500
Wayde Swenson - Devils Lake District (701) 665-5100
Jim Redding - Minot District (701) 857-6925
Larry Gangl - Dickinson District (701) 227-6500
John Thompson - Valley City District (701) 845-8800
Bob Walton - Fargo District (701) 239-8900
Walt Peterson - Williston District (701) 774-2700

Draft #4
4-6-12



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source IRRBP / ERFO (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012
 Include In STIP STIP Amount \$182,000

PROJECT INFORMATION

Project Name Four Mile Creek Bridge Replacement
 Location On Four Mile Creek 2 miles west and 3 miles south of Fort Yates ND
 Type of Work REPLACE
 Route Number 3; Sec 50 Project Number A10-3-50-2012(01)
 Length 0.2 Miles County Sioux
 State ND Construction Year 2010&11closeout 2012

Comments Construction Complete in 2011 on this BIA Structure # A045; Funding ERFO \$256,750; & IRR Bridge \$1,763,750

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$182,000	\$0	\$0	\$0	\$0	\$182,000
Construction Engineering	\$19,000	\$0	\$0	\$0	\$0	\$19,000
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$201,000	\$0	\$0	\$0	\$0	\$201,000

APPROVED _____

DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____

DATE _____

Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. Page 1 of 23

Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source ERFO (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012
 Include In STIP STIP Amount \$25,000

PROJECT INFORMATION

Project Name Oak Creek Bridge Replacement and Emergency By-Pass; BIA Structure #A069
 Location 4.5 Miles SE of Mahto SD
 Type of Work Replacement / Construction
 Route Number 44; Sec 60 Project Number M09-00-132
 Length 0.4 Miles County Corson
 State SD Construction Year 2010/2011;close2012
 Comments Existing Structure washed out in spring 2009 flooding; 100% ERFO Funds \$1,737,120

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$25,000	\$0	\$0	\$0	\$0	\$25,000
Construction Engineering	\$11,000	\$0	\$0	\$0	\$0	\$11,000
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$36,000	\$0	\$0	\$0	\$0	\$36,000

APPROVED _____ DATE _____
 IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____
 Bureau of Indian Affairs



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012
 Include In STIP STIP Amount \$19,200

PROJECT INFORMATION

Project Name Sioux Village Street Expansion
 Location North side of Sioux Village; Section 40
 Type of Work NEWCON
 Route Number 3700; Sec 40 Project Number A10-3700-2010(01)
 Length 0.5 Miles County Sioux
 State ND Construction Year 2011&Closeout 2012

Comments Approved PLH-D Funding [\$805,345] is in place for most of project. \$250,000 +/- adv of 2011 IRR funds. Completed Constr in 2011; Closeout costs being paid with carry over dollars from previous FY

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$19,200	\$0	\$0	\$0	\$0	\$19,200
Construction Engineering	\$6,500	\$0	\$0	\$0	\$0	\$6,500
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$25,700	\$0	\$0	\$0	\$0	\$25,700

APPROVED _____ DATE _____
 IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____
 Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. Page 3 of 23

Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source PLHD (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012
 Include In STIP STIP Amount \$9,300

PROJECT INFORMATION

Project Name New Bear Soldier Street Improvements
 Location Community Wide
 Type of Work NEWCON
 Route Number 3900; Sec 10 Project Number A10-3900-2009(02)
 Length 1.6 Miles County Corson
 State SD Construction Year 2011; close2012

Comments Received \$588,950 in PLH-D Grant spent in FY 2011; Balance project costs paid with IRR funds estimated at \$61,400, Closeout costs being paid with carry over dollars from previous FY

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$9,300	\$0	\$0	\$0	\$0	\$9,300
Construction Engineering	\$1,200	\$0	\$0	\$0	\$0	\$1,200
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$10,500	\$0	\$0	\$0	\$0	\$10,500

APPROVED _____ DATE _____
 IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____
 Bureau of Indian Affairs

Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source PLH-D (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012
 Include In STIP STIP Amount \$10,000

PROJECT INFORMATION

Project Name Kennel Road Reconstruction / Patch / level - SD Portion
 Location From 6 mi north of Kennel north and west 2 +/- mi.
 Type of Work Surf. Patch / level/ Rehab. in FY 2011
 Route Number 3; Sec 10 & 20 Partials Project Number A10-3-2009(01)
 Length 2 Miles County Corson
 State SD Construction Year 2011; closeout 2012

Comments Project & Added work completed in 2011; Closeout 2012; ARRA Funds \$1,169,796, PLHD \$1,862,000, Re-Dist Funds \$2,000,000, Closeout costs being paid with carry over dollars from previous FY IRR Dollars

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$10,000	\$0	\$0	\$0	\$0	\$10,000
Construction Engineering	\$16,000	\$0	\$0	\$0	\$0	\$16,000
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$26,000	\$0	\$0	\$0	\$0	\$26,000

APPROVED _____ DATE _____
 IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____
 Bureau of Indian Affairs



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012
 Include In STIP STIP Amount \$342,000

PROJECT INFORMATION

Project Name HBP Patch / Overlay - Kenel Road
 Location From ND State Line North 4.25 Miles
 Type of Work Overlay
 Route Number 3; Sec 40 Partial Project Number A100003-M1-2012
 Length 4.25 Miles County Sioux
 State ND Construction Year 2012

Comments Pavements in the referenced area are estimated at 30 plus years old and failing. Actual project length completed in construction would vary with available dollars.; Use Est \$130,000 IRR carry over funds

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$26,000	\$0	\$0	\$0	\$0	\$26,000
Construction	\$342,000	\$0	\$0	\$0	\$0	\$342,000
Construction Engineering	\$32,000	\$0	\$0	\$0	\$0	\$32,000
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$400,000	\$0	\$0	\$0	\$0	\$400,000

APPROVED _____ DATE _____
 IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____
 Bureau of Indian Affairs

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**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012
 Include In STIP STIP Amount \$545,000

PROJECT INFORMATION

Project Name Bush Creek Drain Replacement
 Location 1.1 Miles North of ND State Line
 Type of Work Drainage Structure Replacement
 Route Number 3; In Sec 40 Project Number A100003-D1-2012
 Length 0.2 Miles County Sioux
 State ND Construction Year 2012

Comments Large metal culvert under BIA Route 3 is over 50 years old and failing. Depth of fill in this area is approx. 30 ~ 40 feet. Hydraulic Study to look in part at non-excavation replacement options.

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$57,170	\$0	\$0	\$0	\$0	\$57,170
Construction	\$545,000	\$0	\$0	\$0	\$0	\$545,000
Construction Engineering	\$65,400	\$0	\$0	\$0	\$0	\$65,400
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$667,570	\$0	\$0	\$0	\$0	\$667,570

APPROVED _____ DATE _____
 IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____
 Bureau of Indian Affairs

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**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source IRR / Prog Admin (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

PROJECT INFORMATION

Project Name Tribal Administration / Projects Monitor Include In STIP STIP Amount \$0
 Location Reservation Wide
 Type of Work Administration / Monitor
 Route Number Various Project Number Varies
 Length N/A Miles County Sioux County ND / Corson County SD
 State ND / SD Construction Year 2012 ~ 2016

Comments

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$4,500	\$4,500	\$4,500	\$4,500	\$6,500	\$24,500
Planning	\$9,500	\$9,500	\$9,500	\$9,500	\$11,500	\$49,500
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$14,000	\$14,000	\$14,000	\$14,000	\$18,000	\$74,000

APPROVED _____

DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____

DATE _____

Bureau of Indian Affairs

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Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source IRR / PLHD (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012
 Include In STIP STIP Amount \$2,732,950

PROJECT INFORMATION

Project Name Fort Yates Frontage Road
 Location In the area of the Intersection of ND 24 & BIA 31 at Fort Yates ND
 Type of Work
 Route Number 3705, 3709, 3710, 3711, Project Number A10-3700X-2011(01)9; CPU-1-024(016)007
 Length 1.820 Miles County Sioux
 State ND Construction Year 2012&13; Closeout 13

Comments The NDDOT is funding their work and the 2012 / 2013 Tribal 'CPU' project is tied to theirs. The Tribes 2012 / 2013 project(s) are funded with a recent PLH-D Grant of 1.99 Million. IRR \$\$ Prel Eng \$100,000

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$198,000	\$134,300	\$0	\$0	\$4,500	\$336,800
Construction	\$1,182,950	\$200,000	\$0	\$0	\$1,350,000	\$2,732,950
Construction Engineering	\$138,750	\$30,000	\$0	\$0	\$164,650	\$333,400
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$1,519,700	\$364,300	\$0	\$0	\$1,519,150	\$3,403,150

APPROVED _____ DATE _____
 IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____
 Bureau of Indian Affairs

Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012
 Include In STIP STIP Amount \$0

PROJECT INFORMATION

Project Name Living Snow Fences [Tree Rows]
 Location ND & SD Each District [8]
 Type of Work Prepare ground for and plant tree's in select locations to act as living snow fences
 Route Number Various Project Number A10-
 Length N/A Miles County Sioux & Corson
 State ND & SD Construction Year 2014

Comments Planning a Co-op with others [NRCS office(s)] plant tree's to act as snow fence; add a program of 'green' to the IRR program funds use & lower snow removal maint costs [pilot project \$145,00 costs to IRR Funds]

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$5,000	\$0	\$0	\$5,000
Construction	\$0	\$0	\$140,000	\$0	\$0	\$140,000
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$145,000	\$0	\$0	\$145,000

APPROVED _____ DATE _____
 IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____
 Bureau of Indian Affairs



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source _____ Current FY 2012
 (examples: IRR, IRRBP, 2% Planning, PLH-D) STIP Amount \$1,096,500
 Include In STIP

PROJECT INFORMATION

Project Name Wakpala Street Expansion
 Location west end of Mato street then north and east ["L" shape]
 Type of Work NEWCON
 Route Number 3300; Sec 80 Project Number A10-3300-2009(01)
 Length 0.2 Miles County Corson
 State SD Construction Year 2015

Comments New street in growing area of Wakpala. ADVF - Advanced Funding. Construction is pending arrangement of funds & approval of PLH-D Grant(s). Est PE \$74,000 CE \$109,500 Const \$1,096,500

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0

APPROVED _____ DATE _____
 IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____
 Bureau of Indian Affairs

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**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012
 Include In STIP STIP Amount \$650,000

PROJECT INFORMATION

Project Name Bullhead Street Expansion
 Location South end White Horse St & South end Black Horse St then south
 Type of Work NEWCON
 Route Number 3500; Sec 50 Project Number A10-3500-2009(02)
 Length 0.2 Miles County Corson
 State SD Construction Year 2015

Comments New street in growing area of Bullhead. ADVF = Advanced Funding. Construction is pending arrangement of funds & approval of PLH-D Grant(s). Est PE \$30,500 / CE \$95,000 Const \$650,000

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$28,000	\$0	\$0	\$28,000
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$28,000	\$0	\$0	\$28,000

APPROVED _____ DATE _____
 IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____
 Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. Page 12 of 23

Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012
 Include In STIP STIP Amount \$1,005,400

PROJECT INFORMATION

Project Name Joe Leaf Crossing
 Location Four Miles West and Two Miles South of Bullhead SD
 Type of Work Low Water Crossing Construction Over the Grand River
 Route Number 19; Sec 50 Project Number A100019050
 Length 0.2 Miles County Corson
 State SD Construction Year 2016

Comments Design & Construction is pending arrangement of funds & approval of PLH-D Grant(s); Design may start in 2015 with IRR program dollars

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$68,000	\$20,000	\$88,000
Construction	\$0	\$0	\$0	\$0	\$1,005,400	\$1,005,400
Construction Engineering	\$0	\$0	\$0	\$0	\$146,750	\$146,750
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$68,000	\$1,172,150	\$1,240,150

APPROVED _____ DATE _____
 IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____
 Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. Page 13 of 23

Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

Include In STIP STIP Amount

PROJECT INFORMATION

Project Name Proposed Road: Alternate Major Access Route for Fort Yates
 Location From North Entrance to Standing Rock School Loop East to Fort Yates
 Type of Work Grading; Causeway Construction; Water Level Control Structure; Rip Rap; Miscell Items
 Route Number 3713; Sec 10 Project Number A10-3713X-2013(01)
 Length 2.3 Miles County Sioux
 State ND Construction Year 2016

Comments Funds / PLH-D / ADVF / Tiger Grant(S); Total costs - Eng CE & PE \$3.8 M; Const -\$21 M; Design anticipated to start with use of IRR Program funds - \$350,000 over 3 yrs

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$180,000	\$100,000	\$70,000	\$0	\$0	\$350,000
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$180,000	\$100,000	\$70,000	\$0	\$0	\$350,000

APPROVED _____ DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____

Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. Page 14 of 23

Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012
 Include In STIP STIP Amount \$1,100,000

PROJECT INFORMATION

Project Name Little Eagle Street Expansion
 Location From south end Running Antelope Dr south and east to Big Foot Drive & West
 Type of Work NEWCON
 Route Number 3400; Sec 80 Project Number A10-3400-2009(02)
 Length 1.5 Miles County Corson
 State SD Construction Year 2016

Comments IRR Funds then Possible Advanced Funding. Const is pending arrangement of funds & approval of PLH-D Grant(s); Est Eng CE \$250,000 / PE \$165,000 [IRR \$\$ & Larger Scope Expansion]; Const - \$2,650,000

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$32,000	\$2,000	\$0	\$8,000	\$42,000
Construction	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
Construction Engineering	\$0	\$0	\$0	\$0	\$89,000	\$89,000
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$32,000	\$2,000	\$0	\$1,197,000	\$1,231,000

APPROVED _____ **DATE** _____
 IRR Program Manager, FHWA-FLH

CONCURRED _____ **DATE** _____
 Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. Page 15 of 23



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012
 Include In STIP STIP Amount \$7,800,000

PROJECT INFORMATION

Project Name Kenel Road Reconstruction - ND Portion
 Location From ND State line north to ND Highway 24
 Type of Work RECONSTRUCT; Partial Grade & Drain; Surfacing
 Route Number 3; Sec 40 & 60 Project Number A10-3-2010(01)
 Length 8.3 Miles County Sioux
 State ND Construction Year 2016

Comments IRR funds to start PE activities; Then other funding may be used for construction, and is pending arrangement of funds / PLH-D Grant(s). Est PE \$220,000; CE \$530,000, Const \$7,800,000

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$100,000	\$100,000	\$0	\$20,000	\$220,000
Construction	\$0	\$0	\$0	\$0	\$7,800,000	\$7,800,000
Construction Engineering	\$0	\$0	\$0	\$0	\$530,000	\$530,000
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$100,000	\$100,000	\$0	\$8,350,000	\$8,550,000

APPROVED _____ DATE _____
 IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____
 Bureau of Indian Affairs

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Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012
 Include In STIP STIP Amount \$975,500

PROJECT INFORMATION

Project Name Fort Yates Causeway Improvements
 Location From east of ND 24 east into Fort Yates ND
 Type of Work RECONS
 Route Number 31; Sec 20 & 30 Project Number A10-31-2011(01)
 Length 0.75 Miles County Sioux
 State ND Construction Year 2017

Comments IRR funds to start PE activities; ADVF = Advanced Funding. Construction is pending arrangement of funds. Est PE \$75,000 CE \$88,200 Const \$975,500; PE may start with use of IRR Program Dollars

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$55,000	\$10,000	\$65,000
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$55,000	\$10,000	\$65,000

APPROVED _____ DATE _____
 IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____
 Bureau of Indian Affairs

Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source 2% Planning (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

PROJECT INFORMATION

Project Name Transportation Planning Include In STIP STIP Amount \$0
 Location Standing Rock Indian Reservation
 Type of Work Planning to meet transportation needs
 Route Number Project Number Planning - 2011 -1
 Length N/A Miles County Corson, Sioux
 State SD, ND Construction Year n/a

Comments To keep the planning current with the needs and keep the inventory updated to include the LRTP updates

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$54,074	\$54,074	\$54,074	\$54,074	\$54,074	\$270,370
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$54,074	\$54,074	\$54,074	\$54,074	\$54,074	\$270,370

APPROVED _____

DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____

DATE _____

Bureau of Indian Affairs

Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012
 Include In STIP STIP Amount \$0

PROJECT INFORMATION

Project Name East of Bullhead East & Surfacing [INFINCE]
 Location From Bullhead SD then east to SD State Highway 63
 Type of Work INFINCE
 Route Number 20; Sec 10 Project Number A10-30800 & A10-40700
 Length 13.3 Miles County Corson
 State SD Construction Year n/a

Comments Past advanced construction project was financed with a privately secured loan being paid off with yearly IRR allocation funds. This project included the grade and drain of 8 miles and the surfacing of 13.3 miles.

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000

APPROVED _____ DATE _____
 IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____
 Bureau of Indian Affairs

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Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

PROJECT INFORMATION Include In STIP STIP Amount \$0

Project Name Road Maintenance - SD
 Location Reservation Wide
 Type of Work Maintenance / PLANING
 Route Number All Project Number RMA10-SD
 Length Varies Miles County Corson
 State SD Construction Year n/a

Comments SRST Has contracted Roads Maintenance as per 23 USC 204 (C) By Resolution 396-08

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000
TOTAL	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000

APPROVED _____ DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____

Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. Page 20 of 23

Tribe Standing Rock Sioux Tribe Date 4/6/2012
 Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

PROJECT INFORMATION

Project Name Community Street Improvements [INFINCE] Include In STIP STIP Amount \$0
 Location Fort Yates, Cannon Ball, Porcupine
 Type of Work INFINCE
 Route Number 3700, 3000, 3600 Project Number A10-50700
 Length 6.8 Miles County Sioux
 State ND Construction Year n/a

Comments Past advanced construction project that was financed with a privately secured loan being paid off with yearly IRR allocation funds. Project agreement on file.

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$625,000
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$625,000

APPROVED _____ DATE _____
 IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____
 Bureau of Indian Affairs

Tribe Standing Rock Sioux Tribe Date 4/6/2012
Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

PROJECT INFORMATION

Project Name Road Maintenance - ND Include In STIP STIP Amount \$0
 Location Reservation Wide
 Type of Work Maintenance / PLANNING
 Route Number ALL Project Number RMA10- ND
 Length Varies Miles County Sioux
 State ND Construction Year n/a

Comments SRST Has contracted Roads Maintenance as per 23 USC 204 (C)

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000
TOTAL	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000

APPROVED _____ DATE _____
 IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____
 Bureau of Indian Affairs

Tribe Standing Rock Sioux Tribe Date 4/6/2012
Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

PROJECT INFORMATION

Project Name SRST Com Strts Ph II [INFINCE] Include In STIP STIP Amount \$0
 Location Wakpala, Little Eagle, Bullhead, Kenel SD
 Type of Work INFINCE
 Route Number 3200, 3300, 3400, 3500 Project Number A10-50800
 Length 4.3 Miles County Corson
 State SD Construction Year n/a

Comments Past advanced construction project that was financed with a privately secured loan being paid off with yearly IRR allocation funds. Project agreement on file.

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$625,000
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$625,000

APPROVED _____ DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____

Bureau of Indian Affairs

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**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Turtle Mountain Band of Chippewa Date 2/29/2012
 Funding Source IRR and ARRA (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

PROJECT INFORMATION

Include In STIP STIP Amount \$0

Project Name Transit Facility and Road
 Location Belcourt, ND
 Type of Work Construction of new transit facility, additional PS&E's on the route and site development
 Route Number _____ Project Number TMBC 08-02
 Length .5 Miles County Rolette
 State ND Construction Year _____

Comments 1.62 million dollars of ARRA awarded funds will go toward building construction. Remainder of project expenses will come from IRR program (all FY09 carry over and some FY10 funding)-approximately

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$5,000	\$0	\$0	\$0	\$0	\$5,000
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$5,000	\$0	\$0	\$0	\$0	\$5,000

APPROVED _____ DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____

Bureau of Indian Affairs



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Turtle Mountain Band of Chippewa Date 2/29/2012
 Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

PROJECT INFORMATION

Include In STIP STIP Amount \$0

Project Name Program Administration and Oversight
 Location Turtle Mountain
 Type of Work Services offered by the office staff i.e., Transportation Director, Office Manager, Engineer Tech., and Inspe
 Route Number _____ Project Number TMBC 05-10
 Length N/A Miles County Rolette
 State ND Construction Year _____

Comments Personnel will be paid from these activities, services and functions as they relate to all the projects listed within this Transportation Improvement Plan. (see pages 1-21)

Activity	FY 2012	FY 2013	FY 2014	FY2015	FY 2016	TOTAL
Administration	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000

APPROVED _____ DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____

Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. Page 2 of 16



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Turtle Mountain Band of Chippewa Date 2/29/2012
 Funding Source FHWA-NHTSA (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

PROJECT INFORMATION

Include In STIP STIP Amount \$0

Project Name Turtle Mountain TRACS crash reporting system
 Location _____
 Type of Work Will incorporate a crash reporting system in a partnership with local law enforcement
 Route Number _____ Project Number _____
 Length _____ Miles County Rolette
 State ND Construction Year _____

Comments Transportation Dept. will work with local law enforcement to incorporate a crash reporting system. System will enhance traffic safety on reservation roads.

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$57,420	\$0	\$0	\$0	\$0	\$57,420
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$57,420	\$0	\$0	\$0	\$0	\$57,420

APPROVED _____ DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____

Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. Page 3 of 16



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Turtle Mountain Band of Chippewa Date 2/29/2012
 Funding Source 2% Planning (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

PROJECT INFORMATION

Project Name 2% Planning Include In STIP STIP Amount \$0
 Location _____
 Type of Work Maintain Transportation Planning needs and keep current with TIP, Tribal priority list-LRTP, Administr
 Route Number _____ Project Number TMBC 09-13
 Length _____ Miles _____ County Rolette
 State ND Construction Year _____

Comments This project will ensure updating of TIP, LRTP update, and inventory update, planning meetings, regular meetings with tribal council and public.

Activity	FY 2012	FY 2013	FY 2014	FY2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$47,763	\$47,763	\$47,763	\$47,763	\$47,763	\$238,815
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$47,763	\$47,763	\$47,763	\$47,763	\$47,763	\$238,815

APPROVED _____ DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____

Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. Page 4 of 16



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Turtle Mountain Band of Chippewa Date 2/29/2012
 Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

PROJECT INFORMATION

Project Name County Route 546th ave NE Include In STIP STIP Amount \$0
 Location HWY 5/US 281 to BIA 10
 Type of Work Reconstruction; grade, drain, base, and bituminous surface.
 Route Number cc 54 Project Number TMBC 09-12
 Length 1 Miles County Rolette
 State ND Construction Year 2011

Comments Due to construction of Tribes largest housing site, traffic patterns have drastically changed on this route. PS&E's will be developed along with cooperative efforts with the county to reconstruct this road.

Activity	FY 2012	FY 2013	FY 2014	FY2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$10,000	\$0	\$0	\$0	\$10,000
Construction	\$0	\$0	\$210,000	\$0	\$0	\$210,000
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$10,000	\$210,000	\$0	\$0	\$220,000

APPROVED _____ DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____

Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. Page 5 of 16



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Turtle Mountain Band of Chippewa Indians Date 2/29/2012
 Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

PROJECT INFORMATION

Project Name Fiddler's Hall Road Include In STIP STIP Amount \$240,000
 Location This project is near Highway 5/US 281
 Type of Work Minor reconstruction and repairs to meet th4e health and safety standards of FHWA
 Route Number 21 Project Number TMBC 09-01
 Length 1.9 Miles County Rolette
 State ND Construction Year 2012

Comments Minor adjustments to drainage structures, curb and gutter repair, road top repair.

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$240,000	\$0	\$0	\$0	\$0	\$240,000
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$240,000	\$0	\$0	\$0	\$0	\$240,000

APPROVED _____ DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____

Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. Page 6 of 16



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Turtle Mountain Band of Chippewa Date 2/29/2012
 Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

Include In STIP STIP Amount \$0

PROJECT INFORMATION

Project Name Road Maintenance
 Location Reservation Wide
 Type of Work Maintenance
 Route Number _____ Project Number TMBC 05-10
 Length _____ Miles County Rolette
 State ND Construction Year 2012

Comments TMBC has contracted Road Maintenance as per 23 USC 204 ©, will use portion of optional 25% construction dollars for maintenance activities.

Activity	FY 2012	FY 2013	FY 2014	FY2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
TOTAL	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000

APPROVED _____ DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____

Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. Page 7 of 16



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Turtle Mountain Band of Chippewa Date 2/29/2012
 Funding Source IRR, PLD grant, financing, (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

PROJECT INFORMATION

Project Name College Road Include In STIP STIP Amount \$3,560,000
 Location Reconstruction will begin at BIA 4 and end at BIA 8
 Type of Work Reconstruction; Grade, drain, base, curb and gutter and bituminous surface, as well as replacement of wat
 Route Number BIA 7 Project Number TMBC 08-04
 Length 4 Miles County Rolette
 State ND Construction Year 2012

Comments Will use public lands discretionary funds in FY12. Will use FY11 carryover funds and innovative finance for 2012-13 construction. Bureau of Reclamation and Indian Health Service will grant \$660,000 and

Activity	FY 2012	FY 2013	FY 2014	FY2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Construction	\$3,560,000	\$4,475,000	\$0	\$0	\$0	\$8,035,000
Construction Engineering	\$50,000	\$350,000	\$0	\$0	\$0	\$400,000
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$3,660,000	\$4,825,000	\$0	\$0	\$0	\$8,485,000

APPROVED _____ DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____

Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. Page 8 of 16



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Turtle Mountain Band of Chippewa Date 2/29/2012
 Funding Source TIGER Grant (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

Include In STIP STIP Amount \$0

PROJECT INFORMATION

Project Name Hospital Road
 Location Turtle Mountain Indian Reservation
 Type of Work Reconstruction
 Route Number _____ Project Number _____
 Length _____ Miles _____ County Rolette
 State ND Construction Year 2012

Comments This project will address safety issues on a failing and heavily traveled road. This project will be constructed only if the TMBCI receives a TIGER grant

Activity	FY 2012	FY 2013	FY 2014	FY2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$40,000	\$0	\$0	\$0	\$0	\$40,000
Construction	\$3,399,300	\$0	\$0	\$0	\$0	\$3,399,300
Construction Engineering	\$34,000	\$0	\$0	\$0	\$0	\$34,000
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$3,473,300	\$0	\$0	\$0	\$0	\$3,473,300

APPROVED _____ DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____

Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. Page 9 of 16



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Turtle Mountain Band of Chippewa Date 2/29/2012
 Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

PROJECT INFORMATION

Project Name Houle School Loop Include In STIP STIP Amount \$0
 Location Turtle Mountain Indian Reservation
 Type of Work Reconstruction of route; grade, drainage, base, and bituminous surface
 Route Number BIA 3 and 5 Project Number TMBC 08-01
 Length 5.9 Miles County Rolette
 State ND Construction Year 2012

Comments This project remains as the number two priority for the Tribe in terms of road reconstruction. IRR funds will be used to reconstruct this route.

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Construction	\$0	\$0	\$381,000	\$607,000	\$607,000	\$1,595,000
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$50,000	\$0	\$381,000	\$607,000	\$607,000	\$1,645,000

APPROVED _____ DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____

Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. Page 10 of 16



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Turtle Mountain Band of Chippewa Indians Date 2/29/2012
 Funding Source IRR (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

PROJECT INFORMATION

Project Name US 281/Hwy 5 Lighting Project Include In STIP STIP Amount \$20,000
 Location US 281/Hwy 5 near Skydancer Casino
 Type of Work Lighting
 Route Number US 281/Hwy 5 Project Number _____
 Length .5 Miles County Rolette
 State ND Construction Year 2012

Comments This is a ND-DOT project. IRR funds will pay for a portion of lighting near the tribal casino.

Activity	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$20,000	\$0	\$0	\$0	\$0	\$20,000

APPROVED _____ DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____

Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. **Page 11 of 16**



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribes: Turtle Mountain Band of Chippewa Date: 2/29/2012
 Funding Source: IRR and Safe Routes to Sch (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY: 2012

PROJECT INFORMATION

Project Name: Highway Bike Path Include In STIP: STIP Amount: \$367,000
 Location: Turtle Mountain Indian Reservation
 Type of Work: The project will be the construction of a 1.172 mile bike path, connecting the existing path at the t-junction
 Route Number: Project Number A11-3043001
 Length: 1.172 Miles County: Rolette
 State: ND Construction Year: 2012

Comments: This project will be partially funded through a NDDOT Safe Routes to School Grant the remaining balance will be paid for using IRR dollars. (\$200,000 - SRTS Grant, and \$167,000-IRR)

Activity	FY 2012	FY 2013	FY 2014	FY2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$10,000	\$0	\$0	\$0	\$0	\$10,000
Construction	\$367,000	\$0	\$0	\$0	\$0	\$367,000
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$377,000	\$0	\$0	\$0	\$0	\$377,000

APPROVED _____ DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____

Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. Page 12 of 16



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Turtle Mountain Band of Chippewa Date 2/29/2012
 Funding Source IRR and NDDOT TE grant (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

PROJECT INFORMATION

Project Name Wilderness Bike Path Include In STIP STIP Amount \$155,000
 Location Turtle Mountain Indian Reservation
 Type of Work Grading, aggregate base, bituminous paving, signage, and landscaping
 Route Number Project Number A11-3043000
 Length .327 Miles County Rolette
 State ND Construction Year 2012

Comments **NDDOT has awarded a grant for this project through the Transportation Enhancement Grant. NDDOT is funding 107,800 for the project balance will be paid for using IRR allocation (\$47, 200).**

Activity	FY 2012	FY 2013	FY 2014	FY2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$155,000	\$0	\$0	\$0	\$0	\$155,000
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$155,000	\$0	\$0	\$0	\$0	\$155,000

APPROVED _____ DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____

Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. **Page 13 of 16**



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Turtle Mountain Band of Chippewa Date 2/29/2012
 Funding Source IRR annual allocation (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

PROJECT INFORMATION

Project Name Innovative finance for 2011 projects Include In STIP STIP Amount \$0
 Location Turtle Mounatin Indian Reservation
 Type of Work Will finance the reconstruction of College Road (Phase I and paving)
 Route Number _____ Project Number _____
 Length _____ Miles _____ County Rolette
 State ND Construction Year 2012

Comments Will finance the reconstruction of College Road and replace culvert system along ox creek. Will repay loan over 7 year time span with IRR allocations.

Activity	FY 2012	FY 2013	FY 2014	FY2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$80,000	\$580,000	\$945,000	\$945,000	\$945,000	\$3,495,000
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$80,000	\$580,000	\$945,000	\$945,000	\$945,000	\$3,495,000

APPROVED _____ DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____

Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. Page 14 of 16



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Turtle Mountain Band of Chippewa Date 2/29/2012
 Funding Source IRR and Innovative Finance (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

PROJECT INFORMATION

Project Name Ox Creek Culvert Project Include In STIP STIP Amount \$900,000
 Location Throughout Turtle Mountain Indian Reservation (along BIA route 7)
 Type of Work will replace existing culverts along Ox Creek that will be affected by the reconstruction of BIA 7.
 Route Number _____ Project Number _____
 Length _____ Miles County Rolette
 State ND Construction Year 2013

Comments will replace existing culverts along Ox Creek that will be affected by the reconstruction of BIA 7. Project will only proceed upon grant funding through FEMA agency.

Activity	FY 2012	FY 2013	FY 2014	FY2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$900,000	\$0	\$0	\$0	\$900,000
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$900,000	\$0	\$0	\$0	\$900,000

APPROVED _____ DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____

Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. **Page 15 of 16**



**Indian Reservation Roads Program
Transportation Improvement Program**

Tribe Turtle Mountain Band of Chippewa Date 2/29/2012
 Funding Source IRR and P2P (examples: IRR, IRRBP, 2% Planning, PLH-D) Current FY 2012

PROJECT INFORMATION

Include In STIP STIP Amount \$0

Project Name Main Street
 Location Turtle Mountain Indian Reservation
 Type of Work Reconstruction; grade, base drain, bituminous surface, and lighting
 Route Number 1901 Project Number TMBC 09-07
 Length .25 Miles County Rolette
 State ND Construction Year 2015

Comments This project is a co-op with a local poverty reduction program. The organization is paying for the PS&E's and IRR will fund construction. Estimated 25,000 in 2012 for consultant oversight as project nears

Activity	FY 2012	FY 2013	FY 2014	FY2015	FY 2016	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0

APPROVED _____ DATE _____

IRR Program Manager, FHWA-FLH

CONCURRED _____ DATE _____

Bureau of Indian Affairs

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which it is funded as well as other appropriate Federal requirements before Federal funds are expended. Page 16 of 16

SPIRIT LAKE TRIBE
RESOLUTION NO. A05-10-176

- WHEREAS**, the Spirit Lake Tribe of Indians is a federally recognized Indian Tribe acting under a revised Constitution dated May 5, 1960, approved by the Acting Commissioner, Bureau of Indian Affairs, July 14, 1961, and as subsequently amended July 17, 1969; May 3, 1974; April 16, 1976; May 4, 1981; and August 19, 1996; and which amendments were approved by the Commissioner, Bureau of Indian Affairs; and
- WHEREAS**, the Constitution of the Spirit Lake Tribe generally authorizes and empowers the Spirit Lake Tribal Council to engage in activities on behalf of and in the interest of the welfare and benefit of the Tribe and of the enrolled members thereof; and
- WHEREAS**, the Spirit Lake Tribal Council (hereinafter the Tribal Council) is the governing body of the Tribe and is empowered to administer the economic resources and financial affairs beneficial to the economic safety of all who reside on the reservation; especially the school children; and
- WHEREAS**, the Tribal Council has established a good working relationship with the Bureau of Indian Affairs, Great Plains Regional Office – Division of Transportation – Contracting Section; and
- WHEREAS**, the Tribal Council has entered into a two-year Agreement for Engineering Services dated May 27th, 2009 which allows Kadrmas, Lee & Jackson, Inc. to provide the tribe's Design Engineering, Consulting, and Construction Engineering services;
- WHEREAS**, the Tribal Council hereby authorizes Kadrmas, Lee & Jackson, Inc. to provide engineering services on the below referenced project(s); and
- WHEREAS**, the Tribal Council authorizes the use of 25% of the Spirit Lake Tribe's yearly allocation of Indian Reservation Roads (IRR) funds to supplement maintenance activities on the BIA road system; and
- WHEREAS**, the Tribal Council authorizes the biannual use of \$100,000 of the Spirit Lake Tribe's allocation of IRR funds for gravel resurfacing projects; and
- WHEREAS**, any subcontractors on the below referenced projects will be required to comply with Spirit Lake TERO and Spirit Lake Tribal Tax Department requirements; and
- NOW, THEREFORE BE IT RESOLVED**, that the Spirit Lake Tribal Council hereby authorizes and approves that the Spirit Lake Tribal Roads Department contracts with the Bureau of Indian Affairs-Branch of Roads under P.L. 93-638 the below referenced work as Prime Contractor so as to maximize contracting and Indian employment opportunities on the Spirit Lake Nation;
- AND BE IT FURTHER RESOLVED**, that the Spirit Lake Tribal Council hereby authorizes Clarence Greene, Spirit Lake Tribal Roads Superintendent to represent their interests as Project Superintendent on these projects;
- AND BE IT FURTHER RESOLVED**, the Tribal Council feels to ensure the safety for the motoring public the following road construction projects will be prioritized for the next five (5) years:
1. Road Maintenance 23 USC 204c
 2. St. Michael Pathway

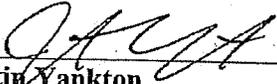
SPIRIT LAKE TRIBE
RESOLUTION NO. A05-10-176

3. BIA 20 & 21 - Tokio/Ephriam Hill Slope Flattening & Pathway
4. Annual Multi-Route Striping of all paved BIA Routes & IRR Route 77
5. Multi-Route Patching & Chip Seal of all paved BIA Routes
6. BIA 25 - Hot Bituminous Pavement, Aggregate Base Course, Subgrade Repair & Incidentals
7. BIA 17 - Devils Heart Road Reconstruction
8. Multi-Route Graveling of all graveled BIA Routes
9. BIA 50 – Paving of Housing Streets North St. Michael

AND BE IT FINALLY RESOLVED, that the Spirit Lake Tribal Council hereby agrees to prioritize the above road construction projects for the next five (5) years.

CERTIFICATION

I, the undersigned as Secretary-Treasurer of the Tribal Council, do hereby certify that the Tribal Council is composed of six (6) members of whom five (5) were present, constituting a quorum for a Special Meeting duly called and convened on this 30th day of AUGUST, 2010, and approved this resolution by an affirmative vote of three (3) in favor, none (0) opposed, none (0) abstaining, and one (1) absent. (the Secretary-Treasurer does not vote and the Chairman votes only in case of a tie.)



Justin Yankton
Secretary-Treasurer



Myra Pearson
Chairperson