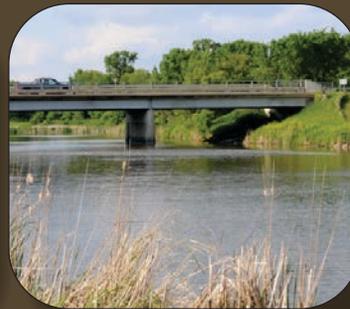
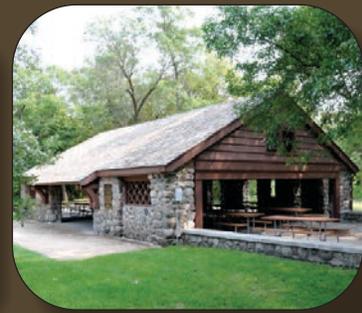


North Dakota Department of Transportation

# Statewide Transportation Improvement Program 2014 - 2017



prepared by

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION**

Bismarck, North Dakota

[www.dot.nd.gov](http://www.dot.nd.gov)

**DIRECTOR**

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November 2013



# North Dakota Department of Transportation

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November 18, 2013

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## 2014-2017 FINAL STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Enclosed is North Dakota's 2014-2017 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.

We are moving into the second and final year of the new federal transportation bill, Moving Ahead for Progress in the 21st Century Act (MAP-21). 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.

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 the 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.

Approval of the 2014-2017 Final STIP is requested except for the Grand Forks Metropolitan Planning Organization (MPO) area. The 2013-2016 Final STIP will continue to be used for only year 2014 projects in the MPO area. Until the Grand Forks Metropolitan Transportation Plan (MTP) has been updated and approved, the projects beyond 2014 are not based upon an existing approved MTP; therefore, are included but not approved in the 2014-2017 Final STIP. We will include any projects from the MPOs new Transportation Improvement Program (TIP) once they have an approved MTP and updated TIP.

GRANT LEVI, P.E., DIRECTOR

56/sas  
Enclosure

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# INTRODUCTION

In July 2012, new legislation was enacted through 2014, entitled, "Moving Ahead for Progress in the 21<sup>st</sup> 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 2014, 2015, 2016 and 2017. 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 estimated at \$244 million for 2014. As MAP-21 does not provide funding beyond that, a 1.5% per year growth in apportionment (increase between 2013 and 2014 in MAP-21) 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 report 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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Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities or with limited English proficiency (LEP) by contacting Civil Rights Division, NDDOT at (701)328-2978. TTY users may use Relay North Dakota 711 or 1-800-366-6888.



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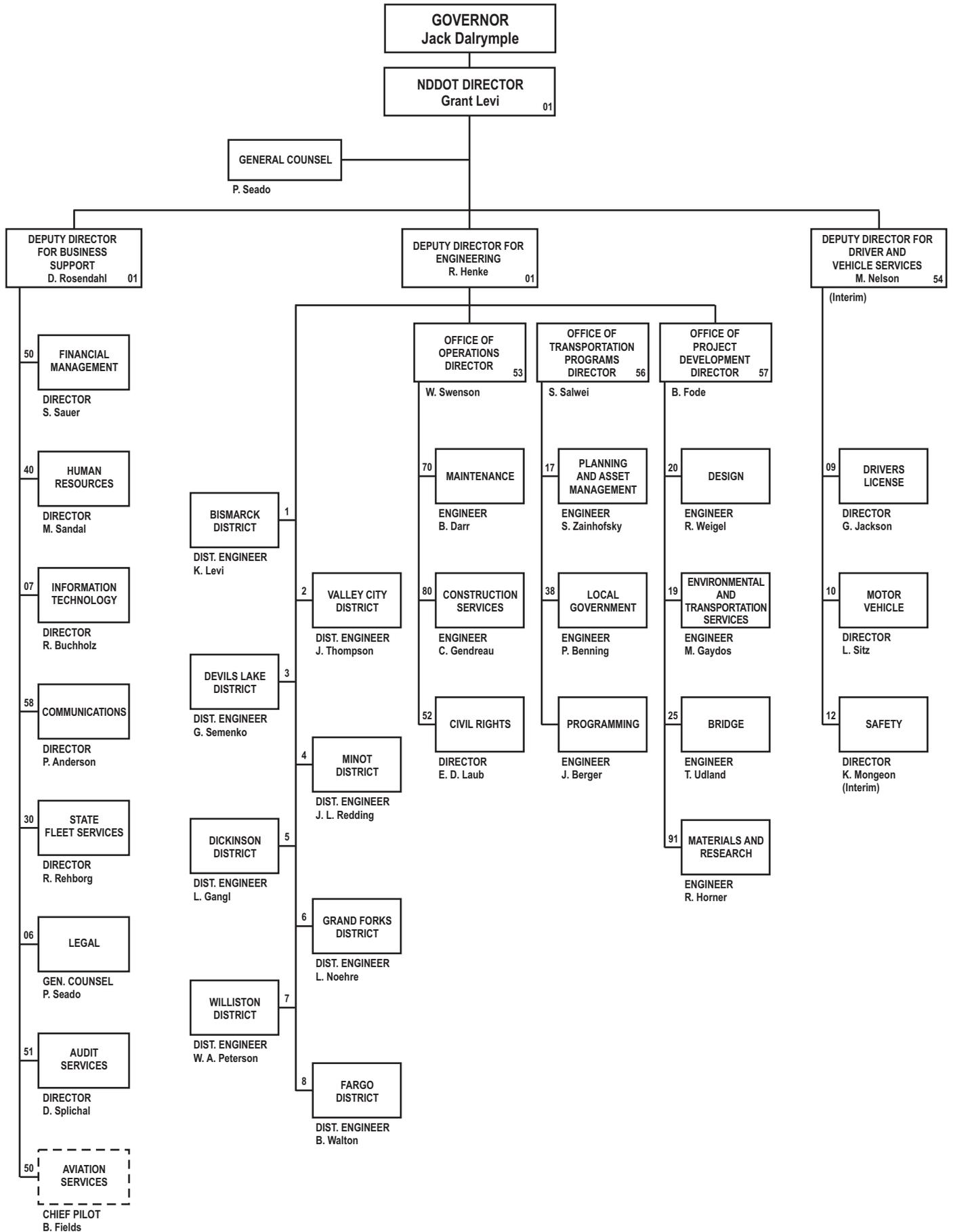


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Transportation Programs Director



Jane Berger  
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# NORTH DAKOTA DEPARTMENT OF TRANSPORTATION ORGANIZATION CHART



# 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 2014-2017 STIP includes consideration of elements and policies contained in the Statewide Transportation Plan.

The development of the 2014-2017 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 (HSIP), which is consistent with the Strategic Highway Safety Plan.

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 may 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.

Usually 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) offered the following comments:

The “Full Involvement” column will not be used beginning with this year. There will be a transition to “Projects of Division Interest (PODI).” That listing of projects will be provided to NDDOT, and does not need to be included in the STIP, especially since that list may change throughout the year as projects are amended into the STIP. Language may be included that refers to those projects and indicates a current listing is available upon request. FHWA suggested the following statement to be included: A risk-based approach to identify FHWA “Projects of Division Interest” will occur annually based on current stewardship agreement. *Response: The “Full Involvement” column within the District pages of the STIP will remain for and blank for the 2014-2017 Final STIP, but will be removed on future STIPs. On Page 9, the reference to “Full Involvement Projects” will be removed and replaced with the following:*

*Projects of Division Interest (PODI) – A risk-based approach by FHWA to select projects or phases of a project that they will have involvement in. A list of PODI will be developed annually by FHWA and provided to NDDOT based on the current ND Stewardship Agreement. A current list of PODI is available upon request. PODI will replace Full Involvement Projects.*

Page 7 and Page 9: You probably want to remove the references to “Full Involvement” from the legend pages.

*Response: For the Final 2014-2017 STIP, “Not Applicable” will be added after the “Full FHWA Involvement” reference on Page 7. Please see above comment dealing with the reference to “Full Involvement Projects” on Page 9.*

Where are the bond payments for the Memorial Bridge? They do not seem to be included in any of the tables for District 1.

*Response: The bond on Memorial Bridge was paid off in 2013.*

Page 13: Typo on Hay CreeD trail. Should probably be Hay CreeK.

*Response: The location was changed to “Edgewood Trail – Century to 43<sup>rd</sup>”.*

Page 50: Please verify that the funding for RTSSC and SURTC is actually supposed to be \$0.

*Response: Per the footnote on the bottom of Page 50, which states “... is shown in the event that a federal allocation would be received”, the \$0 in funding is correct.*

Page 63: Does the section on FTA grants need to be updated since we are now administering some FTA funds as part of the Consolidated Planning Grant? Probably not, but you might want to verify with Local Government.

*Response: After verification with Local Government, the FTA grants section does not need to be updated.*

You may need to make adjustments for the “Section 164 Penalties” if/when the split is determined. We understand that the NDDOT has not yet been formally notified of this penalty provision by NHTSA. However, in the event the NDDOT is required to submit the “Shift and Split” detail, it will likely need to be included in the STIP accordingly.

*Response: Until the NDDOT is formally notified and the penalty is final, no changes are planned for the 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
- Work Type (description of the type of improvement)
- Full FHWA Involvement – Not Applicable
- Total Cost of the Project
- Federal Funds
- State Funds
- Local Funds
- Other Funds

# Definitions

<b>New Construction</b>	Constructing a new highway on a new location or corridor, example is new grading.
<b>Reconstruction</b>	Regrading or restoring the roadbed and surface, or widening an existing roadbed on the existing highway location.
<b>Surfacing</b>	Placing asphalt or concrete on a previous surface or roadbed includes Portland Concrete Cement (PCC), Hot Bituminous Pavement (HBP), milling, grinding, etc.
<b>Structural</b>	Construction of new structures or reconstruction of existing structures or structural features; such as, substructure, piers and bridge rails.
<b>Maintenance</b>	Work which would include concrete pavement repair (CPR), joint seal replacement, drain pipe repairs, seal coats, slurry seals, striping, etc.
<b>Safety</b>	Work activities that would provide for improved traffic control operations, guidance, upgrading of obsolete roadside features, or improvement of roadside geometrics related to safety.
<b>Miscellaneous Improvements</b>	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.
<b>Municipal</b>	Any construction activities within the urban city limits (new construction, reconstruction, surfacing, curb & gutter, structural, etc.)
<b>Funding Source</b>	An alpha code is used to designate which category of federal funds or state funds will be used with each funding source.
<b>Advance Construction</b>	Project designated with “AC” as part of their funding 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.

<b>Pending</b>	Projects designed as pending; shown with a P2014 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.
<b>Apportionment</b>	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.
<b>Obligational Limitation</b>	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 an 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.
<b>Illustrative</b>	Projects scheduled if specific funds are received.
<b>Bonded Projects</b>	Funds 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.
<b>Projects of Division Interest (PODI)</b>	A risk-based approach by FHWA to select projects or phases of a project that they will have involvement in. A list of PODI will be developed annually by FHWA and provided to NDDOT based on the current ND Stewardship Agreement. A current list of PODI is available upon request. PODI will replace Full Involvement Projects.
<b>Direction</b>	The way in which a road or highway goes, i.e. north, south, etc.
<b>Map Key</b>	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 2014 and it is the 14 <sup>th</sup> project in 2014.

# 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
NH	=	National Highway System - State Project - Includes new construction and RRR-type of work
SNH	=	National Highway System - "Small" State Project - Includes new construction and RRR-type of work
NHU	=	National Highway System - State Urban Project - Includes new construction and RRR-type of work
S-NHU	=	National Highway System - "Small" State Urban Project - Includes new construction and RRR-type of work
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
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

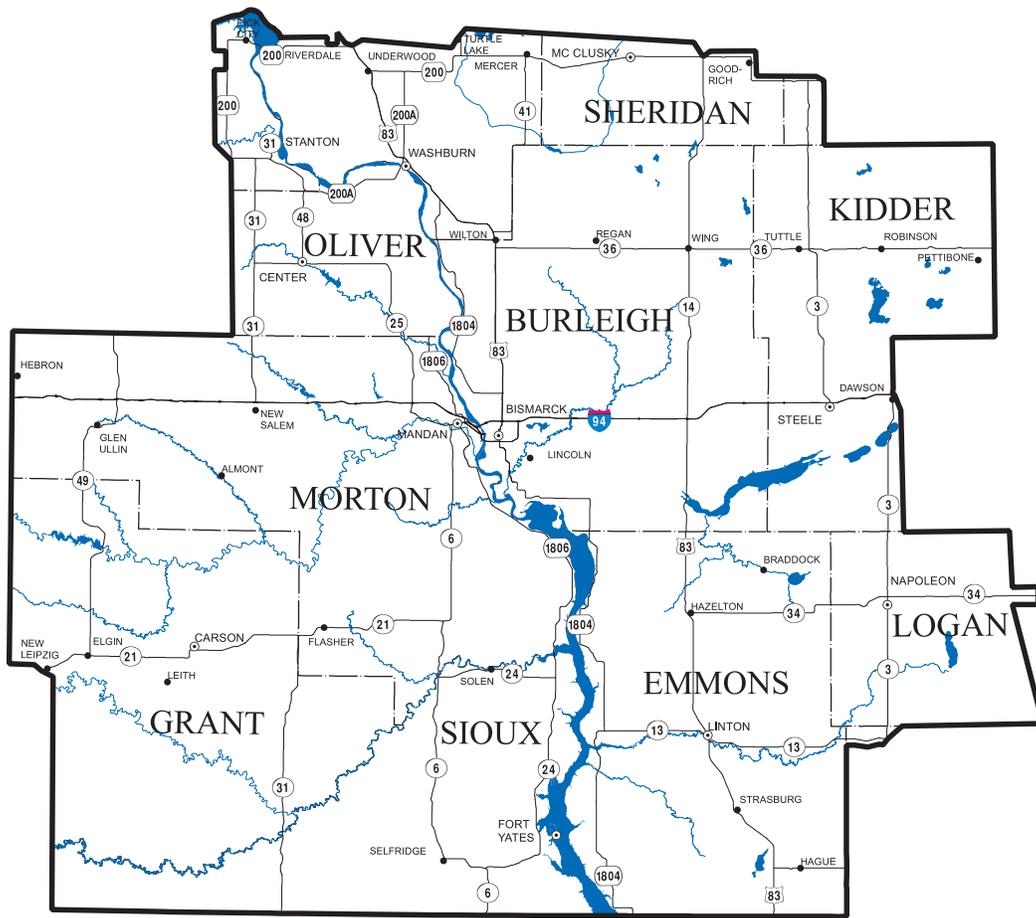
CM	=	Congestion Mitigation - State Rural Project - National Highway/Interstate System
CMU	=	Congestion Mitigation - State Urban Project - National Highway/Interstate System
SCM	=	Congestion Mitigation - "Small" State Rural Project - National Highway/Interstate System
S-CMU	=	Congestion Mitigation - "Small" 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 Alternatives - State Project - Interstate System
STI	=	Transportation Alternatives - "Small" State Project - Interstate System
TEN	=	Transportation Alternatives - State Project - National Highway System
STN	=	Transportation Alternatives - "Small" State Project - National Highway System
S-TNU	=	Transportation Alternatives - "Small" State Urban Project - National Highway/Interstate System
TES	=	Transportation Alternatives - State Project - Non- National Highway System
TEU	=	Transportation Alternatives - State or City Urban Project - Non-National Highway System
TEC	=	Transportation Alternatives - County Project - Non-National Highway System
TEO	=	Transportation Alternatives - County Off-System Enhancement Project - (Bicycle Transportation and Pedestrian Walkway Facilities)
TET	=	Transportation Alternatives - State Historic Sites, State Parks, and Other Tourism Attractions
TCSPT	=	Transportation Alternatives - Transportation Community & System Preservation Discretionary Grants Program
SRT	=	Transportation Alternatives - Safe Routes to School projects and programs
TCAP	=	Transit - Section 5339 Major Capital Investment
TE/D	=	Transit - Section 5310 Transportation for Elderly Persons & Individuals with Disabilities
TPL	=	Transit - Section 5303/4 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
SOIA	=	State Oil Infrastructure - Projects funded with special legislative funding for the 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)
SER	=	State Emergency Relief - State projects on any federal aid highway that uses funds from the Emergency Relief Program
SIB	=	State Infrastructure Bank - Projects funded using the State Infrastructure Bank program

**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
<b>TOTAL</b>	<b>1141.7</b>	<b>1927.1</b>	<b>1409.2</b>	<b>2568.5</b>	<b>1471.4</b>	<b>8517.9</b>

# Bismarck District

## District 1



Kevin Levi, District Engineer  
North Dakota Department of Transportation  
218 South Airport Road  
Bismarck, ND 58504-6003  
Phone: (701) 328-6950  
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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
<b>Fiscal Year: 2014</b>													
<b>Rural</b>													
20163	1001	NH		21 E	RP 90.9-CARSON E TO JCT 31	12.6	Hot Bit Pave, Sliver Grading	6161	4986	1175	0	0	0
20542	1036	SS		24 N	FORT YATES	2.4	Thin Overlay	600	600	0	0	0	0
18061	1002	NH		83 N	WASHBURN N TO N JCT 200-UNDERWOOD	16.1	Hot Bit Pave	6387	5169	1218	0	0	0
18063	1003	NH		83 S	WASHBURN N TO N JCT 200	16.2	Hot Bit Pave	6738	5453	1285	0	0	0
19743	1004	IM	P2014	94 E	NEAR EAGLES NEST E TO E NEW SALEM	27.7	CPR, Grinding, HBP on Ramps	4500	4050	450	0	0	0
20333	1005	NH		94 E	SUNSET DR INTERCHANGE	0.0	Turn Lanes	300	243	57	0	0	0
18792	1006	IM		94 E	E BIS INTR E TO STERLING	20.1	Culvert Rehab, Mill/OI 2" Max	6964	6268	696	0	0	0
18844	1007	IM		94 W	E BIS INTR E TO STERLING & HAY CREEK	20.1	Expan Joint Mod, Mill/OI 2" Max	7724	6952	772	0	0	0
18068	1009	NH		94B E	JCT I-94 & ND 25 TO JCT OLD HWY 10	0.9	Aggr Base, Grade, Hot Bit Pave	3386	2740	646	0	0	0
<b>Subtotal</b>								<b>42760</b>	<b>36461</b>	<b>6299</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Urban</b>													
20591	1010	SU		94 E	MEM HWY INTERSECTIONS AT 46TH & 40TH	1.5	Signals	938	759	85	94	0	0
19244	1011	S-NHU		94 E	BISMARCK EXPRESSWAY AT DIVIDE AV EXT	0.1	Turn Lanes	626	500	63	63	0	0
20589	1012	S-NHU		810 E	INT AT YEGEN, 26TH ST, & AIRPORT RD	1.4	Signals	1200	971	109	120	0	0
19244	1013	SU		981 E	BIS-DIVIDE AVE(VOLK DR-BIS EXPRY)	0.5	Reconstruction, Widening	9000	7284	0	1716	0	0
20364	1014	SU		981 N	INTERSECTION OF WASHINGTON & LASALLE	0.0	Signals	240	192	0	48	0	0
	1015	SU		981 N	BISMARCK-CITYWIDE	0.0	Signals	80	64	0	16	0	0
20584	1017	SU		988 N	9TH AVE NE (4TH ST NE - MAIN ST)	0.0	Mill/OI>2<Or=3"	200	162	0	38	0	0
20585	1018	SU	P2014	988 N	40TH AV SE (MEM HWY-SOUTH BAY DR)	0.0	Mill/OI>2<Or=3"	350	283	0	67	0	0
17919	1019	SU	P2014	988 N	24TH & LONGSPUR TRAIL	0.0	Mill/OI>2<Or=3"	350	283	0	67	0	0
20590	1016	S-NHU		1804 S	INT AT DENVER AVE, AIRPORT RD	1.1	Signals	800	647	73	80	0	0
<b>Subtotal</b>								<b>13784</b>	<b>11145</b>	<b>330</b>	<b>2309</b>	<b>0</b>	<b>0</b>
<b>Bridge</b>													
18049	1020	BRS		31 N	13 NORTH OF SD BORDER	0.0	Struct/Incid	2450	1983	467	0	0	0
20277	1021	BRN		83 N	2 NORTH OF ND 1804	0.0	Structure Items	104	83	21	0	0	0
<b>Subtotal</b>								<b>2554</b>	<b>2066</b>	<b>488</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Transportation Alternatives</b>													
19986	1022	TEO			UTTC ON CAMPUS PHASE 2 BIKE PED	0.0	Bikeway/Walkway	317	200	0	117	0	0
20390	1023	TEU			EDGEWOOD TRAIL - CENTURY TO 43RD	0.0	Bikeway/Walkway	347	278	0	69	0	0
20391	1024	TEU			MANDAN DEPOT	0.0	Bld/Fclty Imp	98	78	0	20	0	0
<b>Subtotal</b>								<b>762</b>	<b>556</b>	<b>0</b>	<b>206</b>	<b>0</b>	<b>0</b>
<b>Emergency Relief</b>													
20337	1025	SER		200 E	2 MI W OF S JCT ND 3	0.5	Grade Raise, Hot Bit Pave	2144	1735	409	0	0	0
<b>Subtotal</b>								<b>2144</b>	<b>1735</b>	<b>409</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Safety</b>													
20098	1026	SHE		83	BISMARCK STATE ST (I-94 TO CALGARY)	1.0	Turn Lanes	2226	2003	223	0	0	0
18845	1027	SHE		83 N	TURN LANES VARIOUS LOCATIONS	0.0	Turn Lanes, Intersect Imp, Lighting	2079	1871	208	0	0	0
20097	1028	SHE		83B	BISMARCK STATE ST (DIVIDE TO I-94)	1.1	Turn Lanes	2000	1800	100	100	0	0
18846	1029	HES		200 E	ND 200 AND HENSLER ROAD	0.0	Recovery App	29	26	3	0	0	0
<b>Subtotal</b>								<b>6334</b>	<b>5700</b>	<b>534</b>	<b>100</b>	<b>0</b>	<b>0</b>
<b>Illustrative</b>													
19329	1030	SNH		200A E	RP 916	0.1	Slide Repair	2914	0	0	0	0	2914
<b>Subtotal</b>								<b>2914</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2914</b>

**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
<b>Transit</b>													
1031	TURB				BISMARCK-CITYWIDE	0.0	TR Planning	201	161	0	40	0	
1032	TURB				BISMARCK-CITYWIDE	0.0	TR Op Assist	2600	1300	150	1150	0	
1033	TURB				BISMARCK-CITYWIDE	0.0	TR Prev Maint	313	250	0	63	0	
1034	TCAP				BISMARCK CITYWIDE	0.0	TR Cap Purchase	196	157	0	39	0	
1035	TE/D				BISMARCK-CITYWIDE	0.0	TR Cap Purchase	385	308	0	77	0	
<b>Subtotal</b>								<b>3695</b>	<b>2176</b>	<b>150</b>	<b>1369</b>	<b>0</b>	
<b>Total</b>								<b>74947</b>	<b>59839</b>	<b>8210</b>	<b>3984</b>	<b>2914</b>	

**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
<b>Fiscal Year: 2015-2017</b>													
<b>Rural</b>													
17603	1101	SNH	P	13 E	JCT 1804 E TO LINTON	12.8	Thin Overlay	2904	2350	554	0	0	0
20206	1102	SS		41 N	W JCT 200 N TO TURTLE LAKE	2.4	Thin Overlay	514	416	98	0	0	0
18843	1103	IM		94 E	STERLING INTR TO BURLEIGH CO LN	10.6	Mill/OI 2" Max	3770	3393	377	0	0	0
18843	1104	IM		94 W	STERLING INTR TO BURLEIGH CO LN	10.6	Mill/OI 2" Max	3301	2971	330	0	0	0
17715	1105	SS		1804 N	WEST LINTON ND 13 N TO HAZELTON JCT	17.0	Thin Overlay	3674	2973	701	0	0	0
17707	1201	NH	P	3 N	JCT 34 N TO I-94 DAWSON	25.6	Hot Bit Pave, Sliver Grading	9253	7488	1765	0	0	0
17717	1202	NH		21 E	JCT 31 E TO JCT 6	18.9	Hot Bit Pave, Sliver Grading	13054	10565	2489	0	0	0
18842	1203	NH	P	83 N	WILTON N TO WASHBURN N	16.7	Thin Overlay, Turn Lanes	4336	3509	827	0	0	0
18842	1204	NH	P	83 S	WILTON N TO WASHBURN	16.4	Thin Overlay, Turn Lanes	4263	3450	813	0	0	0
19744	1205	SIM		94 W	EAGLES NEST TO E NEW SALEM	27.6	CPR, Grinding	2532	2279	253	0	0	0
16826	1301	SS		48 N	CENTER N TO JCT 200A	9.3	Thin Overlay	2186	1769	417	0	0	0
	1302	SS		49 N	GLEN ULLIN E & N TO CO LN	14.6	Hot Bit Pave, Widening	6460	5228	1232	0	0	0
	1303	SIM	P	94 E	GRANT MARSH BRIDGE TO E BIS INTR E	5.6	CPR, Structural OI>3	2469	2222	247	0	0	0
	1304	SIM	P	94 W	GRANT MARSH BR E TO E BIS INTR	5.6	CPR, Structural OI>3	2442	2198	244	0	0	0
<b>Subtotal</b>								<b>61158</b>	<b>50811</b>	<b>10347</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Urban</b>													
	1107	SU	P	981 N	BISMARCK-CITYWIDE	0.0	Signals	320	256	0	64	0	0
20196	1106	SU		981 W	N WASHINGTON ST (CALGARY - 57TH AVE)	0.0	Reconstruction	12500	10000	0	2500	0	0
	1206	SU		6 N	10TH AV SW (HEART RIVER BRIDGE-MAIN)	0.7	CPR	250	202	48	0	0	0
	1207	S-NHU		94 E	INTERSECTION OF MAIN & TWIN CITY DR	0.1	Signals	250	202	23	25	0	0
	1208	SU	P	981 N	CITY WIDE TRAFFIC SIGNALS	0.0	Signals	320	256	0	64	0	0
	1209	SU		988 E	OLD RED TRAIL(HIGHLAND-47TH AV NW)	0.0	Reconstruction, Widening	4000	3200	0	800	0	0
	1305	SU		988 N	27TH ST (1806 TO 8TH AVE NW)	0.0	Reconstruction	1000	809	0	191	0	0
<b>Subtotal</b>								<b>18640</b>	<b>14925</b>	<b>71</b>	<b>3644</b>	<b>0</b>	<b>0</b>
<b>Bridge</b>													
19482	1108	S-BRI		94 E	3 WEST OF US 83 NORTH	0.0	Structur Repair, Structure Paint	2806	2525	281	0	0	0
	1210	IM		94 E	1 WEST OF US 83 NORTH	0.0	Deck Replacment	406	365	41	0	0	0
	1211	SIM		94 E	5 EAST OF US 83 NORTH	0.0	Struct Replace	1298	1050	248	0	0	0
	1306	BRN		21 N	1 WEST OF FLASHER	0.0	Structure Paint	79	63	16	0	0	0
	1307	BRS		31 N	6 NORTH OF I-94	0.0	Structure Paint	55	44	11	0	0	0
	1308	IM		94 E	8 WEST OF ND 31	0.0	Struct Replace	674	607	67	0	0	0
	1309	IM		94 E	6 WEST OF ND 25	0.0	Struct Replace	674	607	67	0	0	0
	1310	SIM		94 E	7 EAST OF US 83 NORTH	0.0	Structure Paint	137	123	14	0	0	0
<b>Subtotal</b>								<b>6129</b>	<b>5384</b>	<b>745</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Safety</b>													
	1109	SHEHES			DISTRICTWIDE RETROREFLECTIVITY	0.0	Signing	1111	1000	111	0	0	0
	1311	SHE		6 N	INTERSECTION OF ND 6 AND 19TH ST SW	0.0	Recovery App, Turn Lanes	167	150	17	0	0	0
	1312	SHE		94 E	EXIT 182 INTERCHANGE LIGHTING	0.0	Intersect Imp	150	135	15	0	0	0
<b>Subtotal</b>								<b>1428</b>	<b>1285</b>	<b>143</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Illustrative</b>													
	1318	TBD	I		MANDAN MAIN ST(10TH AV-TWIN CITY DR)	0.0	CPR	0	0	0	0	0	0
	1319	TBD	I		MANDAN AV (I-94 - OLD RED TRAIL)	0.0	CPR	0	0	0	0	0	0
	1320	TBD	I		MANDAN 6TH AV SE (MAIN-HEART RIVER)	0.0	CPR	0	0	0	0	0	0
	1321	TBD	I		ND 6 (HEART RIVER-19TH ST SW)	0.0	Turn Lanes, Lighting	0	0	0	0	0	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
							<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Transit</b>												
	1110	TURB			BISMARCK-CITYWIDE	0.0	TR Planning	204	163	0	41	0
	1111	TURB			BISMARCK-CITYWIDE	0.0	TR Prev Maint	313	250	0	63	0
	1112	TURB			BISMARCK-CITYWIDE	0.0	TR Op Assist	2700	1350	150	1200	0
	1113	TE/D			BISMARCK-CITYWIDE	0.0	TR Cap Purchase	159	127	0	32	0
	1114	TCAP			BISMARCK-CITYWIDE	0.0	TR Cap Purchase	200	160	0	40	0
	1212	TCAP			BISMARCK-CITYWIDE	0.0	TR Cap Purchase	203	162	0	41	0
	1213	TE/D			BISMARCK CITYWIDE	0.0	TR Cap Purchase	161	129	0	32	0
	1214	TURB			BISMARCK-CITYWIDE	0.0	TR Planning	208	166	0	42	0
	1215	TURB			BISMARCK-CITYWIDE	0.0	TR Prev Maint	313	250	0	63	0
	1216	TURB			BISMARCK-CITYWIDE	0.0	TR Op Assist	2800	1400	150	1250	0
	1313	TURB			BISMARCK-CITYWIDE	0.0	TR Planning	210	168	0	42	0
	1314	TE/D			BISMARCK-CITYWIDE	0.0	TR Cap Purchase	164	131	0	33	0
	1315	TCAP			BISMARCK-CITYWIDE	0.0	TR Cap Purchase	206	165	0	41	0
	1316	TURB			BISMARCK-CITYWIDE	0.0	TR Op Assist	2900	1450	150	1300	0
	1317	TURB			BISMARCK-CITYWIDE	0.0	TR Prev Maint	313	250	0	63	0
							<b>Subtotal</b>	<b>11054</b>	<b>6321</b>	<b>450</b>	<b>4283</b>	<b>0</b>
							<b>Total</b>	<b>98409</b>	<b>78726</b>	<b>11756</b>	<b>7927</b>	<b>0</b>
							<b>Grand Total</b>	<b>173356</b>	<b>138565</b>	<b>19966</b>	<b>11911</b>	<b>2914</b>





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

(In Thousands)

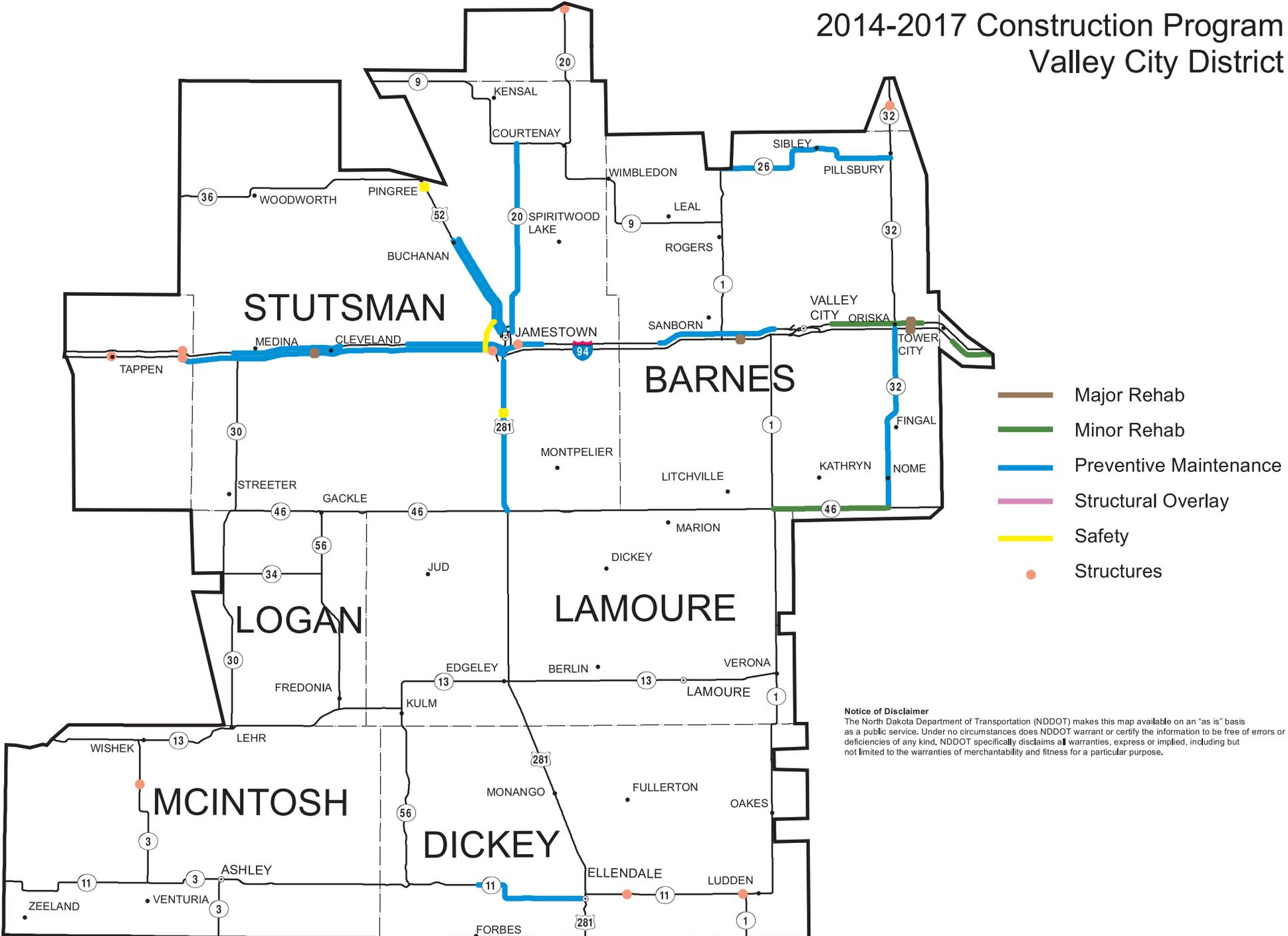
PCN	Map Key	Fund Sourc	Pend	Hwy CMC	Dir	Location	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
<b>Fiscal Year: 2014</b>														
<b>Rural</b>														
	2001 SS		P2014	11	E	FORBES ROAD E TO RR AVE-ELLEDALE	12.9	Mill/OI 2" Max	4684	3791	893	0	0	
18850	2002 SS			26	E	DAZEY TO PILLSBURY	21.4	Thin Overlay	4500	3642	858	0	0	
20278	2003 SS			32	N	W JCT 46 N TO JCT I-94-ORISKA	20.4	Thin Overlay	4290	3472	818	0	0	
20396	2004 IM			94	E	1.5 MI W OF CLEVELAND INTER-EB	0.5	Inslope Repair, Concrete Pipe, Riprap	1200	1080	120	0	0	
18089	2005 SIM			94	E	E CLEVELAND E TO NEAR LIPPERT	7.9	CPR, Grinding	1000	900	100	0	0	
17737	2006 SIM			94	E	NEAR LIPPERT INTR TO NEAR US 281	10.4	CPR, Dowel Retrofit, Grinding, Struct/Incid	879	791	88	0	0	
18856	2007 SIM			94	E	HILL INTR TO BUFFALO	5.1	CPR, Grinding, Pipe Repair	542	488	54	0	0	
<b>Subtotal</b>									<b>17095</b>	<b>14164</b>	<b>2931</b>	<b>0</b>	<b>0</b>	
<b>Urban</b>														
20100	2008 S-NHU			94	E	MAIN ST (CITY LIMITS TO I-94)	0.0	Mill/OI>2<Or=3"	1250	1000	125	125	0	
16868	2009 S-NHU			94	E	MAIN ST (3RD ST SW - 2ND AVE NW)	0.0	Mill/OI>2<Or=3"	426	344	39	43	0	
16869	2010 S-NHU			94	E	MAIN ST (2ND AVE NE - 5TH AVE NE)	0.0	Mill/OI>2<Or=3"	426	344	39	43	0	
20593	2011 S-NHU			94	E	E MAIN ST (9TH AVE SE TO CITY LIMIT)	0.0	Mill/OI 2" Max	350	283	32	35	0	
	2012 SU			987	N	CITYWIDE STORMWATER OUTFALL REHAB	0.0	Drainage Impr.	90	72	0	18	0	
19757	2013 SU			990	N	4TH ST S (8TH AVE SW - 3RD AVE SE)	0.0	Mill/OI>2<Or=3"	300	243	0	57	0	
<b>Subtotal</b>									<b>2842</b>	<b>2286</b>	<b>235</b>	<b>321</b>	<b>0</b>	
<b>Bridge</b>														
20279	2014 S-BRISS			94	E	5 EAST OF ND 3 SOUTH	0.0	Deck Overlay, Beam End Repair	152	123	29	0	0	
20279	2015 S-BRI			94	E	6 WEST OF ND 30	0.0	Beam End Repair	26	21	5	0	0	
20279	2017 S-BRI			94	W	6 WEST OF ND 30	0.0	Beam End Repair	26	21	5	0	0	
20279	2018 S-BRI			94	W	SE JAMESTOWN INTERCHANGE	0.0	Beam End Repair	50	40	10	0	0	
<b>Subtotal</b>									<b>254</b>	<b>205</b>	<b>49</b>	<b>0</b>	<b>0</b>	
<b>Transportation Alternatives</b>														
20386	2019 TEU					VALLEY CITY 9TH ST NE-5TH TO CENTRAL	0.0	Bikeway/Walkway	211	161	0	50	0	
20048	2020 TCSP					VC-7TH ST SE-JDEERE PLNT E TO BIS94	0.0	Grade, Aggr Base, PCC Pave	1200	800	0	400	0	
<b>Subtotal</b>									<b>1411</b>	<b>961</b>	<b>0</b>	<b>450</b>	<b>0</b>	
<b>Emergency Relief</b>														
20400	2021 SERIM			94	E	HOBART LAKE-3 MI W OF JCT ND 1-EB/WB	0.5	Inslope Repair, Concrete Pipe, Riprap	1500	1350	150	0	0	
<b>Subtotal</b>									<b>1500</b>	<b>1350</b>	<b>150</b>	<b>0</b>	<b>0</b>	
<b>Total</b>									<b>23102</b>	<b>18966</b>	<b>3365</b>	<b>771</b>	<b>0</b>	

**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
<b>Fiscal Year: 2015-2017</b>													
<b>Rural</b>													
18590	2101	SNH	P	52 E	4 LANE BUCHANAN SE TO JAMESTOWN	11.7	Thin Overlay	2666	2158	508	0	0	0
18590	2102	SNH	P	52 W	4-LANE BUCHANAN SE TO JAMESTOWN	11.6	Thin Overlay	2627	2126	501	0	0	0
20164	2103	SIM		94 E	3 MI E OF JCT ND 32 AT RP 305	1.0	Concrete Pipe	312	281	31	0	0	0
17739	2104	SIM		94 W	W LIPPERT E TO E BLOOM INTER	15.3	CPR, Grinding	1238	1114	124	0	0	0
20164	2105	SIM		94 W	3 MI E OF JCT ND 32 AT RP 305	1.0	Concrete Pipe	312	281	31	0	0	0
18088	2201	SIM		94 E	CRYSTAL SPRINGS TO STREETER	6.1	CPR, Dowel Retrofit, Grinding	727	654	73	0	0	0
18088	2202	SIM		94 E	STREETER INTR E TO 1 MI E MEDINA	3.3	CPR, Dowel Retrofit, Grinding	388	349	39	0	0	0
	2203	SIM		94 W	ECKELSON E TO E ND 1-OAKES	13.2	CPR, Grinding	1567	1410	157	0	0	0
	2204	SNH	P	281 N	ND 46 N TO I-94	16.9	Thin Overlay	3666	2967	699	0	0	0
18853	2301	SS		20 N	JAMESTOWN N TO W JCT 9	21.3	Thin Overlay	5240	4241	999	0	0	0
19714	2302	SS		46 E	SLIDE REPAIR AT RP 67.54	12.9	Selective Grade, Slide Repair	337	273	64	0	0	0
17113	2303	SIM		94 E	1 MI E MEDINA TO E CLEVELAND	9.0	CPR, Dowel Retrofit, Grinding	1318	1186	132	0	0	0
17738	2304	SIM		94 W	W ND 30 INTER E TO E CLEVELAND	12.2	CPR, Grinding	1478	1330	148	0	0	0
	2305	SIM	P	94 W	E OF VALLEY CITY E TO TOWER CITY	10.1	Hot Bit Pave, Milling	6518	5866	652	0	0	0
<b>Subtotal</b>								<b>28394</b>	<b>24236</b>	<b>4158</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Urban</b>													
	2207	SU		990 N	2ND AVE NE (2ND ST NE-4TH ST NE)	0.0	Mill/OI>2<Or=3"	100	81	0	19	0	0
	2208	SU		990 N	6TH ST NE (CENTRAL - 8TH AVE NE)	0.0	Mill/OI>2<Or=3"	325	263	0	62	0	0
	2310	NHU		987 W	17TH ST (WB I-94 - US 281)	0.0	Reconstruction	5000	4000	500	500	0	0
	2311	NHU		987 W	17TH ST (WB I-94 - US 281)	0.0	Reconstruction	5000	4000	0	1000	0	0
<b>Subtotal</b>								<b>10425</b>	<b>8344</b>	<b>500</b>	<b>1581</b>	<b>0</b>	<b>0</b>
<b>Bridge</b>													
20280	2106	SS		11 N	6 EAST OF ELLENDALE	0.0	Deck Overlay	120	97	23	0	0	0
20280	2107	SS		11 N	1 WEST OF LUDDEN	0.0	Approach Slabs, Deck Replacment	426	345	81	0	0	0
	2108	S-BRI		94 E	1 WEST OF US 281	0.0	Structure Paint	54	49	5	0	0	0
20281	2209	SS		32 N	3 SOUTH OF ND 38	0.0	Struct Replace	337	270	67	0	0	0
	2306	SS		3 N	4 SOUTH OF WISHEK	0.0	Struct Replace	84	68	16	0	0	0
	2307	SS		20 N	GLENFIELD	0.0	Approach Slabs, Struct/Incid	84	68	16	0	0	0
<b>Subtotal</b>								<b>1105</b>	<b>897</b>	<b>208</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Safety</b>													
20352	2109	SHE		52 E	JAMESTOWN BYPASS	3.5	Widening, Hot Bit Pave, Signing	396	356	40	0	0	0
	2110	SHEHES			DISTRICTWIDE RETROREFLECTIVITY	0.0	Signing	1111	1000	111	0	0	0
	2308	SHE		52 E	US 52 & ND 36 IN PINGREE	0.0	Turn Lanes	100	90	10	0	0	0
	2309	SHE		281 N	US 281 AND 43RD ST SE (YPSILANTI)	0.0	Turn Lanes, Intersect Imp	120	108	12	0	0	0
<b>Subtotal</b>								<b>1727</b>	<b>1554</b>	<b>173</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total</b>								<b>41651</b>	<b>35031</b>	<b>5039</b>	<b>1581</b>	<b>0</b>	<b>0</b>
<b>Grand Total</b>								<b>64753</b>	<b>53997</b>	<b>8404</b>	<b>2352</b>	<b>0</b>	<b>0</b>

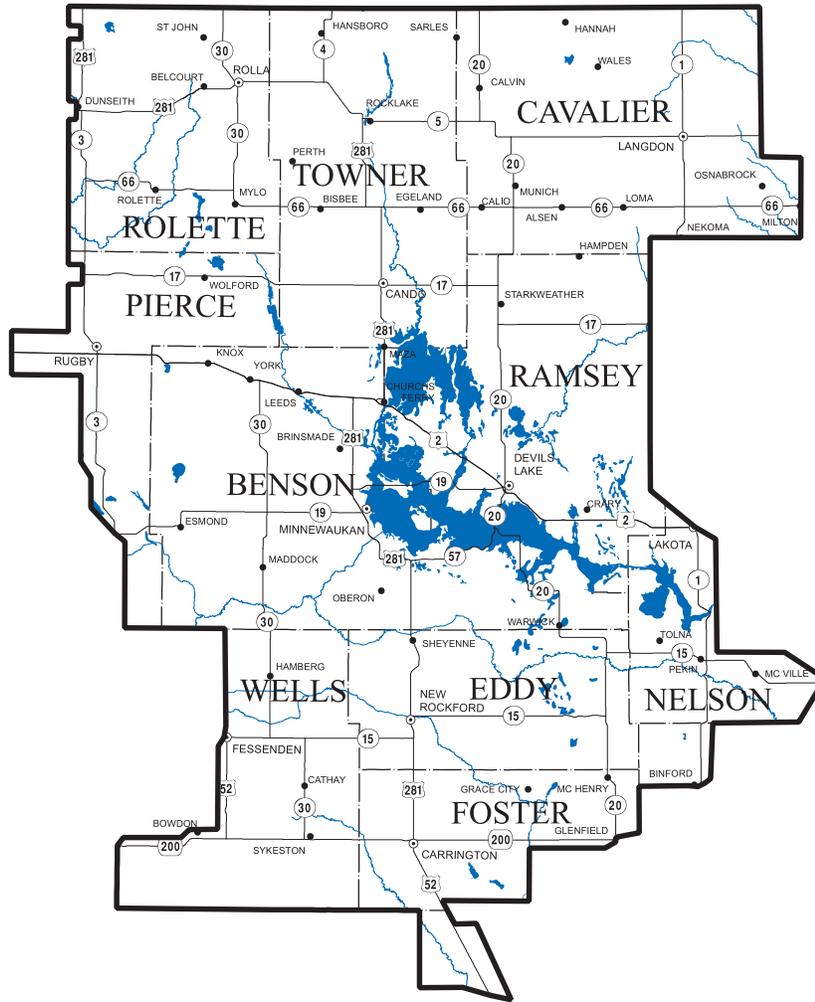
# 2014-2017 Construction Program Valley City District



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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	Location	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
<b>Fiscal Year: 2014</b>													
<b>Rural</b>													
20283	3001	SNH		1 N	JCT 65 N TO JCT 2	34.7	ITS, Selectiv Subcut	1038		840	198	0	0
18096	3002	SNH		2 W	LEEDS BYPASS E TO E JCT 281	12.2	Thin Overlay	2557	2069	488	0	0	
19738	3003	SNH	P2014	2 W	DEVILS LAKE E TO 2 MI E CRARY	11.2	Thin Overlay	2127	1721	406	0	0	
18871	3004	SNH		5 E	LANGDON CITY - 4TH ST TO E ND 1	0.2	CPR	130	105	25	0	0	
18871	3005	SNH		5 E	LANGDON CITY - JCT ND 1	0.0	Intersect Imp	352	285	67	0	0	
18863	3006	SS		17 E	N JCT 20 S TO STARKWEATHER	2.0	Culvert Rehab, Hot Bit Pave, Sliver Grading, Subcut	1307	1058	249	0	0	
18112	3007	SS		17 E	STARKWEATHER S TO EDMORE	22.5	Culvert Rehab, Hot Bit Pave, Subcut, Turn Lanes	6892	5578	1314	0	0	
18865	3008	SS		20 N	N JCT 17 TO E JCT 5 - CLYDE	20.8	Culvert Rehab, Hot Bit Pave, Sliver Grading, Subcut	13023	10540	2483	0	0	
20284	3009	SNH		200 E	4 MILES W OF GLENFIELD	0.5	Widening	304	246	58	0	0	
18096	3023	NH		281 N	JCT US 2 N 0.4 MI	0.4	Thin Overlay	79	64	15	0	0	
19254	3010	SNH		281 N	CANDO CITY SECTION	1.0	Culvert Rehab, Mill/OI>2<Or=3"	1105	894	211	0	0	
18107	3011	SS		281B N	CHURCHS FERRY SPUR NORTH	0.8	Hot Bit Pave, Selective Grade	750	607	143	0	0	
<b>Subtotal</b>								<b>29664</b>	<b>24007</b>	<b>5657</b>	<b>0</b>	<b>0</b>	
<b>Urban</b>													
15648	3012	SIB		2	END CONC TO DL - EB/WB	5.0	SIB Payback	381	308	73	0	0	
20101	3013	NHU		2 E	US 2 AND ND 20	0.0	Rehabilitation	500	400	100	0	0	
20101	3014	NHU		2 E	US 2 AND ND 19	0.0	Rehabilitation	500	400	100	0	0	
15852	3015	SU		982 E	5TH AVE SE (HWY 2 - 1ST ST NE)	0.0	Rehabilitation	531	425	0	106	0	
<b>Subtotal</b>								<b>1912</b>	<b>1533</b>	<b>273</b>	<b>106</b>	<b>0</b>	
<b>Bridge</b>													
18881	3016	BRNSNH		281 N	NEW ROCKFORD NORTH TO N JCT ND 15	0.4	Grading & Pave, Hot Bit Pave, Lighting, Struct Replace	2742	2218	486	38	0	
<b>Subtotal</b>								<b>2742</b>	<b>2218</b>	<b>486</b>	<b>38</b>	<b>0</b>	
<b>Transportation Alternatives</b>													
20381	3017	TEO			COGHLAN CASTLE TURNOUTS	0.0	Landscaping	110	88	0	22	0	
19305	3024	TEO			TURTLE MT CHIPPEWA WILDERNESS PATH	0.0	Bikeway/Walkway	135	108	0	0	27	
<b>Subtotal</b>								<b>245</b>	<b>196</b>	<b>0</b>	<b>22</b>	<b>27</b>	
<b>Emergency Relief</b>													
20349	3018	SERNH		200 E	NEAR CHASELEY - PERM GRADE RAISE	2.0	Grade Raise, Hot Bit Pave, Pipe Replacemnt, Riprap	3000	2428	572	0	0	
<b>Subtotal</b>								<b>3000</b>	<b>2428</b>	<b>572</b>	<b>0</b>	<b>0</b>	
<b>Safety</b>													
18884	3019	HES	P2014	66 E	9 WEST OF US 281	0.5	Struct Replace, Selective Grade	886	797	89	0	0	
20006	3020	HES			RUMBLE STRIPS ON BIA ROADS (CL, EL)	0.0	Rumble Stripes	245	245	0	0	0	
	3021	HES			BIA ROUTE 25	0.0	Culvert Rehab, Slope Flatten	35	35	0	0	0	
20286	3022	HES			VARIOUS LOCATIONS	0.0	Recovery App	16	14	2	0	0	
<b>Subtotal</b>								<b>1182</b>	<b>1091</b>	<b>91</b>	<b>0</b>	<b>0</b>	
<b>Total</b>								<b>38745</b>	<b>31473</b>	<b>7079</b>	<b>166</b>	<b>27</b>	

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

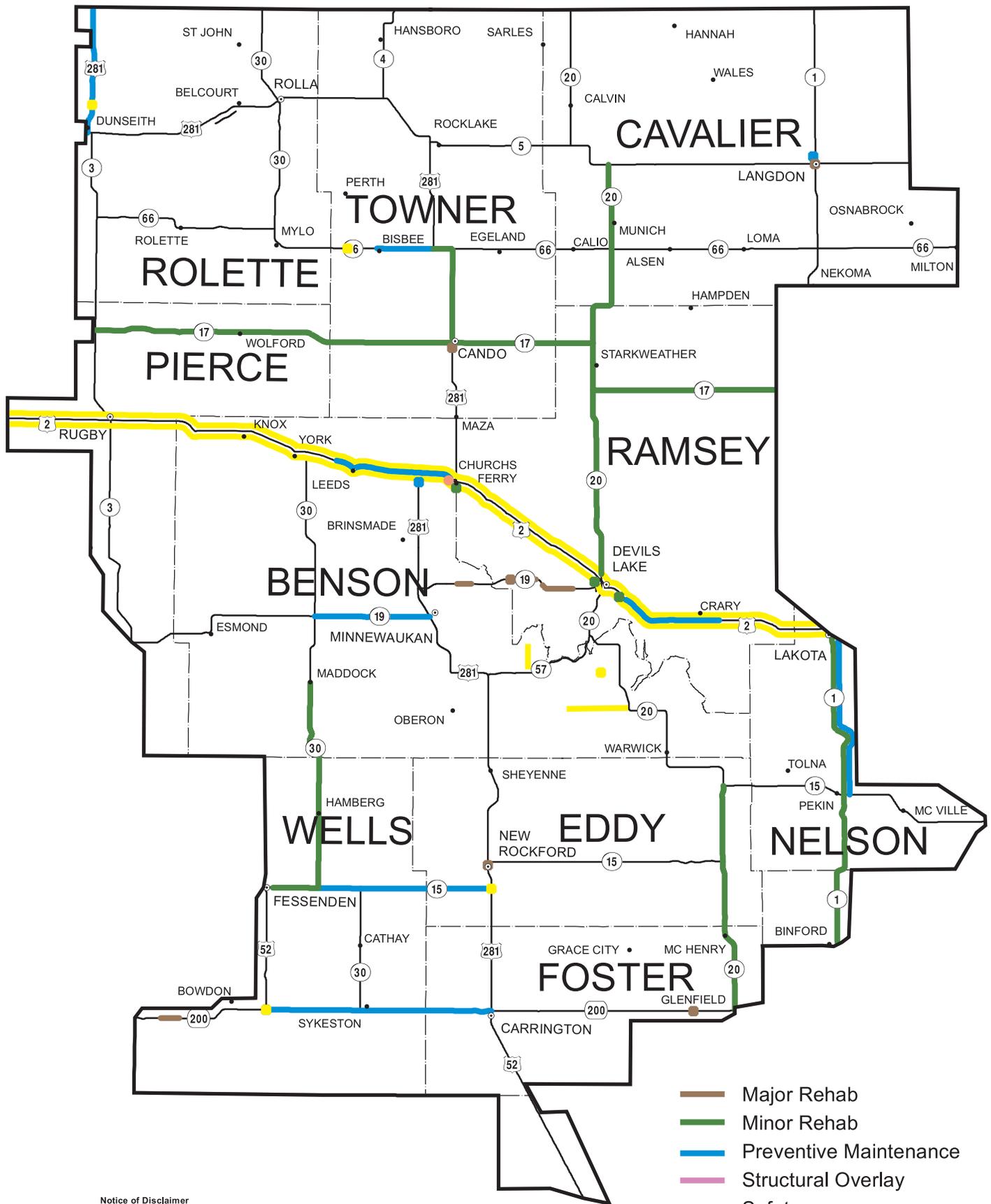
(In Thousands)

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
<b>Fiscal Year: 2015-2017</b>													
<b>Rural</b>													
17776	3101	SNH		15 E	RR UNDERPASS E TO W JCT 30	4.9	Asp OI>2"<Or=3"	1641	1328	313	0	0	
17777	3102	NH		15 E	E JCT ND 30 E TO S JCT US 281	13.9	Thin Overlay	3041	2461	580	0	0	
17784	3103	NH		30 N	E JCT ND 15 TO W JCT ND 15	4.5	Thin Overlay	981	794	187	0	0	
19740	3104	SS		30 N	W JCT 15 N TO N EDGE MADDOCK	22.8	Asp OI>2"<Or=3", Pipe Replacemt, Selectiv Subcut,	5426	4391	1035	0	0	
18878	3105	SNH	P	52 E	W JCT 200 E TO E JCT 200-CARRINGTON	24.0	Thin Overlay	5449	4410	1039	0	0	
	3201	SNH		1 N	JCT 15-PEKIN-TO STUMP LAKE	5.0	Microsurfacing	919	744	175	0	0	
	3202	SS		1 N	STUMP LAKE	2.4	Microsurfacing	446	361	85	0	0	
	3203	SNH		1 N	STUMP LAKE TO 1 MI S LAKOTA	9.6	Microsurfacing	1767	1430	337	0	0	
18874	3204	SS		20 N	JCT 200 TO S JCT 15	16.3	Thin Overlay, Pipe Replacemt, Pipe Extension, Subcut	1818	1471	347	0	0	
17765	3205	SS		20 N	S JCT 15 TO N JCT 15	8.1	Approach Slabs, Culvert Rehab, Thin Overlay, Subcut	1698	1374	324	0	0	
17783	3206	SS		20 N	DEVILS LAKE N TO WEBSTER	10.5	Blnded Bit Base, Thin Overlay, Selectiv Subcut, Struct/Incid	2953	2390	563	0	0	
18178	3207	SS		20 N	S END WEBSTER TO S JCT 17	9.3	Culvert Rehab, Thin Overlay, Milling, Selectiv Subcut,	2644	2140	504	0	0	
	3301	NH		2 W	DEVILS LAKE - FRONTAGE ROADS	1.0	Drainage Impr., Mill/OI>2<Or=3", Subcut	1000	809	191	0	0	
20285	3302	SS		17 E	JCT 3 EAST TO JCT 20	53.3	Box Culv Ext, Guardrail, ITS, Recovery App, Selectiv Subcut	2898	2345	553	0	0	
18873	3303	SS		19 E	JCT 30 TO S JCT US 281	12.2	Thin Overlay	2893	2341	552	0	0	
	3304	SS		19 E	RP 139.505 TO RP 140.893	1.5	Hot Bit Pave, Pipe Replacemt, Widening	2812	2276	536	0	0	
	3305	SS		19 E	RP 145.189 TO RP 145.50	0.3	Hot Bit Pave, Pipe Replacemt, Turn Lanes, Widening	531	430	101	0	0	
	3306	SS		19 E	RP 145.50 TO RP 147.956	2.4	Hot Bit Pave, Pipe Replacemt, Widening	2838	2297	541	0	0	
	3307	SS		19 E	RP 148.90 TO RP 152.290	3.4	Hot Bit Pave, Pipe Replacemt, Turn Lanes, Widening	4078	3300	778	0	0	
17785	3308	SS		66 E	BISBEE E TO W JCT 281	6.0	Milling, Thin Overlay	1409	1140	269	0	0	
	3309	NH		281 N	CANDO N TO W JCT 66	11.5	Asp OI>2"<Or=3", Aggr Shoulders, Selectiv Subcut	5969	4831	1138	0	0	
	3310	SNH	P	281 N	MUNICIPAL SECTION - DUNSEITH	0.7	Bikeway/Walkway, Mill/OI 2" Max	409	331	78	0	0	
	3311	SNH	P	281 N	DUNSEITH N TO STATE LINE	12.8	Thin Overlay	3148	2548	600	0	0	
<b>Subtotal</b>								<b>56768</b>	<b>45942</b>	<b>10826</b>	<b>0</b>	<b>0</b>	
<b>Urban</b>													
15648	3106	SIB		2	END CONC TO DL - EB/WB	5.0	SIB Payback	90	73	17	0	0	
17505	3208	NHU		19 E	ND 19 (3RD AVE NW - JCT ND 20)	0.2	Reconstruction	1650	1335	236	79	0	
17504	3209	NHU		20 N	ND 20 (3RD ST W - 6TH ST W)	0.0	Reconstruction, Struct/Incid	12690	10152	1502	1036	0	
	3312	SU		2 E	FRONTAGE RDS ON US 2 AND ND 20	0.6	Subcut, Mill/OI>2<Or=3"	1250	1000	0	250	0	
	3313	NHU		19 E	NEAR AIRPORT TO JCT US 2	1.9	Hot Bit Pave, Widening, Pipe Replacemt, Turn Lanes	2700	2160	270	270	0	
<b>Subtotal</b>								<b>18380</b>	<b>14720</b>	<b>2025</b>	<b>1635</b>	<b>0</b>	
<b>Safety</b>													
20139	3107	SHE		2 E	W DIST BNDRY TO E DIST BNDRY - E&W	94.9	Turn Lanes	3000	2700	300	0	0	
20287	3108	SHE		52 E	WEST JCT US 52 & ND 200	0.0	Intersect Imp	800	720	80	0	0	
20288	3109	SHE		281 N	US 281 AND 99TH ST NE	0.0	Intersect Imp	80	72	8	0	0	
20289	3210	SHE		281 N	US 281 AT S JCT ND 15	0.0	Turn Lanes	70	63	7	0	0	
	3211	SHEHES			DISTRICTWIDE RETROREFLECTIVITY	0.0	Signing	556	500	56	0	0	
	3314	HES			BIA 1 & BIA 6 SOUTH OF ST. MICHAEL	0.0	Recovery App	40	40	0	0	0	
	3315	HES			BIA 21 - 3 MILES WEST OF TOKIO	0.0	Widening, Signing	225	225	0	0	0	
<b>Subtotal</b>								<b>4771</b>	<b>4320</b>	<b>451</b>	<b>0</b>	<b>0</b>	

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

PCN	Map	Fund	Pend	Hwy Dir	Location	Length	Work Type	(In Thousands)								
								Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund			
<b>Illustrative</b>																
18882	3110	NH		281	N 1 NORTH US 2	0.0	Struct Replace		9620		0		0		0	9620
							<b>Subtotal</b>		<b>9620</b>		<b>0</b>		<b>0</b>		<b>0</b>	<b>9620</b>
							<b>Total</b>		<b>89539</b>		<b>64982</b>		<b>13302</b>		<b>1635</b>	<b>9620</b>
							<b>Grand Total</b>		<b>128284</b>		<b>96455</b>		<b>20381</b>		<b>1801</b>	<b>9647</b>

# 2014-2017 Construction Program - Devils Lake District

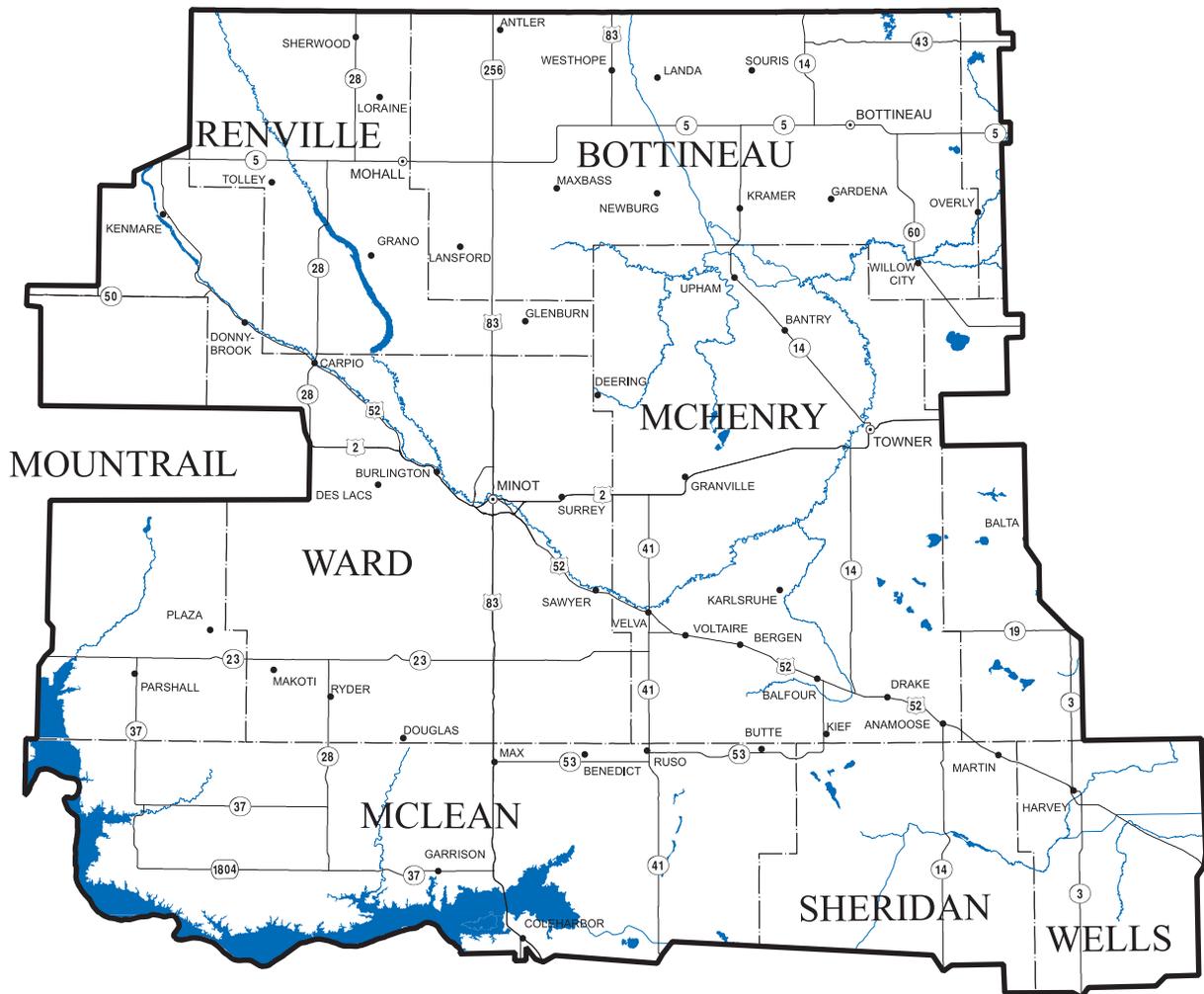


- Major Rehab
- Minor Rehab
- Preventive Maintenance
- Structural Overlay
- Safety
- Structures

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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	
<b>Fiscal Year: 2014</b>														
<b>Rural</b>														
19795	4001	NH		2 E	RP 134.3 TO RP 134.5	0.2	Slide Repair		370	299	71	0	0	
<b>Subtotal</b>									<b>370</b>	<b>299</b>	<b>71</b>	<b>0</b>	<b>0</b>	
<b>Urban</b>														
19540	4002	NHU		83 N	NORTH OF U.S. 2 NORTH	0.0	Deck Replacment, Approach Slabs, Struct/Incid		3461	2801	314	346	0	
20127	4003	S-NHU		83 N	INTERSECTION BROADWAY & UNIV AVE	0.0	Signal Revision		70	57	6	7	0	
20176	4004	SU		989 E	37TH AVE SE (US 83 - 13TH ST)	0.0	Reconstruction		6820	5230	0	1590	0	
20187	4005	SU		989 N	16TH ST SW & 37TH AVE SW	0.0	Signals		50	40	0	10	0	
<b>Subtotal</b>									<b>10401</b>	<b>8128</b>	<b>320</b>	<b>1953</b>	<b>0</b>	
<b>Bridge</b>														
18912	4006	U-BRN		83 S	NORTH OF U.S. HWY 2 N	0.0	Deck Replacment, Approach Slabs, Struct/Incid		3707	3000	336	371	0	
<b>Subtotal</b>									<b>3707</b>	<b>3000</b>	<b>336</b>	<b>371</b>	<b>0</b>	
<b>Transportation Alternatives</b>														
20382	4007	TEO			LAKE METIGOSHE TRAIL ST PARK SOUTH	0.0	Bikeway/Walkway		208	168	0	40	0	
20387	4008	TEU			MINOT 13THST SE-16TH AV TO 18TH AV	0.0	Bikeway/Walkway		126	100	26	0	0	
20385	4009	TEO			MOHALL PATH TO FAIRGROUNDS ALONG ND5	0.0	Bikeway/Walkway		170	135	0	35	0	
20384	4010	TEO			MINOT TO VELVA TRAIL NEAR BELLSCHOOL	0.0	Bikeway/Walkway		250	200	0	50	0	
<b>Subtotal</b>									<b>754</b>	<b>603</b>	<b>26</b>	<b>125</b>	<b>0</b>	
<b>Safety</b>														
19931	4011	SHE		2	DIST BNDRY TO 1 MI W OF SURREY-EB/WB	30.9	Turn Lanes		1550	1395	155	0	0	
18915	4012	SHE		52 E	ND 52 AND ND 3 NEAR HARVEY	0.5	Turn Lanes		523	471	52	0	0	
<b>Subtotal</b>									<b>2073</b>	<b>1866</b>	<b>207</b>	<b>0</b>	<b>0</b>	
<b>Total</b>									<b>17305</b>	<b>13896</b>	<b>960</b>	<b>2449</b>	<b>0</b>	

Map Keys 4002 & 4006 are Workforce Safety and Mobility Significant Projects

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

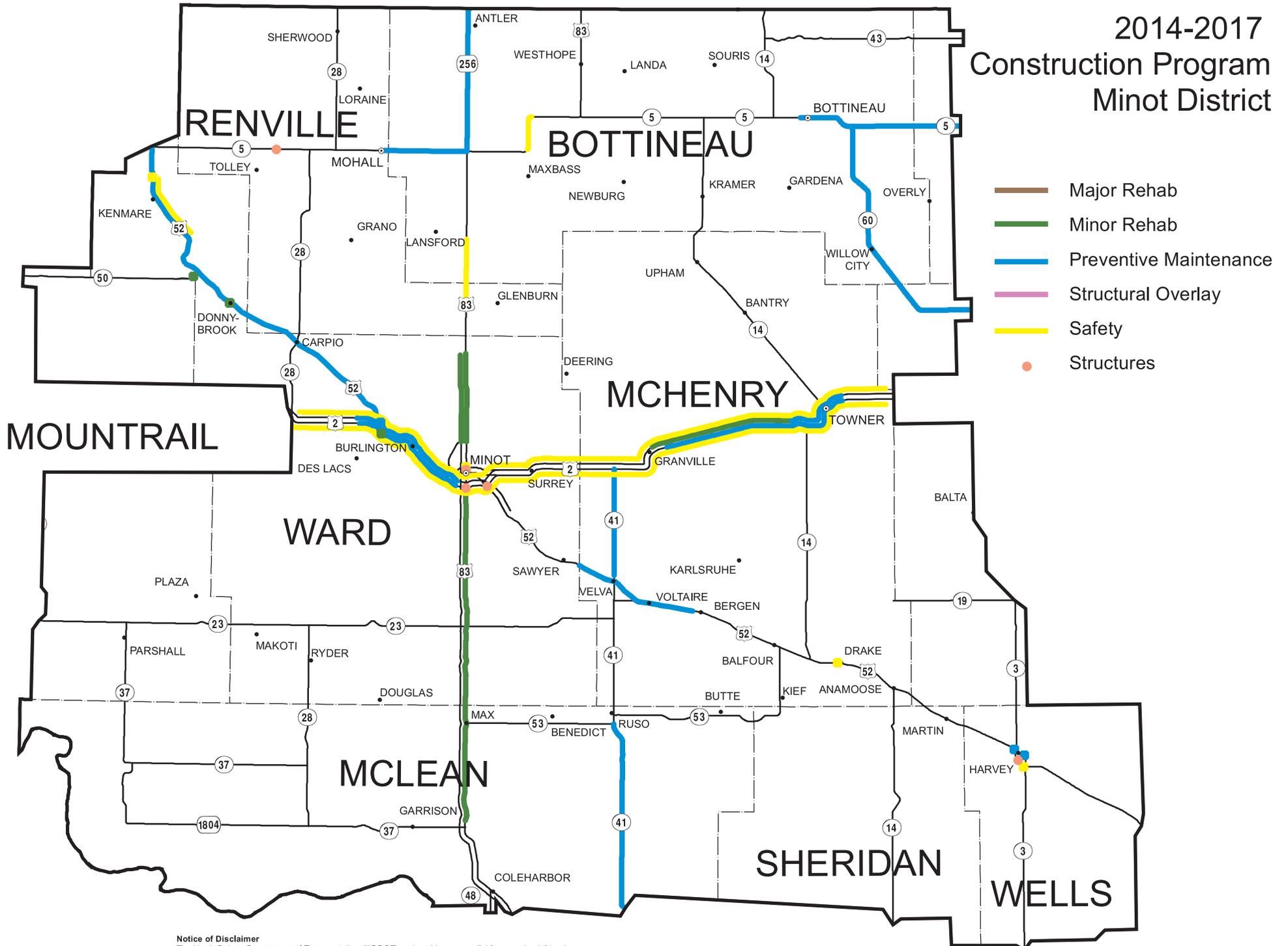
(In Thousands)

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
<b>Fiscal Year: 2015-2017</b>													
<b>Rural</b>													
18186	4101	NH		2 E	3 MI W OF JCT 52 TO 1 MI W JCT 83	13.9	Microsurfacing	2219	1796	423	0	0	
18888	4102	NH		2 E	1.7 MI E GRANVILLE TO 2 MI W JCT 14	14.6	CPR, Grinding	6706	5427	1279	0	0	
18186	4103	NH		2 W	3 MI W OF JCT 52 TO 1 MI W JCT 83	14.2	Microsurfacing	2261	1830	431	0	0	
18224	4104	NH		5 E	W BOTTINEAU TO W JCT 281-DUNSEITH	18.9	Milling, Thin Overlay	4130	3342	788	0	0	
18885	4105	SS		41 N	TURTLE LAKE N TO S JCT 53	21.6	Thin Overlay	4714	3815	899	0	0	
18598	4106	NH	P	52 E	E JCT 52/5 TO 1 MI N KENMARE	5.1	Thin Overlay	1100	890	210	0	0	
17797	4107	SS		60 N	JCT ND 3-VIA WILLOW CITY	14.5	Thin Overlay	3166	2562	604	0	0	
20409	4108	NH	P	83 N	1 MI N JCT 37 TO 0.5 MI S JCT 23	21.9	Asp Ol>2"<Or=3", ITS	12403	10038	2365	0	0	
19236	4201	NH	P	2 W	E GRANVILLE TO 2 MI W JCT 14	16.0	Sliver Grading, Thin Overlay	5164	4179	985	0	0	
	4202	SNH		5 E	MOHALL TO W JCT 83-RENVILLE CORNER	9.4	Thin Overlay	2141	1733	408	0	0	
18228	4203	SS		41 N	VELVA N TO JCT 2-NORWICH	12.1	Thin Overlay	2402	1944	458	0	0	
19796	4204	SS		50 E	RP 99.5 TO RP 99.8	0.3	Slide Repair	812	657	155	0	0	
19071	4205	SNH		52 E	NEAR DONNYBROOK	0.0	Slide Repair	166	134	32	0	0	
19952	4206	SNH		52 E	RP 58.9 TO RP 59.25	0.3	Drainage Impr., Slide Repair	337	273	64	0	0	
	4207	SNH		52B E	S EDGE OF HARVEY S TO JCT 3 & 52	1.4	Thin Overlay	314	254	60	0	0	
19756	4208	SS		60 N	WILLOW CITY N TO JCT 5	15.4	Thin Overlay	3491	2825	666	0	0	
18886	4209	SS		91 E	HARVEY SPUR	0.3	Thin Overlay	64	52	12	0	0	
18231	4210	SS		256 N	JCT 5 & 83 N TO CANADIAN LINE	16.4	Thin Overlay	3723	3013	710	0	0	
	4301	SNH		2 E	2 MI W JCT 14 TO 1.5 MI E TOWNER	7.7	Thin Overlay	1814	1468	346	0	0	
	4302	SNH		2 W	2 MI W JCT 14 TO 1.5 MI E TOWNER	7.7	Thin Overlay	1813	1467	346	0	0	
	4303	SNH		52 E	KENMARE TO BROOKS JCT	39.6	Microsurfacing	7565	6122	1443	0	0	
19748	4304	SNH	P	52 E	CO LN-SAWYER-SE TO 1 MI W BERGEN	14.3	Thin Overlay	3354	2714	640	0	0	
18907	4305	SNH		52 W	NEAR JCT US 2 (BROOKS JCT)	0.7	Microsurfacing	138	112	26	0	0	
	4306	SNH	P	83 N	0.5 MI S JCT 23 TO NEAR MINOT	15.6	Asp Ol>2"<Or=3"	5728	4636	1092	0	0	
18220	4307	SNH		83 N	MINOT TO AFB	10.1	Asp Ol>2"<Or=3"	3701	2995	706	0	0	
18221	4308	SNH		83 S	MINOT TO AFB	9.9	Asp Ol>2"<Or=3"	3623	2932	691	0	0	
							<b>Subtotal</b>	<b>83049</b>	<b>67210</b>	<b>15839</b>	<b>0</b>	<b>0</b>	
<b>Urban</b>													
20597	4109	NHU		2 E	US 2/52 INTERCHANGE	0.0	Lighting	400	324	76	0	0	
18186	4110	NHU		2 E	2.5 MI W TO 1 MI W OF JCT 83-EB/WB	1.4	Microsurfacing	472	382	90	0	0	
	4112	NHU	P	2 E	JCT US 83 & US 2-52	0.0	Deck Overlay, Approach Slabs	780	631	149	0	0	
20600	4111	S-NHU	P	83 N	US 83 (CO HWY 14-20TH AV SW) NB/SB	0.8	Microsurfacing	136	109	20	7	0	
	4309	NHU		2 E	BURDICK EXPWY (9TH ST SE-15TH ST SE)	0.5	Reconstruction	5196	3550	398	1248	0	
	4310	NHU	P	83 N	S OF MINOT CITY LIMIT NORTH	0.5	Asp Ol>2"<Or=3"	159	129	30	0	0	
							<b>Subtotal</b>	<b>7143</b>	<b>5125</b>	<b>763</b>	<b>1255</b>	<b>0</b>	
<b>Bridge</b>													
	4113	NH		5 N	4 WEST OF N.D. HWY 28 S	0.0	Deck Replacment	398	322	76	0	0	
	4211	SBR		2 E	NE JCT U.S. HWY 2 & 52	0.0	Structure Paint	141	113	28	0	0	
	4212	SBR		52 E	1 NORTHWEST OF ND 3 SOUTH	0.0	Structure Paint	88	70	18	0	0	
							<b>Subtotal</b>	<b>627</b>	<b>505</b>	<b>122</b>	<b>0</b>	<b>0</b>	
<b>Safety</b>													
20138	4114	SHE		2	1 MI W OF SURREY TO DIST BNDRY - E&W	44.7	Turn Lanes	1500	1350	150	0	0	
20331	4115	HES		52 E	TURN LANES ALONG US 52, NEAR DRAKE	0.0	Turn Lanes	150	135	15	0	0	
20290	4116	SHE		52 E	US 52 RR CROSSING (NORTH OF KENMARE)	0.0	Intersect Imp	36	32	4	0	0	
18917	4117	SHE		83	VAR INTERSECTIONS ON US 83	0.0	Turn Lanes	240	216	24	0	0	
20291	4118	SHE		83 N	US 83 RADIAL T INTERSECTIONS	4.0	Intersect Imp	246	221	25	0	0	

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

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
		4213 SHEHES			DISTRICTWIDE RETROREFLECTIVITY	0.0	Signing		556	500	56	0	0
							<b>Subtotal</b>		<b>2728</b>	<b>2454</b>	<b>274</b>	<b>0</b>	<b>0</b>
							<b>Total</b>		<b>93547</b>	<b>75294</b>	<b>16998</b>	<b>1255</b>	<b>0</b>
							<b>Grand Total</b>		<b>110852</b>	<b>89190</b>	<b>17958</b>	<b>3704</b>	<b>0</b>

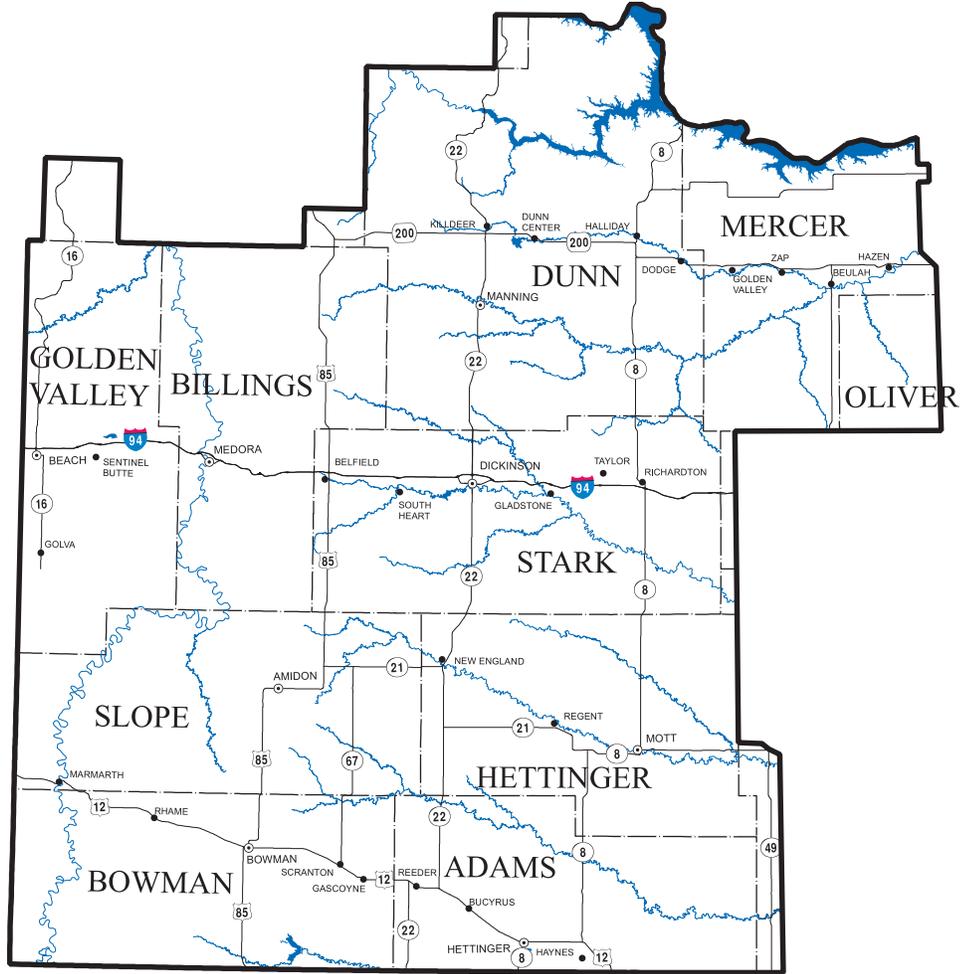
# 2014-2017 Construction Program Minot District



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# 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 CMC	Length	Work Type	(In Thousands)					
								Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
<b>Fiscal Year: 2014</b>													
<b>Rural</b>													
18686	5001	NH	P2014	49 N	CO LN N TO BEULAH	18.5	Aggr Shoulders, Hot Bit Pave, Struct/Incid, Turn Lanes,	10916	8834	2082	0	0	
19728	5002	NH	P2014	85 N	0.25 MI S CO LN TO BELFIELD	19.1	Thin Overlay	3968	3211	757	0	0	
<b>Subtotal</b>								<b>14884</b>	<b>12045</b>	<b>2839</b>	<b>0</b>	<b>0</b>	
<b>Urban</b>													
20581	5003	SU		983 N	10TH AVE W(15TH ST W-21ST ST W)	0.0	Mill/OI>2<Or=3"	700	560	0	140	0	
20038	5004	SOIA			DICKINSON RR GRADE SEP	0.0	Struct/Incid	25000	0	25000	0	0	
<b>Subtotal</b>								<b>25700</b>	<b>560</b>	<b>25000</b>	<b>140</b>	<b>0</b>	
<b>Bridge</b>													
20180	5005	SOIA		94 E	116TH AVE INTERCHANGE EB/WB	1.0	Grade, Hot Bit Pave, PCC Pave, Struct/Incid	28160	0	28160	0	0	
<b>Subtotal</b>								<b>28160</b>	<b>0</b>	<b>28160</b>	<b>0</b>	<b>0</b>	
<b>Transportation Alternatives</b>													
20377	5006	TEO			BEACH WALKING & BIKING TRAIL	0.0	Bikeway/Walkway	250	200	0	50	0	
<b>Subtotal</b>								<b>250</b>	<b>200</b>	<b>0</b>	<b>50</b>	<b>0</b>	
<b>Emergency Relief</b>													
20464	5009	SER		8 N	2 MI N OF JCT ND 1806	0.7	Slide Repair	2000	2000	0	0	0	
<b>Subtotal</b>								<b>2000</b>	<b>2000</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Safety</b>													
19988	5007	HES		21 E	JCT US 85 TO JCT ND 22	15.7	Selective Grade, Recovery App	1956	1760	196	0	0	
20159	5008	HES		22 N	W JCT ND 21 N THRU NEW ENGLAND	1.8	Turn Lanes, Recovery App	1271	1144	127	0	0	
<b>Subtotal</b>								<b>3227</b>	<b>2904</b>	<b>323</b>	<b>0</b>	<b>0</b>	
<b>Total</b>								<b>74221</b>	<b>17709</b>	<b>56322</b>	<b>190</b>	<b>0</b>	

**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
<b>Fiscal Year: 2015-2017</b>													
<b>Rural</b>													
19729	5101	SNH	P	8 N	WEST JCT 21 EAST TO MOTT	7.8	Culvert Rehab, Hot Bit Pave, Sliver Grading	4693	3798	895	0	0	0
18248	5102	NH		12 E	HETTINGER TO STATE LINE	14.0	Thin Overlay	3050	2468	582	0	0	0
18919	5103	SS		21 E	S JCT 22 E TO W JCT ND 8	21.0	Microsurfacing	3722	3012	710	0	0	0
18920	5104	SS		22 N	STATE LINE N TO W JCT 12-REEDER	11.9	Microsurfacing	2112	1709	403	0	0	0
18931	5105	SNH	P	85 N	AMIDON N TO 9.7 MI N AMIDON	10.0	Thin Overlay	2270	1837	433	0	0	0
17824	5106	SIM		94 E	EXIT 1	0.1	Milling, Thin Overlay	273	246	27	0	0	0
18934	5107	IM		94 E	TAYLOR E TO YOUNGMANS BUTTE	8.0	CPR, Grinding	738	664	74	0	0	0
18243	5201	SS		8 N	MOTT TO 1.4 MI N HETTNGR/STARK CO LN	19.4	Thin Overlay	4395	3557	838	0	0	0
	5202	SNH		85 N	N BOWMAN N TO AMIDON	21.4	Thin Overlay	4863	3936	927	0	0	0
18921	5203	SIM		94 E	W DICK INTR TO RP 71.15	11.3	CPR, Grinding	1739	1565	174	0	0	0
	5301	SS		8 N	STATE LINE N TO W JCT 12-HETTINGER	4.0	Thin Overlay	526	426	100	0	0	0
	5302	SNH		12 E	BOWMAN EAST TO SCRANTON	12.2	Thin Overlay	2894	2342	552	0	0	0
	5303	SS		22 N	JCT ND 21 TO NEW ENGLAND	2.0	Hot Bit Pave, Mine And Blend, Widening	5459	4418	1041	0	0	0
	5304	SIM		94 E	FRYBURG TO BELFIELD	7.2	CPR, Thin Overlay	2510	2259	251	0	0	0
	5305	SIM		94 W	FRYBURG TO BELFIELD	7.2	CPR, Thin Overlay	2511	2260	251	0	0	0
<b>Subtotal</b>								<b>41755</b>	<b>34497</b>	<b>7258</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Urban</b>													
20588	5108	SU	P	983 E	MUSEUM DR	0.0	Reconstruction	500	400	0	100	0	0
	5204	SU		983 E	STATE AV (21ST ST W - 40TH ST W)	0.0	Reconstruction	3000	2400	0	600	0	0
	5205	SU	P	983 W	INTERSECTION OF FAIRWAY & STATE AV	0.0	PCC Pave	175	140	0	35	0	0
<b>Subtotal</b>								<b>3675</b>	<b>2940</b>	<b>0</b>	<b>735</b>	<b>0</b>	<b>0</b>
<b>Bridge</b>													
20292	5109	SS		49 N	2 SOUTH JCT. ND 21	0.0	Deck Overlay, Struct/Incid, Guardrail	594	481	113	0	0	0
18266	5110	NH		94 E	9 EAST OF JCT. ND 22	0.0	Hot Bit Pave, Struct Replace	3396	2748	648	0	0	0
18265	5206	S-BRI		94 E	JUNCTION OF I-94 & ND 16	0.0	Structure Paint	341	307	34	0	0	0
	5207	S-BRI		94 E	4 MILES WEST OF ND 8	0.0	Structur Repair, Struct/Incid	126	113	13	0	0	0
	5208	S-BRI		94 E	4 MILES WEST OF ND 8	0.0	Struct/Incid, Structur Repair	132	119	13	0	0	0
<b>Subtotal</b>								<b>4589</b>	<b>3768</b>	<b>821</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>County</b>													
16970	5111	SC			LITTLE MISSOURI RIVER CROSSING	0.0	Construction, Prelim Engineer	3650	729	0	2921	0	0
16970	5112	FHC			LITTLE MISSOURI RIVER CROSSING	0.0	Construction	350	350	0	0	0	0
<b>Subtotal</b>								<b>4000</b>	<b>1079</b>	<b>0</b>	<b>2921</b>	<b>0</b>	<b>0</b>
<b>Federal Lands Highways</b>													
	5113	PLH			SOUTHERN UNIT LOOP ROAD	0.0	Prelim Engineer, Construct Eng, Construction	6900	6900	0	0	0	0
<b>Subtotal</b>								<b>6900</b>	<b>6900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Emergency Relief</b>													
20549	5116	SER		94 W	RP 31 NEAR PAINTED CANYON	2.0	Slide Repair	2000	1800	200	0	0	0
<b>Subtotal</b>								<b>2000</b>	<b>1800</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Safety</b>													
	5114	HEC			MHA NATION ROADS (BIA 12 & 14)	0.0	Turn Lanes, Signals	2502	2502	0	0	0	0
20308	5115	HEU			DICKINSON - STATE AVE AND BROADWAY	0.0	Turn Lanes	86	77	0	9	0	0
	5209	SHEHES			DISTRICTWIDE RETROREFLECTIVITY	0.0	Signing	556	500	56	0	0	0
<b>Subtotal</b>								<b>3144</b>	<b>3079</b>	<b>56</b>	<b>9</b>	<b>0</b>	<b>0</b>
<b>Total</b>								<b>66063</b>	<b>54063</b>	<b>8335</b>	<b>3665</b>	<b>0</b>	<b>0</b>

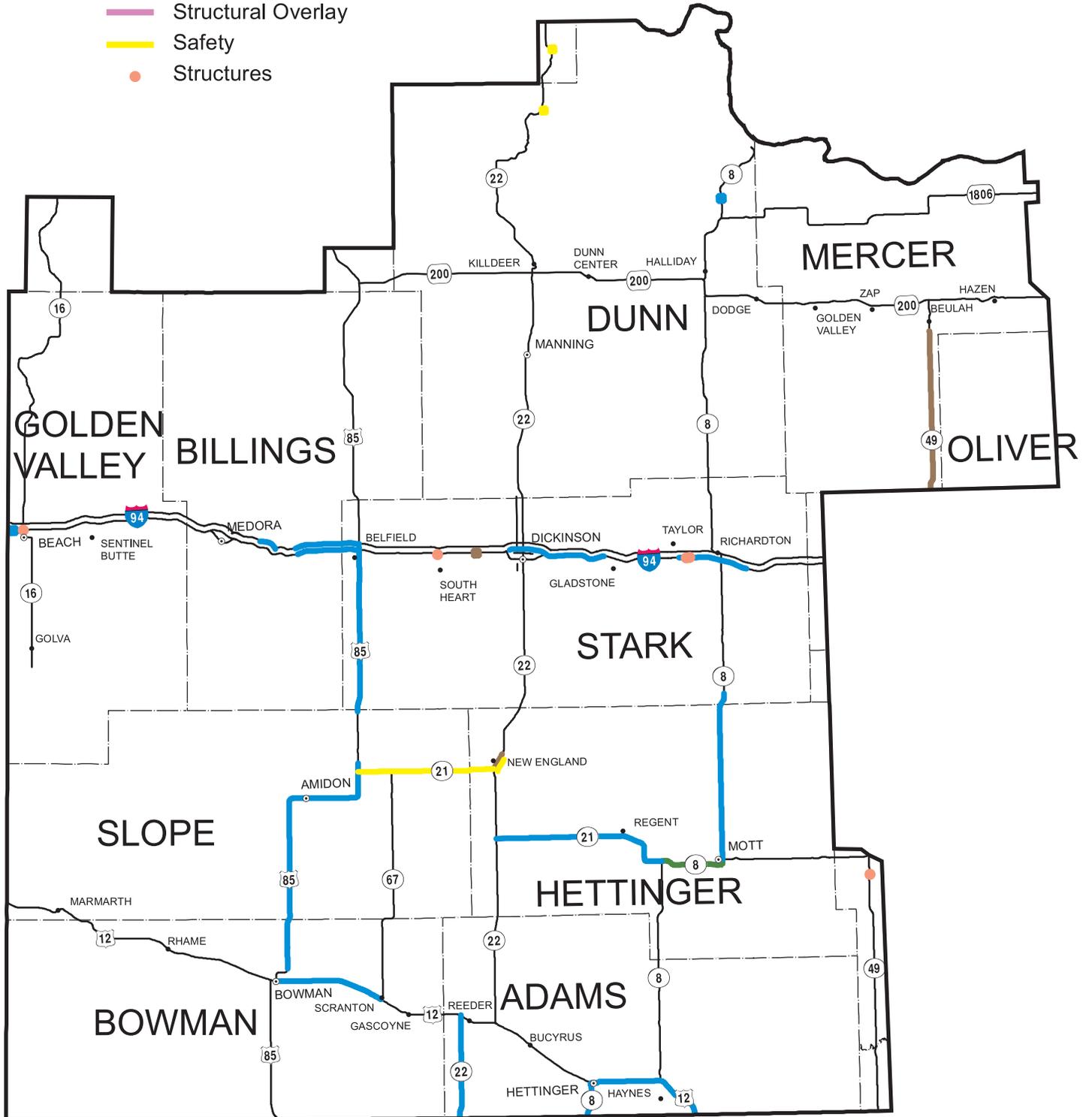
**North Dakota Department of Transportation  
District 5 - Dickinson**

(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
<b>Grand Total</b>								<b>140284</b>	<b>71772</b>	<b>64657</b>	<b>3855</b>	<b>0</b>

# 2014-2017 Construction Program - Dickinson District

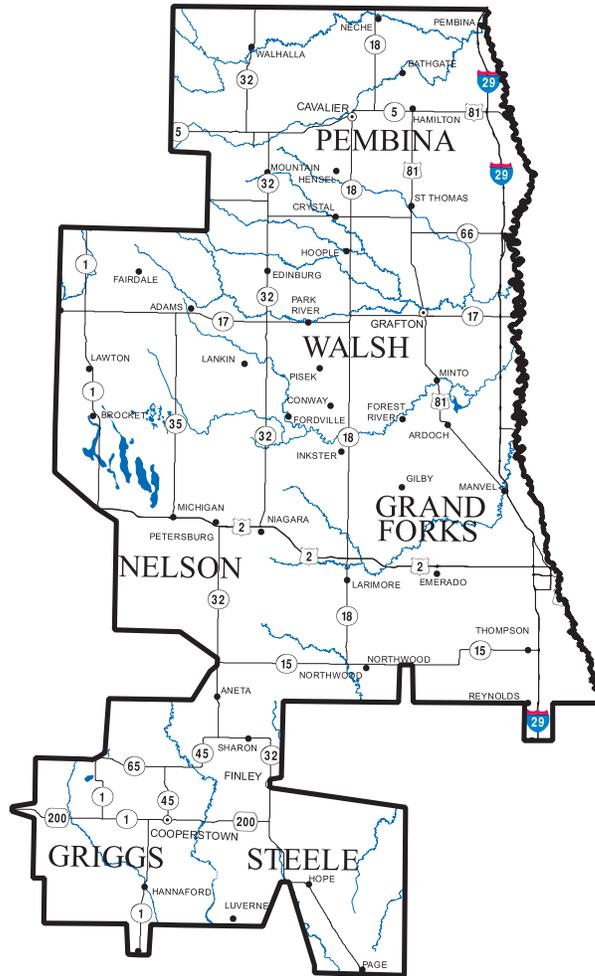
- Major Rehab
- Minor Rehab
- Preventive Maintenance
- Structural Overlay
- Safety
- Structures



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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
<b>Fiscal Year: 2014</b>													
<b>Rural</b>													
18949	6001	SNH		2 E	DISTRICT BOUNDARY TO RP 295.95	0.5	Hot Bit Pave, Milling		204	165	39	0	0
20316	6002	SNH		2 E	RP 340.5 NEAR GF AIR FORCE BASE	3.0	Turn Lanes		400	324	76	0	0
18953	6003	NH		2 W	NIAGARA E TO NEAR CMC 1815	15.3	Mill/OI>2<Or=3"		6363	5150	1213	0	0
18954	6004	SNH		2 W	NEAR CMC 1815 TO NEAR ARVILLA	5.0	Mill/OI>2<Or=3"		1957	1584	373	0	0
20119	6005	SNH		5 E	TONGUE RIVER BANK STABILIZATION	0.1	Embank Rep		300	243	27	30	0
16799	6006	SS		15 E	E JCT 18 EAST TO I-29	19.3	Mill/OI>2<Or=3"		3610	2922	688	0	0
18943	6007	SS		17 E	PARK RIVER TO SCHOOL RD-GRAFTON	14.8	Milling, Thin Overlay		3515	2845	670	0	0
17846	6008	SS	P2014	18 N	CO LN N TO RP 202	19.2	Milling, Thin Overlay		4192	3393	799	0	0
17847	6009	SS		18 N	1 MI S OF HENSEL TO CAVALIER	7.9	Milling, Thin Overlay		1751	1417	334	0	0
18694	6010	IM		29 N	N OF BUXTON N TO S OF ND 15-THOMPSON	10.3	PCC Pave		17792	16013	1779	0	0
	6011	IM		29 N	NEAR 32ND AVE TO N OF N GF INTER	10.4	Grinding, ITS, Struct/Incid		750	675	75	0	0
20353	6012	IM		29 N	PEMBINA BORDER CROSSING	0.5	Interim Signal		250	225	25	0	0
	6013	IM		29 S	NEAR 32ND AVE N TO N OF N GF INTR	10.3	Grinding, ITS, Struct/Incid		750	675	75	0	0
18343	6014	SS		54 E	I-29 TO RED RIVER	2.3	Mill/OI 2" Max		944	764	180	0	0
18963	6015	SNH		81 N	ARDOCH N TO MINTO	5.9	Milling, Thin Overlay		1223	990	233	0	0
<b>Subtotal</b>								<b>44001</b>	<b>37385</b>	<b>6586</b>	<b>30</b>	<b>0</b>	
<b>Urban</b>													
20103	6016	NHU		2	GATEWAY DR (55TH ST - I-29)	0.0	Rehabilitation		1525	1200	300	25	0
20102	6017	SU		81 N	S WASHINGTON (32ND AVE - HAMMERLING)	1.3	CPR		2310	1840	230	240	0
20587	6020	SU		986 N	COLUMBIA RD & 24TH AVE INTERSECTION	0.0	Signal Revision		23	19	0	4	0
17728	6021	SU		986 N	42ND ST AND 11TH AVE INTERSECTION	0.0	Intersect Imp		700	480	0	220	0
19723	6019	SU		986 S	S WASHINGTON & 40TH AVE	0.0	Intersect Imp		641	446	0	195	0
19247	6018	SU		986 W	24TH AVE & 34TH ST INTERSECTION	0.0	Construction		762	480	0	282	0
<b>Subtotal</b>								<b>5961</b>	<b>4465</b>	<b>530</b>	<b>966</b>	<b>0</b>	
<b>Bridge</b>													
	6022	BRI		29 N	JUNCTION US 81	0.0	Expan Joint Mod, Struct/Incid		150	135	15	0	0
	6023	BRI		29 S	JUNCTION US 81	0.0	Expan Joint Mod, Struct/Incid		150	135	15	0	0
18381	6024	SS		54 N	MINNESOTA BORDER	0.0	Struct/Incid, Structure Paint		4600	1861	439	0	2300
<b>Subtotal</b>								<b>4900</b>	<b>2131</b>	<b>469</b>	<b>0</b>	<b>2300</b>	
<b>Transportation Alternatives</b>													
20389	6025	TEU			GRAND FORKS-GRANITOID PVMT REPAIR	0.0	CPR		130	104	0	26	0
20392	6026	TEU			S 42ND ST-17TH AVE S TO 24TH AVE S	0.0	Bikeway/Walkway		363	290	0	73	0
20383	6032	TEO			GRAFTON SCHOOL ROAD & 5TH ST	0.0	Bikeway/Walkway		118	95	0	23	0
<b>Subtotal</b>								<b>611</b>	<b>489</b>	<b>0</b>	<b>122</b>	<b>0</b>	
<b>Safety</b>													
20356	6027	SHEHES			DISTRICTWIDE RETROREFLECTIVITY	0.0	Signing		1111	1000	111	0	0
20305	6028	HES			COUNTDOWN PEDESTRIAN SIGNAL HEADS	0.0	Signals		51	46	0	5	0
<b>Subtotal</b>								<b>1162</b>	<b>1046</b>	<b>111</b>	<b>5</b>	<b>0</b>	
<b>Transit</b>													
	6029	TE/D			GRAND FORKS-CITYWIDE	0.0	TR Cap Purchase		45	36	0	9	0
	6030	TURB			GRAND FORKS-CITYWIDE	0.0	TR Planning		126	101	0	25	0
	6031	TURB			GRAND FORKS-CITYWIDE	0.0	TR Op Assist		2701	1094	188	1179	240
<b>Subtotal</b>								<b>2872</b>	<b>1231</b>	<b>188</b>	<b>1213</b>	<b>240</b>	
<b>Total</b>								<b>59507</b>	<b>46747</b>	<b>7884</b>	<b>2336</b>	<b>2540</b>	

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

(In Thousands)

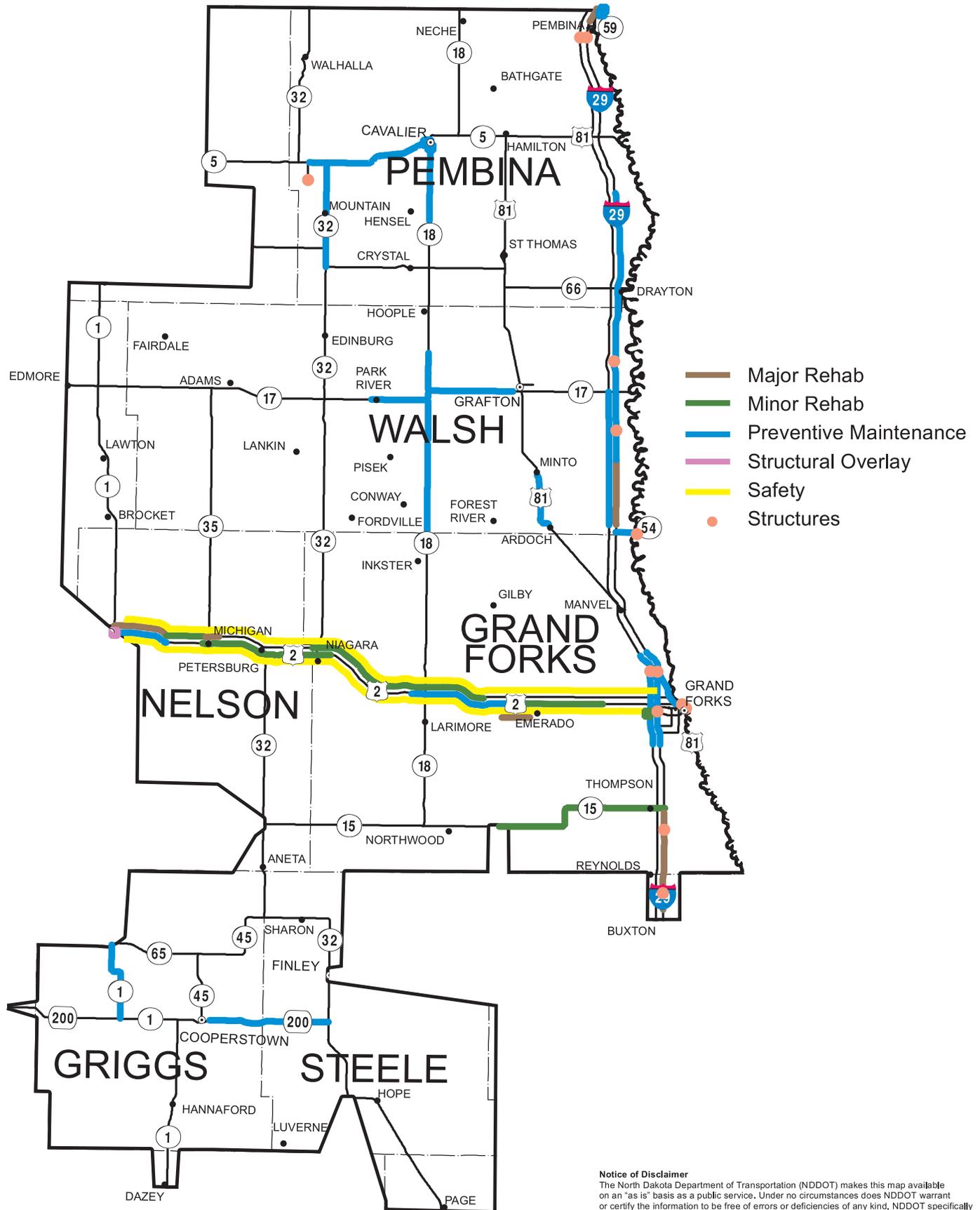
PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	(In Thousands)					
								Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
<b>Fiscal Year: 2015-2017</b>													
<b>Rural</b>													
18951	6101	NH		2	W LAKOTA E TO 5.3 MI E ND 1	5.3	Aggr Base, Grade, Hot Bit Pave	8223	6655	1568	0	0	
	6112	SNH		2	W 5.3 MI E ND 1 TO MICHIGAN BYPASS	4.5	CPR, Grinding	203	164	39	0	0	
18952	6102	NH		2	W MICHIGAN BYPASS	1.6	Aggr Base, Grade, Hot Bit Pave	2385	1930	455	0	0	
18336	6103	SNH	P	5	E PAR.-ROAD TO CAVALIER	13.2	Milling, Thin Overlay	3184	2577	607	0	0	
20330	6104	IM		29	N PEMBINA BORDER CROSSING	1.5	Aggr Base, ITS, PCC Pave, Signing	6000	5400	600	0	0	
20302	6113	SIM		29	N PEMBINA BORDER CROSSING	0.1	ITS, Signing	1023	921	102	0	0	
18938	6201	SNH		1	N W JCT 200 N TO JCT ND 65	8.7	Milling, Recycle HBP	1968	1593	375	0	0	
	6202	SNH		2	E .5 MILES E LAKOTA TO MAPES X-OVER	5.2	CPR, Grinding	719	582	137	0	0	
	6203	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	
17842	6205	SNH		5	E CAVALIER CITY SECTION	0.7	CPR, Grinding	141	114	27	0	0	
18279	6206	SS		18	N CAVALIER CITY SECTION	0.5	CPR, Grinding	75	61	14	0	0	
19807	6207	SIM		29	N N OF JCT ND 54 N TO FOREST RIVER	6.9	Median X-Overs	1012	911	101	0	0	
18959	6208	IM	P	29	N N OF JCT ND 54 N TO FOREST RIVER	6.9	PCC Pave	15671	14104	1567	0	0	
18961	6209	SIM		29	N HERRICK N & S TO N BOWSMONT	14.1	Mill/OI 2" Max	5708	5137	571	0	0	
16765	6210	SIM		29	S WALSH CO LINE TO S JCT 17	14.1	CPR, Grinding	649	584	65	0	0	
20178	6211	SS		81B	N JCT US 2 TO N GRAND FORKS INTR	4.4	Mill/OI 2" Max	1028	832	196	0	0	
17857	6212	SNH		200	E CO LN E COOPERSTOWN E TO S JCT 32	7.1	Milling, Thin Overlay	1775	1437	338	0	0	
	6301	NH	P	2	E 1.4 MI W JCT 18 E TO 1 MI W GF AFB	12.6	Mill/OI 2" Max	5179	4191	988	0	0	
	6302	NH	P	2	E 1 MI W GF AFB TO 7 MI E GF AFB	8.0	Mill/OI>2<-Or=3"	3271	2647	624	0	0	
16777	6303	SIM		29	N FOREST RIVER N TO HERRICK INTR	14.4	CPR, Grinding	1036	932	104	0	0	
	6304	SS		32	N S JCT 66 N TO E JCT 5 HALLSON	11.0	Milling, Thin Overlay	2891	2340	551	0	0	
	6305	SNH		200	E COOPERSTOWN EAST TO COUNTY LINE	5.5	Milling, Thin Overlay	1420	1149	271	0	0	
							<b>Subtotal</b>	<b>64216</b>	<b>54791</b>	<b>9425</b>	<b>0</b>	<b>0</b>	
<b>Urban</b>													
	6105	SU	P	297	E DEMERS AVE (I-29 - WASHINGTON ST)	0.0	Rehabilitation	2550	2000	250	300	0	
20178	6213	SU		81	N JCT US 2 N TO URBAN LIMIT	1.3	Mill/OI 2" Max	472	382	43	47	0	
18978	6214	SU		986	N COLUMBIA RD (14TH AV S - 11TH AV S)	0.0	Reconstruction	6020	4028	0	1992	0	
	6306	SU		986	N S 42ND ST & GARDENVIEW DR	0.0	Signals	880	640	0	240	0	
	6307	SU		986	N COLUMBIA RD (40TH AVE S-47TH AVE S)	0.0	Construction	4700	3000	0	1700	0	
							<b>Subtotal</b>	<b>14622</b>	<b>10050</b>	<b>293</b>	<b>4279</b>	<b>0</b>	
<b>Bridge</b>													
	6106	S-BRI		29	N 9 SOUTH ND 15	0.0	Structure Paint, Struct/Incid	179	161	18	0	0	
	6107	S-BRI		29	N 2 SOUTH ND 15	0.0	Structure Paint	172	155	17	0	0	
	6108	S-BRI		29	N 1 SOUTH US 2	0.0	Structure Paint	159	143	16	0	0	
20125	6215	NHUBRN		2	E EAST OF US 81	0.0	Struct/Incid	25001	10118	2383	0	12500	
	6216	SIM		29	N 4 SOUTH OF ND 17	0.0	Struct/Incid	510	459	51	0	0	
	6217	BRI		29	N 1 SOUTH OF ND 59	0.0	Struct/Incid	2924	2632	292	0	0	
	6218	SS		89	N 2 SOUTH OF JCT ND 5	0.0	Struct/Incid	450	360	90	0	0	
18759	6308	BRUSU	P	2	E SORLIE BRIDGE	0.0	Struct/Incid	29350	11880	1330	1465	14675	
	6309	S-BRI		29	N 3 NORTH OF NO 17	0.0	Structure Paint	204	184	20	0	0	
	6310	S-BRI		29	S 1 SOUTH OF ND 59	0.0	Structure Paint	374	337	37	0	0	
							<b>Subtotal</b>	<b>59323</b>	<b>26429</b>	<b>4254</b>	<b>1465</b>	<b>27175</b>	
<b>Safety</b>													
20140	6219	SHE		2	DISTRICT BNDRY TO JCT I-29 - E&W	59.0	Turn Lanes	2250	2025	225	0	0	
	6311	HES			GF VARIOUS INTERSECTION - PED HEADS	0.0	Signals	128	116	6	6	0	
	6312	HES			GF 32ND AVE S AND S 34TH ST	0.0	Turn Lanes	376	338	19	19	0	
	6313	HES			GF COLUMBIA RD AND 17TH AVE S	0.0	Turn Lanes	221	199	0	22	0	

May Keys 6105, 6215 & 6308 are Workforce Safety and Mobility Significant Projects

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

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
<b>Subtotal</b>								<b>2975</b>	<b>2678</b>	<b>250</b>	<b>47</b>	<b>0</b>
<b>Illustrative</b>												
15857	6314	TBD		297 N	DEMERS AV (42ND ST GRADE SEPARATION)	0.0	Struct/Incid	0	0	0	0	0
	6319	TBD	I		COLUMBIA RD (11TH AV S - 14TH AV S)	0.0	Reconstruction	0	0	0	0	0
<b>Subtotal</b>								<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Transit</b>												
	6109	TURB			GRAND FORKS-CITYWIDE	0.0	TR Planning	159	127	0	32	0
	6110	TURB			GRAND FORKS-CITYWIDE	0.0	TR Op Assist	2783	1126	194	1215	248
	6111	TCAP			GRAND FORKS-CITYWIDE	0.0	TR Cap Purchase	200	160	0	40	0
	6220	TURB			GRAND FORKS-CITYWIDE	0.0	TR Op Assist	2866	1161	199	1251	255
	6221	TE/D			GRAND FORKS-CITYWIDE	0.0	TR Cap Purchase	161	129	0	32	0
	6222	TURB			GRAND FORKS-CITYWIDE	0.0	TR Planning	126	101	0	25	0
	6315	TCAP			GRAND FORKS-CITYWIDE	0.0	TR Cap Purchase	206	165	0	41	0
	6316	TE/D			GRAND FORKS-CITYWIDE	0.0	TR Cap Purchase, TR Op Assist	164	131	0	33	0
	6317	TURB			GRAND FORKS-CITYWIDE	0.0	TR Planning	126	101	0	25	0
	6318	TURB			GRAND FORKS-CITYWIDE	0.0	TR Op Assist	3010	1219	200	1314	277
<b>Subtotal</b>								<b>9801</b>	<b>4420</b>	<b>593</b>	<b>4008</b>	<b>780</b>
<b>Total</b>								<b>150937</b>	<b>98368</b>	<b>14815</b>	<b>9799</b>	<b>27955</b>
<b>Grand Total</b>								<b>210444</b>	<b>145115</b>	<b>22699</b>	<b>12135</b>	<b>30495</b>

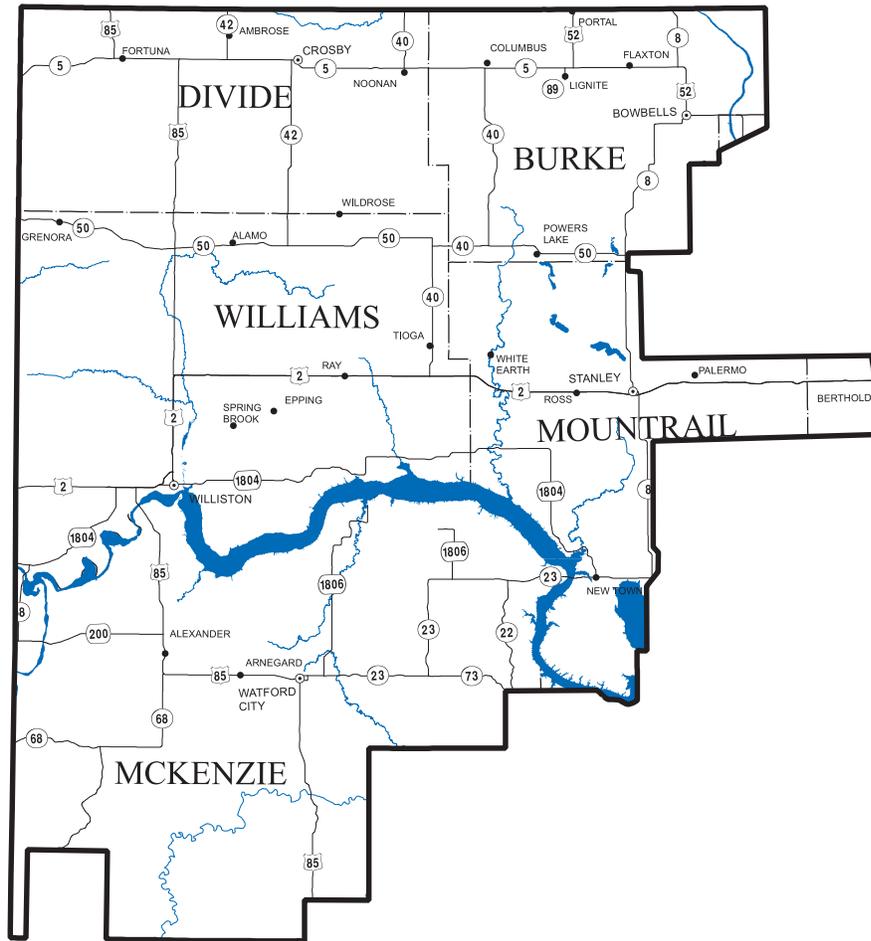
# 2014-2017 Construction Program - Grand Forks District



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# Williston District

## District 7



Walt Peterson, District Engineer  
North Dakota Department of Transportation  
605 Dakota Parkway West  
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**North Dakota Department of Transportation  
District 7 - Williston**

(In Thousands)

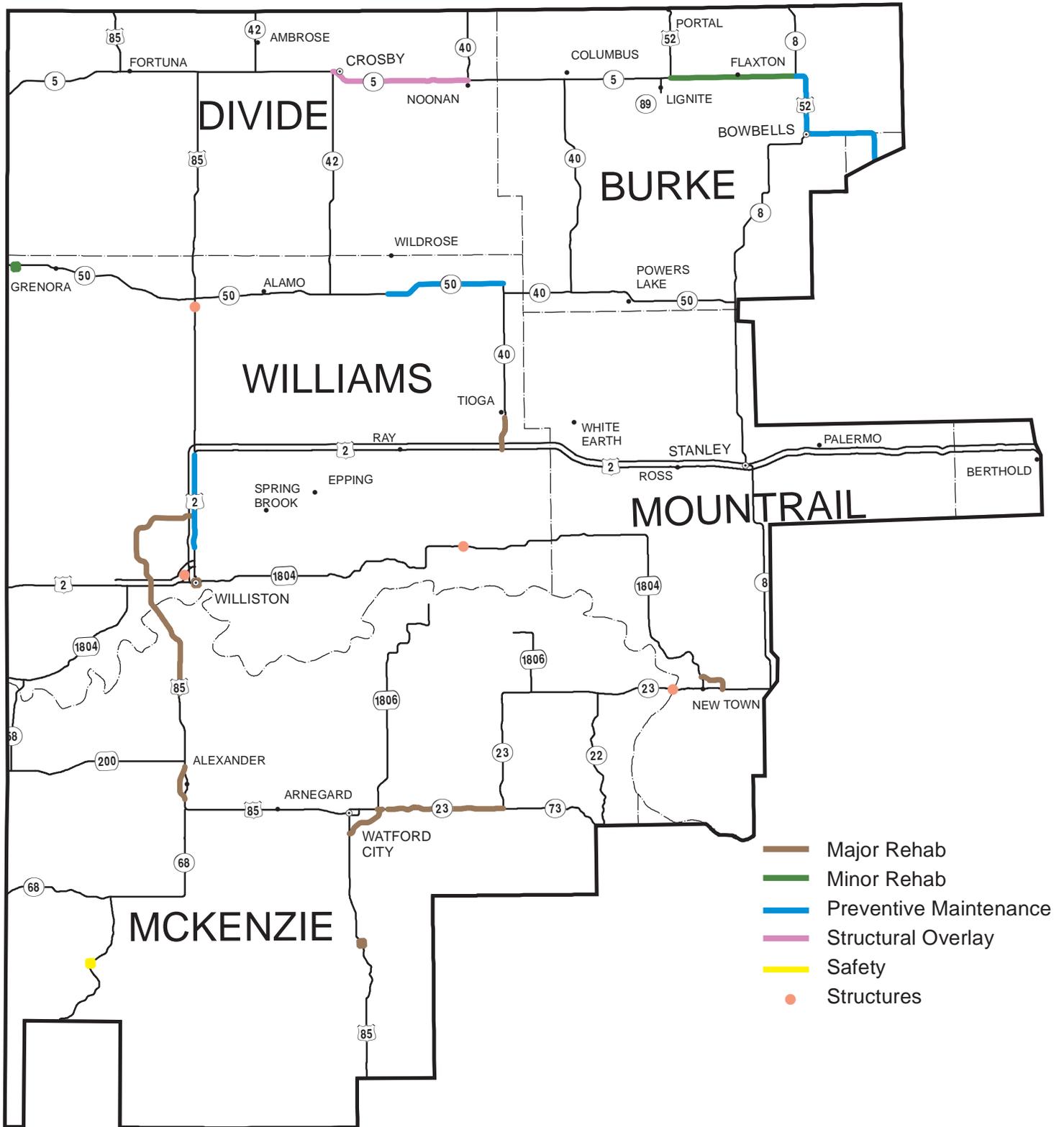
PCN	Map Key	Fund Sourc	Pend	Hwy Dir	Location CMC	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
<b>Fiscal Year: 2014</b>													
<b>Rural</b>													
14798	7001	NH		2	US 2	101.0	Bonding Repayment		5317	4303	1014	0	0
20194	7002	SOIA		23	E SE WATFORD CITY BYPASS	1.2	Aggr Base, Grade, Hot Bit Pave, Widening	50059		0	50059	0	0
20397	7003	SOIA		23	E 1 MI E JCT 1806 E TO JCT ND 73	12.1	Passing Lanes, PCC Pave, Roundabout, Struct/Incid,	44912		0	44912	0	0
19804	7025	SOIA		23	E NEW TOWN NE TRUCK RELIEVER ROUTE	0.0	Grade, Hot Bit Pave, PCC Pave, Turn Lanes	15620		0	15620	0	0
19708	7004	SS	P2014	40	N JCT 2 N TO S OF TIOGA OVERPASS	3.4	Aggr Base, Grade, Hot Bit Pave	11448	9265	2183	0	0	
19326	7006	SOIA		85	N ALEXANDER BYPASS	2.9	Aggr Base, Grade, Hot Bit Pave	25345		0	25345	0	0
20157	7007	SOIA		85	N 4 LN CO RD 16 TO 3 MI S OF JCT US 2	9.0	Hot Bit Pave, Turn Lanes, Widening	43139		0	43139	0	0
20171	7008	SOIA		85	N 4 LN 3 MI S OF JCT US 2 TO US 2	3.2	Hot Bit Pave, Turn Lanes, Widening, Struct Replace	66679		0	66679	0	0
20208	7026	SOIA		85	N WILLISTON NW PERM TRK RTE - PHASE 1	0.4	PCC Pave, Widening, Aggr Base, Signals	6758		0	6758	0	0
20395	7010	SOIA		85	N WILLISTON NW PERM TRK RTE - PHASE 1A	2.0	Grade, Widening, Aggr Base, PCC Pave	20340		0	20340	0	0
20209	7009	SOIA		85	N WILLISTON NW PERM TRK RTE - PHASE 2	6.7	Grade, Aggr Base, PCC Pave, Widening, Struct/Incid	35151		0	35151	0	0
20461	7027	SOIA		85	N WILLISTON NW PERM TRK RTE - PHASE 3	4.1	Grade, Widening, Aggr Base, PCC Pave, Struct/Incid	21522		0	21522	0	0
20325	7024	SOIA		1804	N JCT ND 23 TO TRUCK RELIEVER ROUTE	1.4	Aggr Base, Hot Bit Pave, Struct/Incid, Turn Lanes	2500		0	2500	0	0
<b>Subtotal</b>								<b>348790</b>	<b>13568</b>	<b>335222</b>	<b>0</b>	<b>0</b>	
<b>Urban</b>													
19938	7011	SOIA		2	E US 2 & 18TH ST INTERSECTION	0.2	Grade, Struct/Incid, Aggr Base, PCC Pave, Storm Sewer	12517		0	12517	0	0
20104	7012	SU		2	N WILLISTON MAIN ST (1ST ST - 6TH ST)	0.3	Reconstruction	5417	4333	542	542	0	
20099	7013	SU		993	MAIN ST (FRONT ST - 1ST ST)	0.0	Reconstruction	1084	867	0	217	0	
20583	7016	SU		993	N CITYWIDE SIGNALS - 4 SITES	0.0	Signals	1800	1440	0	360	0	
20582	7017	SU		993	N 14TH ST (2ND AVE W - 2ND AVE E)	0.0	Mill/OI>2<Or=3"	240	192	0	48	0	
20594	7014	S-NHU		1804	E 1804 HWY/RAIL CROSSING	0.0	Reconstruction	400	320	40	40	0	
20596	7015	S-NHU		1804	W BROADWAY & E DAKOTA PARKWAY	0.0	Signals	500	400	50	50	0	
<b>Subtotal</b>								<b>21958</b>	<b>7552</b>	<b>13149</b>	<b>1257</b>	<b>0</b>	
<b>Bridge</b>													
20296	7018	BRN		23	N 3 WEST OF ND 1804	0.0	Struct/Incid, Approach Slabs	416	337	79	0	0	
<b>Subtotal</b>								<b>416</b>	<b>337</b>	<b>79</b>	<b>0</b>	<b>0</b>	
<b>Emergency Relief</b>													
20408	7020	SER		85	N 1 MI N OF LONG X BRIDGE	1.0	Concrete Pipe, Turn Lanes	1700	1376	324	0	0	
<b>Subtotal</b>								<b>1700</b>	<b>1376</b>	<b>324</b>	<b>0</b>	<b>0</b>	
<b>Safety</b>													
19751	7021	HES		16	ND 16 & MCKENZIE COUNTY ROAD 38	0.0	Intersect Imp	26	23	3	0	0	
<b>Subtotal</b>								<b>26</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	
<b>Total</b>								<b>372890</b>	<b>22856</b>	<b>348777</b>	<b>1257</b>	<b>0</b>	

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

(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
<b>Fiscal Year: 2015-2017</b>													
<b>Rural</b>													
14798	7001	NH		2	US 2	101.0	Bonding Repayment		5318	4304	1014	0	0
19079	7101	SS		50	E 1 MILE EAST OF STATE LINE	0.0	Slide Repair		1099	889	210	0	0
14798	7001	NH		2	US 2	101.0	Bonding Repayment		5316	4302	1014	0	0
	7201	NH		2	E 2 MI N WILLISTON N TO 63RD ST NW	9.6	Microsurfacing		1763	1427	336	0	0
	7202	SNH		5	E JCT ND 42-CROSBY E TO NOONAN	14.4	Aggr Shoulders, Hot Bit Pave, ITS		12497	10114	2383	0	0
14798	7001	NH		2	US 2	101.0	Bonding Repayment		5317	4303	1014	0	0
	7301	SS		50	E WILDROSE JCT TO MCGREGOR	12.3	Hot Bit Pave		5186	4197	989	0	0
	7302	SNH		52	E JCT 5 LIGNITE E TO N JCT 8	13.0	Asp Ol>2"<Or=3"		4735	3832	903	0	0
	7303	NH		52	E N JCT 8 S TO E JCT 52 & 5	16.5	Thin Overlay		3896	3153	743	0	0
<b>Subtotal</b>								<b>45127</b>	<b>36521</b>	<b>8606</b>	<b>0</b>	<b>0</b>	
<b>Urban</b>													
20599	7102	NHU	P	2	N 26TH ST N TO 2 MI N OF WILLISTON-WB	2.0	Slurry Seal		130	105	19	6	0
	7203	SU		993	11TH ST W (9TH AV W - US 2/85)	0.0	Mill/Ol>2<Or=3"		650	520	0	130	0
	7204	SU		993	W 26TH ST (UNIV AVE TO E DAKOTA PKWY)	0.0	Mill/Ol>2<Or=3", Signals		1100	880	0	220	0
<b>Subtotal</b>								<b>1880</b>	<b>1505</b>	<b>19</b>	<b>356</b>	<b>0</b>	
<b>Bridge</b>													
19852	7103	BRN		85	N 1 SOUTH OF ND 50	0.0	Struct Replace		1082	876	206	0	0
18835	7104	SS		1804	N 31 EAST OF WILLISTON	0.0	Struct Replace		1050	850	200	0	0
<b>Subtotal</b>								<b>2132</b>	<b>1726</b>	<b>406</b>	<b>0</b>	<b>0</b>	
<b>Safety</b>													
	7205	SHEHES			DISTRICTWIDE RETROREFLECTIVITY	0.0	Signing		556	500	56	0	0
<b>Subtotal</b>								<b>556</b>	<b>500</b>	<b>56</b>	<b>0</b>	<b>0</b>	
<b>Total</b>								<b>49695</b>	<b>40252</b>	<b>9087</b>	<b>356</b>	<b>0</b>	
<b>Grand Total</b>								<b>422585</b>	<b>63108</b>	<b>357864</b>	<b>1613</b>	<b>0</b>	

# 2014-2017 Construction Program - Williston District



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

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# Fargo District

## District 8



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Fax: (701) 239-8915

**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
<b>Fiscal Year: 2014</b>													
<b>Rural</b>													
17141	8001	SS		18 N	CASSELTON N TO COUNTY LINE	24.3	Microsurfacing		2361	1911	450	0	0
18989	8002	SIM	P2014	29 N	WILD RICE RIVER TO .3 MI N MAIN	12.1	Approach Slabs, CPR, Grinding, Structure Paint		1558	1402	156	0	0
18984	8003	IM	P2014	29 N	ARGUSVILLE N TO HUNTER	9.3	PCC Pave, Struct/Incid	23600	21240	2360	0	0	
17142	8004	SIM		29 N	NEAR BLANCHARD TO JCT 200	10.7	CPR, Grinding, Ramp Revisions	2200	1980	220	0	0	
18989	8005	SIM	P2014	29 S	WILD RICE RIVER TO .3 MI N MAIN	12.1	Approach Slabs, CPR, Grinding	4052	3647	405	0	0	
18990	8006	SIM		29 S	NEAR BLANCHARD TO N JCT 200	10.5	CPR, Grinding	1106	995	111	0	0	
18991	8007	SS		46 E	E JCT 32 E TO 9 MI E ENDERLIN	13.1	Asp OI>2"<Or=3", Milling, Sliver Grading, Struct/Incid	4756	3849	891	16	0	
16389	8008	SS		46 E	E JCT 18 E TO OLD US 81	14.7	Widening	5772	4671	1101	0	0	
19102	8009	SS	P2014	46 E	E JCT 18 E TO OLD US 81	14.7	Hot Bit Pave, Milling	3557	2879	678	0	0	
20398	8010	IM		94 W	E CASSELTON E TO NEAR W FARGO	10.9	HBP on Ramps, Microsurfacing, Milling	2097	1887	210	0	0	
20415	8029	SNH		200 E	ND 32 IN FINLEY TO W JCT ND 18	18.2	Microsurfacing	1765	1428	337	0	0	
18362	8011	SNH		200 E	JCT OLD 81 E TO RED RIVER	9.1	Thin Overlay	2197	1778	419	0	0	
<b>Subtotal</b>								<b>55021</b>	<b>47667</b>	<b>7338</b>	<b>16</b>	<b>0</b>	
<b>Urban</b>													
18768	8012	SU		984 N	25TH ST (24TH AVE - 17TH AVE S)	0.0	Reconstruction	10500	6825	0	3675	0	
20158	8013	SU		991 E	16TH AVE N (ND 210 - 11TH ST N)	0.0	Reconstruction	2256	1805	0	451	0	
19892	8014	SU		992	7TH AVE (17TH ST E - 45TH ST SW)	0.0	Reconstruction	2500	2000	0	500	0	
<b>Subtotal</b>								<b>15256</b>	<b>10630</b>	<b>0</b>	<b>4626</b>	<b>0</b>	
<b>Bridge</b>													
19710	8015	S-BRI		29 N	6 SOUTH OF ND 200	0.0	Structure Paint	200	180	20	0	0	
19710	8016	S-BRI		29 N	3 SOUTH OF ND 200	0.0	Structure Paint	224	202	22	0	0	
19710	8017	S-BRI		29 N	1 NORTH OF ND 200	0.0	Structure Paint	224	202	22	0	0	
20297	8018	S-BRI		94 E	1 WEST OF ND 18	0.0	Structure Paint	100	90	10	0	0	
<b>Subtotal</b>								<b>748</b>	<b>674</b>	<b>74</b>	<b>0</b>	<b>0</b>	
<b>Transportation Alternatives</b>													
20388	8019	TEU			FARGO DRAIN 53- 52ND AV S TO 58TH AV	0.0	Bikeway/Walkway	245	196	0	49	0	
<b>Subtotal</b>								<b>245</b>	<b>196</b>	<b>0</b>	<b>49</b>	<b>0</b>	
<b>Safety</b>													
19753	8020	HES		18 N	ND 18 AND CASS COUNTY ROAD 10	0.4	Intersect Imp	773	696	77	0	0	
20301	8021	SHE		81 N	US 81 (19TH AVE N) AT NDSU BARNES	0.0	Signals, Signing	76	68	4	4	0	
20306	8022	HES			COUNTDOWN PEDESTRIAN SIGNAL HEADS	0.0	Signals	57	51	0	6	0	
20355	8023	SHEHES			DISTRICTWIDE RETROREFLECTIVITY	0.0	Signing	1111	1000	111	0	0	
<b>Subtotal</b>								<b>2017</b>	<b>1815</b>	<b>192</b>	<b>10</b>	<b>0</b>	
<b>Transit</b>													
	8024	TURB			FARGO-CITYWIDE TIP141090	0.0	TR Op Assist	282	226	0	56	0	
	8025	TURB			FARGO-CITYWIDE TIP141071	0.0	TR Prev Maint	934	747	0	187	0	
	8026	TURB			FARGO-CITYWIDE TIP141070	0.0	TR Op Assist, TR Cap Purchase	3271	1250	0	2021	0	
	8027	TURB			FARGO-CITYWIDE TIP414080	0.0	TR Planning	57	46	0	11	0	
	8028	TE/D			FARGO-CITYWIDE TIP414093	0.0	TR Cap Purchase	125	100	0	25	0	
<b>Subtotal</b>								<b>4669</b>	<b>2369</b>	<b>0</b>	<b>2300</b>	<b>0</b>	
<b>Total</b>								<b>77956</b>	<b>63351</b>	<b>7604</b>	<b>7001</b>	<b>0</b>	

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

(In Thousands)

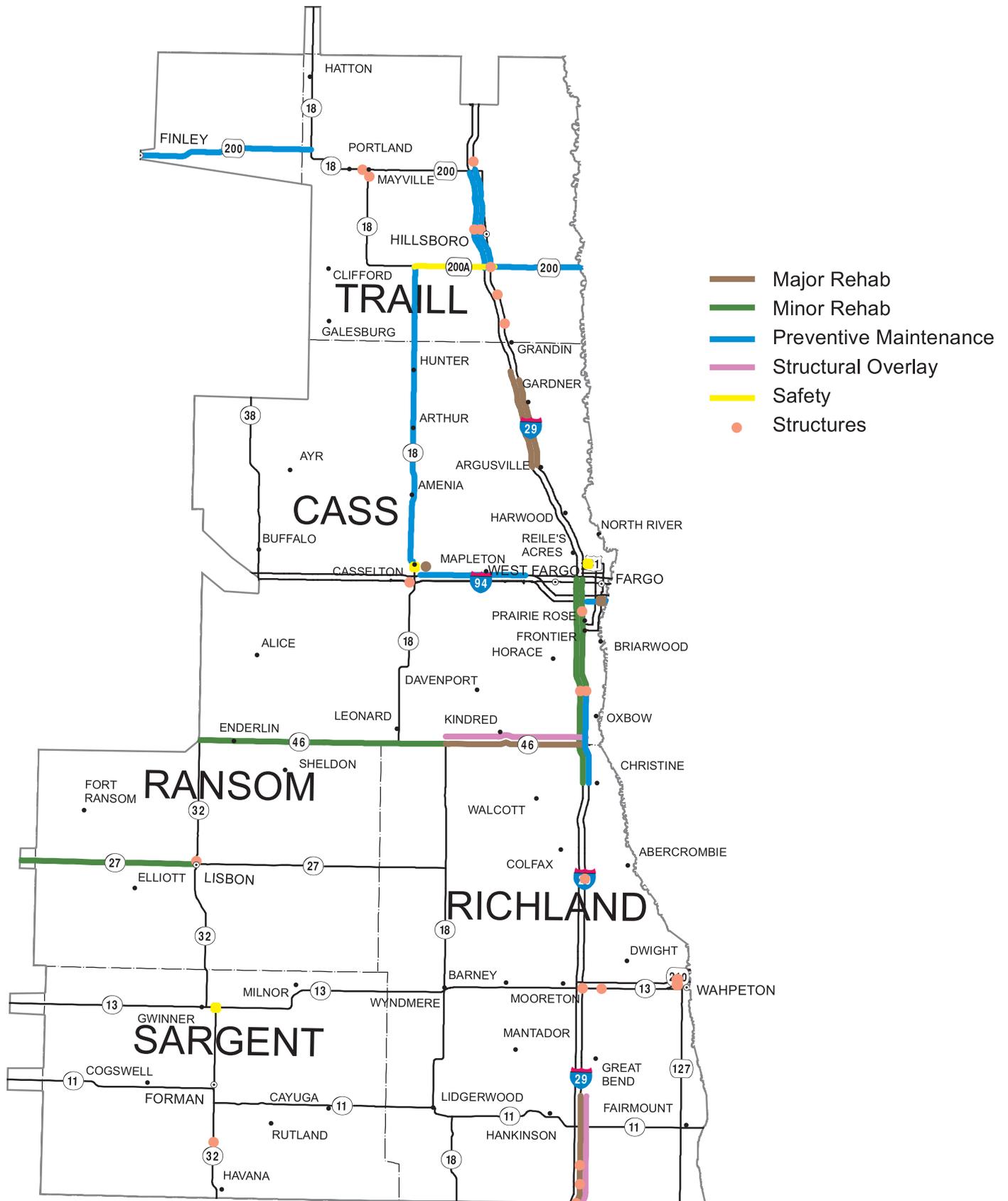
PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Full Invl	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
<b>Fiscal Year: 2015-2017</b>													
<b>Rural</b>													
	8101	SIM		29 N	CHRISTINE INTR N TO WILD RICE RIVER	9.3	CPR, HBP on Ramps, Milling		550	495	55	0	0
18985	8102	IM	P	29 S	ARGUSVILLE N TO HUNTER SEP	10.2	PCC Pave	21798	19618	2180	0	0	0
17140	8201	SS		27 E	JCT 1 E TO JCT 32 LISBON	18.8	Mill/OI>2<Or=3"	8741	7074	1667	0	0	0
18987	8202	SIM	P	29 N	CHRISTINE INTR N TO WILD RICE RIVER	9.3	CPR	1512	1361	151	0	0	0
18361	8203	IM	P	29 S	CHRISTINE INTR N TO WILD RICE RIVER	9.7	CPR, Hot Bit Pave, Milling	7696	6926	770	0	0	0
18992	8204	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	0
	8301	SS		18 N	COUNTY LINE N TO BLANCHARD	7.8	Microsurfacing	1494	1209	285	0	0	0
20309	8302	IM	P	29 N	STATE LINE N 11.3 MILES	11.3	Crack & Seat, Hot Bit Pave, Struct/Incid	20389	18350	2039	0	0	0
19713	8303	SIM		29 N	STATE LINE N 11.3 MILES	11.3	Median X-Overs, Ramp Conn	1047	942	105	0	0	0
	8304	SIM		94 E	0.5 MI E I-29 E TO RED RIVER	2.4	Drainage Impr.	253	228	25	0	0	0
	8305	SIM		94 E	US 81/UNIVERSITY DR INTCHNGE-FARGO	0.0	Ramp Revisions, Signal Revision, Turn Lanes	1400	1260	140	0	0	0
	8323	NH			32ND AVE S (32ND TO 42ND ST)	0.0	Reconstruction, Structure Widen	2500	2000	0	500	0	0
<b>Subtotal</b>								<b>71711</b>	<b>62968</b>	<b>8243</b>	<b>500</b>	<b>0</b>	<b>0</b>
<b>Urban</b>													
17427	8103	NHU		10 E	MAIN AVE (I-94 - MORRISON ST)	0.0	Reconstruction	17500	14000	1750	1750	0	0
18768	8104	SU		984 N	25TH ST AC PAYBACK	0.0	Reconstruction	2471	2000	0	471	0	0
20057	8105	SU		992 W	12TH AVE N (COUNTY RD 19 - 45TH ST)	0.0	Reconstruction	11454	7163	0	4291	0	0
	8205	SU		992	W FARGO CITY WIDE SIGNALS	0.0	Signals	238	190	0	48	0	0
	8206	SU		992	SHEYENNE ST (AT 32ND & 40TH AV INT)	0.0	Signals	845	676	0	169	0	0
	8306	NHU		10 E	MAIN AVE (UNIV DR TO 2ND ST)	1.0	Reconstruction	9652	4470	708	4474	0	0
	8307	SU		984 N	CITYWIDE CAPITAL BUS PURCHASE	0.0	TR Cap Purchase	1860	1488	0	372	0	0
	8324	SU		984 W	32ND AVE S (32ND TO 42ND ST)	0.0	Reconstruction, Structure Widen	5736	2136	0	3600	0	0
<b>Subtotal</b>								<b>49756</b>	<b>32123</b>	<b>2458</b>	<b>15175</b>	<b>0</b>	<b>0</b>
<b>Bridge</b>													
	8106	S-BRI		29 N	SOUTH DAKOTA BORDER	0.0	Structure Paint	166	149	17	0	0	0
	8107	S-BRI		29 N	2 NORTH OF SD BORDER	0.0	Structure Paint	26	23	3	0	0	0
	8108	S-BRI		29 N	4 SOUTH OF ND 11	0.0	Structure Paint	152	137	15	0	0	0
18995	8109	S-BRI		29 N	JUNCTION OF ND 13	0.0	Structure Paint	351	316	35	0	0	0
	8110	S-BRI		29 N	JUNCTION OF ND 13	0.0	Structure Paint	312	281	31	0	0	0
	8111	IM		29 N	1 SOUTH OF I 94	0.0	Deck Overlay, Struct/Incid	773	696	77	0	0	0
	8112	S-BRI		29 N	JUNCTION OF 200A & I29	0.0	Structure Paint	292	263	29	0	0	0
	8113	S-BRI		29 N	4 NORTH OF 200 SOUTH	0.0	Expan Joint Mod, Approach Slabs	239	215	24	0	0	0
	8114	S-BRI		29 S	4 NORTH OF 200 SOUTH	0.0	Expan Joint Mod, Approach Slabs	258	232	26	0	0	0
19853	8115	SS		32 N	4 SOUTH OF ND 11 EAST	0.0	Struct Replace	649	525	124	0	0	0
	8116	BRS		32 N	CITY OF LISBON	0.0	Structure Paint	99	79	20	0	0	0
	8207	SBR		13 E	2 EAST OF I-29	0.0	Structur Repair	56	45	11	0	0	0
	8208	SBR		13 E	1 WEST OF WAHPETON	0.0	Structure Paint	300	240	60	0	0	0
	8209	SBR		13 E	1 WEST OF WAHPETON	0.0	Structure Paint	134	107	27	0	0	0
	8210	SBR		13 W	1 WEST OF WAHPETON	0.0	Structure Paint	300	240	60	0	0	0
	8211	SBR		13 W	1 WEST OF WAHPETON	0.0	Structure Paint	134	107	27	0	0	0
	8212	S-BRI		29 N	12 NORTH OF ND 13	0.0	Structure Paint	159	143	16	0	0	0
20298	8213	SIM		29 N	6 NORTH OF ND 46	0.0	Struct Replace, Median X-Overs	1487	1338	149	0	0	0
	8308	BRS		18 N	1 SOUTH OF MAYVILLE	0.0	Structur Repair, Structure Paint	405	328	77	0	0	0
	8309	S-BRI		18 N	CITY OF MAYVILLE	0.0	Structure Paint	164	131	33	0	0	0
20299	8310	SIM		29 S	6 NORTH OF ND 46	0.0	Struct Replace	1547	1392	155	0	0	0
<b>Subtotal</b>								<b>8003</b>	<b>6987</b>	<b>1016</b>	<b>0</b>	<b>0</b>	<b>0</b>

**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
<b>ND Street</b>														
19479	8117	SS		18		CASSELTON - ND 18	0.1	PCC Pave, Aggr Base		354	287	32	35	0
20341	8311	SS		18	N	CASSELTON - ND 18(LANGER AVE TO 4TH)	0.2	Aggr Base, PCC Pave		1996	1615	181	200	0
									<b>Subtotal</b>	<b>2350</b>	<b>1902</b>	<b>213</b>	<b>235</b>	<b>0</b>
<b>Safety</b>														
16823	8118	HRR		200A	E	BLANCHARD EAST TO INT X ROAD	8.4	Asp Ol>2"<Or=3", Sliver Grading, Struct/Incid, Struct Replace		5002	4502	500	0	0
	8312	SHE		13	N	EAST JUNCTION OF ND 13 AND ND 32	0.0	Turn Lanes, Signing		220	198	22	0	0
	8313	HES				WEST FARGO - 9TH ST E & 13TH AVE	0.0	Pave Mark, Turn Lanes, Intersect Imp		1884	1696	0	188	0
	8314	HEC				CASS COUNTY SCHOOL ZONE SIGNING	0.0	Signing		41	37	0	4	0
									<b>Subtotal</b>	<b>7147</b>	<b>6433</b>	<b>522</b>	<b>192</b>	<b>0</b>
<b>Illustrative</b>														
	8315	NA		29	N	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	8316	NA		29	N	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
	8317	NA		94	E	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
									<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Transit</b>														
	8119	TURB				FARGO-CITYWIDE STIP415031	0.0	TR Planning		59	47	0	12	0
	8120	TE/D				FARGO-CITYWIDE	0.0	TR Op Assist		159	127	0	32	0
	8121	TCAP				FARGO-CITYWIDE STIP415040	0.0	TR Cap Purchase		200	160	0	40	0
	8122	TURB				FARGO-CITYWIDE STIP415032	0.0	TR Op Assist		293	234	0	59	0
	8123	TURB				FARGO-CITYWIDE STIP415033	0.0	TR Prev Maint		971	777	0	194	0
	8124	TURB				FARGO-CITYWIDE STIP415030	0.0	TR Op Assist, TR Cap Purchase		3359	1247	369	1743	0
	8214	TURB				FARGO-CITYWIDE	0.0	TR Op Assist		3495	1489	0	2006	0
	8215	TURB				FARGO-CITYWIDE	0.0	TR Prev Maint		1001	801	0	200	0
	8216	TE/D				FARGO-CITYWIDE	0.0	TR Cap Purchase		161	129	0	32	0
	8217	TURB				FARGO-CITYWIDE	0.0	TR Planning		62	50	0	12	0
	8218	TCAP				FARGO-CITYWIDE	0.0	TR Planning		203	162	0	41	0
	8318	TURB				FARGO-CITYWIDE	0.0	TR Planning		62	50	0	12	0
	8319	TURB				FARGO-CITYWIDE	0.0	TR Prev Maint		1001	801	0	200	0
	8320	TCAP				FARGO-CITYWIDE	0.0	TR Cap Purchase		206	165	0	41	0
	8321	TURB				FARGO-CITYWIDE	0.0	TR Op Assist, TR Cap Purchase		3495	1524	0	1971	0
	8322	TE/D				FARGO-CITYWIDE	0.0	TR Cap Purchase		164	131	0	33	0
									<b>Subtotal</b>	<b>14891</b>	<b>7894</b>	<b>369</b>	<b>6628</b>	<b>0</b>
									<b>Total</b>	<b>153858</b>	<b>118307</b>	<b>12821</b>	<b>22730</b>	<b>0</b>
									<b>Grand Total</b>	<b>231814</b>	<b>181658</b>	<b>20425</b>	<b>29731</b>	<b>0</b>

# 2014-2017 Construction Program - Fargo District



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

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**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
<b>Fiscal Year: 2014</b>													
<b>Rural</b>													
	9001	UGP			RTSSC, SURTC	0.0	Safety		0	0	0	0	0
	9002	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities		62	50	12	0	0
	9003	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Overt		62	50	12	0	0
20378	9004	SIM			ROAD WEATHER (DMS & ESS)	0.0	ITS		556	500	56	0	0
	9005	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Overruns		4375	3500	875	0	0
	9006	RPS			INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr		1222	1100	122	0	0
	9007	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED		480	320	80	80	0
	9008	SIM			VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer		1111	1000	111	0	0
	9009	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning		2038	1630	408	0	0
	9010	SNH			VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR		185	150	35	0	0
	9011	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Parks & Rec		1248	1010	0	238	0
	9012	STP			RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way		938	750	188	0	0
	9013	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Training		212	197	15	0	0
	9014	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild		156	126	30	0	0
	9015	SIM			RIGHT OF WAY - INTERSTATE	0.0	Right Of Way		244	220	24	0	0
	9016	SS			VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree		390	316	74	0	0
	9017	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	OJT		90	90	0	0	0
	9018	NH			VAR LOC - STATEWIDE - NHS	0.0	Seal Coats		5560	4500	1060	0	0
	9019	SIM			VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats		1111	1000	111	0	0
	9020	SS			VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats		5560	4500	1060	0	0
	9021	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng		251	203	48	0	0
19957	9022	SS			VARIOUS LOCATIONS - STATEWIDE	0.0	ADA Ramp Rev		250	202	48	0	0
	9023	STP			VAR LOC-STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer		1000	800	200	0	0
	9024	STP			VAR LOC-STATEWIDE-NON-INTERSTATE	0.0	Prelim Engineer		2162	1750	412	0	0
	9025	RPS			VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices		2194	1975	219	0	0
	9026	SIMSS			VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce		833	750	83	0	0
	9027	STP			ND 511 ALERT	0.0	ITS		313	250	63	0	0
	9028	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study		5000	4000	1000	0	0
							<b>Subtotal</b>		<b>37603</b>	<b>30939</b>	<b>6346</b>	<b>318</b>	<b>0</b>
<b>Urban</b>													
	9029	SU			VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer		2250	1800	0	450	0
	9030	SU			VARIOUS LOCATIONS - STATEWIDE	0.0	Right Of Way		100	80	0	20	0
							<b>Subtotal</b>		<b>2350</b>	<b>1880</b>	<b>0</b>	<b>470</b>	<b>0</b>
<b>Bridge</b>													
	9031	BR			VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect		563	450	113	0	0
	9032	BRU			BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items		309	250	59	0	0
							<b>Subtotal</b>		<b>872</b>	<b>700</b>	<b>172</b>	<b>0</b>	<b>0</b>
<b>Transportation Alternatives</b>													
	9033	TES			PE BRICK MINE BRIDGE REHABILITATION	0.0	Structur Repair		156	125	0	31	0
	9034	TES			NDDOT 1979 HISTORY BOOK REPRINT	0.0	History Update		40	32	8	0	0
	9055	TES			PE VELVA BRIDGE REHABILITATION	0.0	Structur Repair		156	125	0	31	0
	9056	TES			BRICK MINE REHABILITATION	0.0	Structur Repair		825	660	0	165	0
							<b>Subtotal</b>		<b>1177</b>	<b>942</b>	<b>8</b>	<b>227</b>	<b>0</b>
<b>County</b>													
	9035	SC			VARIOUS LOCATIONS-STATEWIDE	0.0	County Roadways		16415	13285	0	3130	0
	9036	BR			VARIOUS LOCATIONS-STATEWIDE	0.0	County Bridges		7463	5970	0	1493	0
	9037	SC			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED		480	320	80	80	0

Map Key 9001 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
<b>Subtotal</b>								<b>24358</b>	<b>19575</b>	<b>80</b>	<b>4703</b>	<b>0</b>	
<b>Federal Lands Highways</b>													
	9038	FHO			VARIOUS LOCATIONS-STATEWIDE	0.0	Access Program		1100	890	0	210	0
	9039	PLH			VARIOUS LOCATIONS - STATEWIDE	0.0	Public Lands		1000	1000	0	0	0
<b>Subtotal</b>								<b>2100</b>	<b>1890</b>	<b>0</b>	<b>210</b>	<b>0</b>	
<b>Emergency Relief</b>													
	9040	SER			VARIOUS LOCATIONS - STATEWIDE	0.0	Grade Raise		1000	1000	0	0	0
<b>Subtotal</b>								<b>1000</b>	<b>1000</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Safe Routes to School</b>													
	9041	SRT			VARIOUS LOCATIONS - STATEWIDE	0.0	SRTS		1815	1815	0	0	0
<b>Subtotal</b>								<b>1815</b>	<b>1815</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Missile Roads</b>													
	9042	ROM			VARIOUS LOCATIONS - STATEWIDE	0.0	Missile Roads		6000	6000	0	0	0
<b>Subtotal</b>								<b>6000</b>	<b>6000</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Safety</b>													
	9043	HES			VARIOUS LOCATIONS - STATEWIDE	0.0	Prelim Engineer		111	100	11	0	0
	9044	HES			VAR LOC-STATEWIDE-INDIVIDUAL	0.0	Prelim Engineer		111	100	11	0	0
	9045	HESHEUHI			YIELD INSTALLATION AT RR CROSSINGS	0.0	Signing		278	250	28	0	0
	9046	HES			STATEWIDE CRASH REPORT EVALUATION	0.0	Safety		374	337	37	0	0
	9047	HES			SMALL SCALE IMPROVEMENTS	0.0	Safety		111	100	11	0	0
20303	9048	SHE			SIGNING - EASTERN DISTRICTS	0.0	Signing		650	585	65	0	0
	9049	HESHEUHI			HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety		734	660	37	37	0
<b>Subtotal</b>								<b>2369</b>	<b>2132</b>	<b>200</b>	<b>37</b>	<b>0</b>	
<b>Transit</b>													
	9050	TCAP			STATEWIDE 5339	0.0	TR Capital		2135	1708	427	0	0
	9051	TE/D			VARIOUS LOCATIONS - 5310	0.0	TR Capital		741	593	0	148	0
	9052	TCAP			STATEWIDE RURAL TRANSIT CAPITAL	0.0	TR Cap Purchase		416	333	83	0	0
	9053	TRUR			STATEWID TRANSIT - 5311	0.0	TR Op Assist, TR Admin, TR Cap Purchase, TR Training		6376	5101	0	1275	0
	9054	TCAP			VARIOUS LOCATIONS - STATEWIDE	0.0	TR Training		106	106	0	0	0
<b>Subtotal</b>								<b>9774</b>	<b>7841</b>	<b>510</b>	<b>1423</b>	<b>0</b>	
<b>Total</b>								<b>89418</b>	<b>74714</b>	<b>7316</b>	<b>7388</b>	<b>0</b>	

**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
<b>Fiscal Year: 2015-2017</b>													
<b>Rural</b>													
	9101	SIM			VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0	
	9102	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	OJT	90	90	0	0	0	
	9103	STP			ND 511 ALERT	0.0	ITS	313	250	63	0	0	
	9104	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	261	211	50	0	0	
	9105	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	159	129	30	0	0	
	9106	STP			VAR LOC-STATEWIDE-NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0	
	9107	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Training	212	197	15	0	0	
	9108	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0	
20268	9109	SS			VARIOUS LOCATIONS - STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0	
	9110	SS			VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	5560	4500	1060	0	0	
	9111	SIM			VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	1111	1000	111	0	0	
	9112	NH			VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	5560	4500	1060	0	0	
	9113	UGP			RTSSC, SURTC	0.0	Safety	0	0	0	0	0	
	9114	SIM			RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0	
	9115	RPS			INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	1778	1600	178	0	0	
	9116	SS			BILLBOARD CONTROL PROGRAM	0.0	Billboard Contr	150	121	29	0	0	
	9117	STP			RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	938	750	188	0	0	
	9118	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Parks & Rec	1248	1010	0	238	0	
	9119	RPS			VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	1778	1600	178	0	0	
	9120	SIMSS			VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0	
	9121	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0	
	9122	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	5000	4000	1000	0	0	
	9123	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Overt	62	50	12	0	0	
	9124	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Overruns	4375	3500	875	0	0	
	9125	SNH			VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	185	150	35	0	0	
	9126	SS			VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0	
	9127	STP			VAR LOC - STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	1000	800	200	0	0	
	9128	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	2068	1654	414	0	0	
	9129	SIMSS			ROAD WEATHER (DMS & ESS)	0.0	ITS	565	500	65	0	0	
	9201	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	5000	4000	1000	0	0	
	9202	STP			ND 511 ALERT	0.0	ITS	313	250	63	0	0	
	9203	SS			VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	5560	4500	1060	0	0	
	9204	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Parks & Rec	1248	1010	0	238	0	
	9205	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Overruns	4375	3500	875	0	0	
	9206	SIMSS			VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0	
	9207	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	271	219	52	0	0	
	9208	STP			RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	938	750	188	0	0	
	9209	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	2099	1679	420	0	0	
	9210	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0	
20269	9211	SS			VARIOUS LOCATIONS - STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0	
	9212	SIM			VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0	
	9213	UGP			RTSSC, SURTC	0.0	Safety	0	0	0	0	0	
	9214	RPS			INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	1778	1600	178	0	0	
	9215	SNH			VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	185	150	35	0	0	
	9216	RPS			VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	1778	1600	178	0	0	
	9217	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	164	133	31	0	0	
	9218	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Training	212	197	15	0	0	
	9219	STP			VAR LOC - STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	1000	800	200	0	0	
	9220	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Overt	62	50	12	0	0	

Map Keys 9113 & 9213 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
<b>Rural</b>													
	9221	SIMSS			ROAD WEATHER (DMS & ESS)	0.0	ITS	565	500	65	0	0	
	9222	NH			VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	5560	4500	1060	0	0	
	9223	SIM			VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	1111	1000	111	0	0	
	9224	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	OJT	90	90	0	0	0	
	9225	SS			VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0	
	9226	STP			VAR LOC-STATEWIDE-NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0	
	9227	SIM			RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0	
	9228	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0	
	9301	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	282	228	54	0	0	
	9302	STP			RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	938	750	188	0	0	
	9303	SNH			VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	185	150	35	0	0	
	9304	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	168	136	32	0	0	
	9305	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Overt	62	50	12	0	0	
	9306	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0	
	9307	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Parks & Rec	1248	1010	0	238	0	
	9308	STP			VAR LOC - STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	1000	800	200	0	0	
	9309	SIM			VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0	
	9310	STP			VAR LOC-STATEWIDE-NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0	
	9311	SS			VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	5560	4500	1060	0	0	
	9312	NH			VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	5560	4500	1060	0	0	
	9313	SIM			VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	1111	1000	111	0	0	
	9314	RPS			INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	1778	1600	178	0	0	
	9315	RPS			VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	1778	1600	178	0	0	
	9316	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Training	212	197	15	0	0	
	9317	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	OJT	90	90	0	0	0	
	9318	STP			ND 511 ALERT	0.0	ITS	313	250	63	0	0	
	9319	SIMSS			ROAD WEATHER (DMS & ESS)	0.0	ITS	565	500	65	0	0	
	9320	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Overruns	4375	3500	875	0	0	
	9321	SS			VARIOUS LOCATIONS - STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0	
	9322	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0	
	9323	SS			VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0	
	9324	SIMSS			VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0	
	9325	SIM			RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0	
	9326	SS			BILLBOARD CONTROL PROGRAM	0.0	Billboard Contr	150	121	29	0	0	
	9327	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	2130	1704	426	0	0	
	9328	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	5000	4000	1000	0	0	
	9345	UGP			RTSSC, SURTC	0.0	Safety	0	0	0	0	0	
							<b>Subtotal</b>	<b>113217</b>	<b>93152</b>	<b>19111</b>	<b>954</b>	<b>0</b>	
<b>Urban</b>													
	9130	SU			VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	2250	1800	0	450	0	
	9131	SU			VARIOUS LOCATIONS - STATEWIDE	0.0	Right Of Way	100	80	0	20	0	
	9229	SU			VARIOUS LOCATIONS - STATEWIDE	0.0	Right Of Way	100	80	0	20	0	
	9230	SU			VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	2250	1800	0	450	0	
	9329	SU			VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	2250	1800	0	450	0	
	9330	SU			VARIOUS LOCATIONS - STATEWIDE	0.0	Right Of Way	100	80	0	20	0	
							<b>Subtotal</b>	<b>7050</b>	<b>5640</b>	<b>0</b>	<b>1410</b>	<b>0</b>	
<b>Bridge</b>													
	9132	BR			VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect	563	450	113	0	0	

Map Key 9345 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
<b>Bridge</b>													
		9133 BRU			BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items		309	250	59	0	0
		9231 BRU			BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items		309	250	59	0	0
		9232 BR			VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect		563	450	113	0	0
		9331 BRU			BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items		309	250	59	0	0
		9332 BR			VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect		563	450	113	0	0
							<b>Subtotal</b>		<b>2616</b>	<b>2100</b>	<b>516</b>	<b>0</b>	<b>0</b>
<b>Transportation Alternatives</b>													
		9134 TEU			VARIOUS LOCATIONS-STATEWIDE	0.0	Dir Task Force		1142	924	0	218	0
		9136 TEO			VARIOUS LOCATIONS-STATEWIDE	0.0	Dir Task Force		841	681	0	160	0
		9233 TEU			VARIOUS LOCATIONS-STATEWIDE	0.0	Dir Task Force		1159	938	0	221	0
		9234 TEO			VARIOUS LOCATIONS-STATEWIDE	0.0	Dir Task Force		854	691	0	163	0
		9333 TEU			VARIOUS LOCATIONS-STATEWIDE	0.0	Dir Task Force		1176	952	0	224	0
		9334 TEO			VARIOUS LOCATIONS-STATEWIDE	0.0	Dir Task Force		867	702	0	165	0
							<b>Subtotal</b>		<b>6039</b>	<b>4888</b>	<b>0</b>	<b>1151</b>	<b>0</b>
<b>County</b>													
		9137 SC			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED		480	320	80	80	0
		9138 SC			VARIOUS LOCATIONS STATEWIDE	0.0	County Roadways		16661	13484	0	3177	0
		9139 BR			VARIOUS LOCATIONS STATEWIDE	0.0	County Bridges		6155	4981	0	1174	0
		9235 SC			VARIOUS LOCATIONS STATEWIDE	0.0	County Roadways		16912	13687	0	3225	0
		9236 BR			VARIOUS LOCATIONS STATEWIDE	0.0	County Bridges		7600	6151	0	1449	0
		9237 STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED		480	320	80	80	0
		9335 STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED		480	320	80	80	0
		9336 BR			VARIOUS LOCATIONS STATEWIDE	0.0	County Bridges		7714	6243	0	1471	0
		9337 SC			VARIOUS LOCATIONS STATEWIDE	0.0	County Roadways		17165	13892	0	3273	0
							<b>Subtotal</b>		<b>73647</b>	<b>59398</b>	<b>240</b>	<b>14009</b>	<b>0</b>
<b>Federal Lands Highways</b>													
		9140 FHO			VARIOUS LOCATIONS STATEWIDE	0.0	Access Program		1100	890	0	210	0
		9141 PLH			VARIOUS LOCATIONS - STATEWIDE	0.0	Public Lands		1000	1000	0	0	0
		9238 FHO			VARIOUS LOCATIONS STATEWIDE	0.0	Access Program		1100	890	0	210	0
		9239 PLH			VARIOUS LOCATIONS - STATEWIDE	0.0	Public Lands		1000	1000	0	0	0
		9338 FHO			VARIOUS LOCATIONS STATEWIDE	0.0	Access Program		1100	890	0	210	0
		9339 PLH			VARIOUS LOCATIONS - STATEWIDE	0.0	Public Lands		1000	1000	0	0	0
							<b>Subtotal</b>		<b>6300</b>	<b>5670</b>	<b>0</b>	<b>630</b>	<b>0</b>
<b>Emergency Relief</b>													
		9142 SER			VARIOUS LOCATIONS - STATEWIDE	0.0	Grade Raise		1000	1000	0	0	0
		9240 SER			VARIOUS LOCATIONS - STATEWIDE	0.0	Grade Raise		1000	1000	0	0	0
		9340 SER			VARIOUS LOCATIONS - STATEWIDE	0.0	Grade Raise		1000	1000	0	0	0
							<b>Subtotal</b>		<b>3000</b>	<b>3000</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Missile Roads</b>													
		9144 ROM			VARIOUS LOCATIONS - STATEWIDE	0.0	Missile Roads		6000	6000	0	0	0
		9242 ROM			VARIOUS LOCATIONS - STATEWIDE	0.0	Missile Roads		6000	6000	0	0	0
		9342 ROM			VARIOUS LOCATIONS - STATEWIDE	0.0	Missile Roads		6000	6000	0	0	0
							<b>Subtotal</b>		<b>18000</b>	<b>18000</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Safety</b>													
20304		9145 SHE			SIGNING - WESTERN DISTRICTS	0.0	Signing		1000	900	100	0	0
		9146 HES			VARIOUS LOCATIONS - STATEWIDE	0.0	Prelim Engineer		111	100	11	0	0
		9147 HES			SMALL SCALE IMPROVEMENTS	0.0	Safety		111	100	11	0	0
		9148 HESHEUHI			HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety		734	660	37	37	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
<b>Safety</b>													
	9149	HES			STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	374	337	37	0	0	
	9150	HESHEUHI			YIELD INSTALLATION AT RR CROSSINGS	0.0	Signing	278	250	28	0	0	
	9151	HES			VAR LOC-STATEWIDE-INDIVIDUAL	0.0	Prelim Engineer	111	100	11	0	0	
	9243	HES			VARIOUS LOCATIONS - STATEWIDE	0.0	Prelim Engineer	111	100	11	0	0	
	9244	HESHEUHI			YIELD INSTALLATION AT RR CROSSINGS	0.0	Signing	278	250	28	0	0	
	9245	HES			VAR LOC-STATEWIDE-INDIVIDUAL	0.0	Prelim Engineer	111	100	11	0	0	
	9246	HES			SMALL SCALE IMPROVEMENTS	0.0	Safety	111	100	11	0	0	
	9247	HESHEUHI			HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety	734	660	37	37	0	
	9248	HES			STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	374	337	37	0	0	
	9343	HES			VAR LOC-STATEWIDE-INDIVIDUAL	0.0	Prelim Engineer	111	100	11	0	0	
	9344	HES			SMALL SCALE IMPROVEMENTS	0.0	Safety	111	100	11	0	0	
	9346	HESHEUHI			YIELD INSTALLATION AT RR CROSSINGS	0.0	Signing	278	250	28	0	0	
	9347	HES			VARIOUS LOCATIONS - STATEWIDE	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	
	9353	SHEHES			DISTRICTWIDE RETROREFLECTIVITY	0.0	Signing	2222	2000	222	0	0	
							<b>Subtotal</b>	<b>8379</b>	<b>7541</b>	<b>727</b>	<b>111</b>	<b>0</b>	
<b>Transit</b>													
	9152	TCAP			STATEWIDE RURAL TRANSIT CAPITAL	0.0	TR Cap Purchase	416	333	83	0	0	
	9153	TE/D			VARIOUS LOCATIONS - 5310	0.0	TR Capital	776	621	0	155	0	
	9154	TCAP			STATEWIDE 5339	0.0	TR Capital	2500	2000	500	0	0	
	9155	TCAP			VARIOUS LOCATIONS - STATEWIDE	0.0	TR Training	106	106	0	0	0	
	9156	TRUR			STATEWIDE TRANSIT - 5311	0.0	TR Op Assist, TR Admin, TR Cap Purchase, TR Training	6813	5450	0	1363	0	
	9249	TCAP			STATEWIDE 5339	0.0	TR Capital	2813	2250	563	0	0	
	9250	TCAP			VARIOUS LOCATIONS - STATEWIDE	0.0	TR Training	106	106	0	0	0	
	9251	TE/D			VARIOUS LOCATIONS - 5310	0.0	TR Capital	819	655	0	164	0	
	9252	TRUR			STATEWIDE TRANSIT - 5311	0.0	TR Op Assist, TR Admin, TR Cap Purchase, TR Training	7125	5700	0	1425	0	
	9350	TRUR			VARIOUS LOCATIONS - 5310	0.0	TR Capital	850	680	0	170	0	
	9351	TRUR			STATEWIDE 5339	0.0	TR Capital	3188	2550	638	0	0	
	9352	TRUR			STATEWIDE TRANSIT - 5311	0.0	TR Op Assist, TR Admin, TR Cap Purchase, TR Training	7750	6200	0	1550	0	
							<b>Subtotal</b>	<b>33262</b>	<b>26651</b>	<b>1784</b>	<b>4827</b>	<b>0</b>	
							<b>Total</b>	<b>271510</b>	<b>226040</b>	<b>22378</b>	<b>23092</b>	<b>0</b>	
							<b>Grand Total</b>	<b>360928</b>	<b>300754</b>	<b>29694</b>	<b>30480</b>	<b>0</b>	

# PROGRAMS

## State Funding Programs

The 63<sup>rd</sup> Legislative Assembly of North Dakota appropriated one-time funding for state highway construction and maintenance. Senate Bill No. 2176 provided \$620 million and Senate Bill No. 2012 provided \$541.6 million. Together the bills provided \$1.16 billion 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 2014 or beyond, the funding level for planning purposes was based on projected apportionment for 2014-2017. It was based on \$244 million for 2014, \$248 million for 2015, \$251 million for 2016 and \$255 million for 2017. 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 21<sup>st</sup> 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)
- Railroad-Highway Crossings Program
- 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.
- Workforce development, training, and education activities that are in accordance with 23 USC 504(e).

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 state has the option to opt out of the RTP program each year, based on the Governor's direction.

### **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.

### **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  $\leq 50$  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 FLMA's, 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 set-asides 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. 5<sup>th</sup> St., PO Box 5503, Bismarck, ND 58506-5503, Telephone (701) 355-1840, Email: [coplan@state.nd.us](mailto:coplan@state.nd.us)

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

2. Fargo-Moorhead-West Fargo Metro Area, One 2<sup>nd</sup> St N., Suite #232, Fargo, ND 58102, Telephone (701) 232-3242, Email: [metrocoq@fmmetrocog.org](mailto:metrocoq@fmmetrocog.org)  
Website: <http://www.fmmetrocog.org>
3. Grand Forks-East Grand Forks Metro Area, 255 N. 4<sup>th</sup> St., Grand Forks, ND 58206, Telephone (701) 746-2660, Email: [info@theforksmmpo.org](mailto: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, 5339, 5310, 5311, 5311(b) 5311(c), and 5311(f). 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 5339 Federal Transit Major Capital Investment**

Section 5339 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 5339 grants are nationally competitive. Providers will submit applications for various programs appropriate to the needs of their agency.

If any discretionary grant opportunities arise, 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 Enhanced Mobility of Seniors & 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.

Urban and rural demand-response paratransit 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 Non-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.

### **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 28 rural transit projects that will receive Section 5311 funding during federal FY 2013 to provide transit services in the rural areas of the state. These projects are identified in the FY 2014 Section 5311 Program of Projects. These same 28 projects are also eligible to receive Sections 5339 and 5310 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 (2014-2017). 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. 34 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](mailto:kadair@nd.gov).

**2014**  
**Program Summary (In Thousands)**

	Expenditures <sup>(1)</sup>			Revenues		
	Total	Federal	State/Other	Total	Federal	State/Other <sup>(2)</sup>
<b>State Highway Construction Program</b>						
Interstate Maintenance <sup>(3)</sup>	\$80,820	\$72,738	\$8,082	\$0	\$0	\$0
National Highway Performance	\$71,385	\$57,772	\$13,613	\$162,014	\$137,712	\$24,302
Highway Bridge <sup>(4)</sup>	\$12,178	\$8,083	\$4,095	\$0	\$0	\$0
Highway Safety Improvements <sup>(5)</sup>	\$18,383	\$16,573	\$1,810	\$13,896	\$12,506	\$1,390
Railway-Highway Crossing	\$3,417	\$3,075	\$342	\$3,970	\$3,573	\$397
Surface Transportation	\$102,923	\$83,256	\$19,667	\$37,680	\$30,480	\$7,200
<b>Total</b>	<b>\$289,106</b>	<b>\$241,497</b>	<b>\$47,609</b>	<b>\$217,559</b>	<b>\$184,270</b>	<b>\$33,289</b>
<b>Urban Highway Construction Program</b>						
National Highway Performance	\$12,031	\$9,667	\$2,364	\$10,707	\$8,603	\$2,104
Highway Bridge <sup>(4)</sup>	\$4,016	\$3,250	\$766	\$0	\$0	\$0
Surface Transportation/CMAQ	\$50,230	\$38,203	\$12,027	\$34,779	\$26,452	\$8,328
<b>Total</b>	<b>\$66,277</b>	<b>\$51,120</b>	<b>\$15,157</b>	<b>\$45,487</b>	<b>\$35,055</b>	<b>\$10,431</b>
<b>County Highway Construction Program</b>						
Surface Transportation	\$16,895	\$13,605	\$3,290	\$16,381	\$13,257	\$3,124
Highway Bridge	\$7,462	\$5,970	\$1,492	\$7,462	\$5,970	\$1,492
<b>Total</b>	<b>\$24,357</b>	<b>\$19,575</b>	<b>\$4,782</b>	<b>\$23,843</b>	<b>\$19,227</b>	<b>\$4,616</b>
<b>Transportation Alternatives Program</b>						
State Highways <sup>(6)</sup>	\$1,177	\$942	\$235	\$0	\$0	\$0
Urban Areas	\$1,519	\$1,206	\$313	\$1,125	\$910	\$214
County Roads	\$1,558	\$1,195	\$363	\$829	\$671	\$158
Safe Routes to School <sup>(7)</sup>	\$1,815	\$1,815	\$0	\$1,815	\$1,815	\$0
TCSP Grants	\$1,200	\$800	\$400	\$1,200	\$800	\$400
<b>Total</b>	<b>\$7,269</b>	<b>\$5,958</b>	<b>\$1,311</b>	<b>\$4,969</b>	<b>\$4,196</b>	<b>\$773</b>
<b>Emergency Relief</b>	<b>\$11,344</b>	<b>\$9,889</b>	<b>\$1,455</b>	<b>\$9,731</b>	<b>\$8,889</b>	<b>\$842</b>
<b>Federal Lands Highways</b>	<b>\$2,100</b>	<b>\$1,890</b>	<b>\$210</b>	<b>\$2,100</b>	<b>\$1,890</b>	<b>\$210</b>
<b>ROM Missile Roads</b>	<b>\$6,000</b>	<b>\$6,000</b>	<b>\$0</b>	<b>\$6,000</b>	<b>\$6,000</b>	<b>\$0</b>
<b>SOIA</b>	<b>\$397,702</b>	<b>\$0</b>	<b>\$397,702</b>	<b>\$380,943</b>	<b>\$0</b>	<b>\$397,702</b>
<b>Illustrative</b>	<b>\$2,914</b>	<b>\$0</b>	<b>\$2,914</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Transit</b>	<b>\$21,010</b>	<b>\$13,617</b>	<b>\$7,393</b>	<b>\$21,010</b>	<b>\$13,617</b>	<b>\$7,393</b>
<b>Total</b>	<b>\$828,079</b>	<b>\$349,546</b>	<b>\$478,533</b>	<b>\$711,641</b>	<b>\$273,145</b>	<b>\$455,255</b>
<b>Maintenance &amp; Operations</b>	<b>\$141,972</b>	<b>\$0</b>	<b>\$141,972</b>	<b>\$141,972</b>	<b>\$0</b>	<b>\$141,972</b>
<b>Grand Total</b>	<b>\$970,051</b>	<b>\$349,546</b>	<b>\$620,505</b>	<b>\$853,613</b>	<b>\$273,145</b>	<b>\$597,227</b>

(1) Contains pending projects - (\$76.2 Million Total, \$64.8 Million Federal) and illustrative projects, if additional funding/revenues would be available. Some of the projects shown may be funded with 2013 Obligation Limitation.

(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) Highway Safety Improvements are projects from the HSIP which includes projects that may be in the State, Urban, and County Highway Construction Programs.

(6) The Revenue is shown as \$0 under the State Highway portion of the Transportation Alternatives Program, but the necessary revenue will come out of the STP revenues if the projects move forward based on the Program funding decisions.

(7) Remaining Apportionment from SAFETEA-LU is being used.

**2015**  
**Program Summary (In Thousands)**

	Expenditures <sup>(1)</sup>			Revenues		
	Total	Federal	State/Other	Total	Federal	State/Other <sup>(2)</sup>
<b>State Highway Construction Program</b>						
Interstate Maintenance <sup>(3)</sup>	\$43,182	\$38,855	\$4,327	\$0	\$0	\$0
National Highway Performance	\$83,198	\$67,332	\$15,866	\$164,444	\$139,777	\$24,667
Highway Bridge <sup>(4)</sup>	\$14,316	\$12,119	\$2,197	\$0	\$0	\$0
Highway Safety Improvements <sup>(5)</sup>	\$18,975	\$17,328	\$1,647	\$14,104	\$12,694	\$1,410
Railway-Highway Crossing	\$3,555	\$3,200	\$355	\$4,030	\$3,627	\$403
Surface Transportation	\$49,451	\$39,865	\$9,586	\$39,927	\$32,187	\$7,740
<b>Total</b>	<b>\$212,677</b>	<b>\$178,699</b>	<b>\$33,978</b>	<b>\$222,504</b>	<b>\$188,285</b>	<b>\$34,220</b>
<b>Urban Highway Construction Program</b>						
National Highway Performance	\$19,418	\$15,551	\$3,867	\$10,904	\$8,732	\$2,171
Highway Bridge <sup>(4)</sup>	\$309	\$250	\$59	\$0	\$0	\$0
Surface Transportation/CMAQ	\$32,145	\$23,699	\$8,446	\$36,934	\$27,230	\$9,704
<b>Total</b>	<b>\$51,872</b>	<b>\$39,500</b>	<b>\$12,372</b>	<b>\$47,838</b>	<b>\$35,962</b>	<b>\$11,876</b>
<b>County Highway Construction Program</b>						
Surface Transportation	\$20,792	\$14,533	\$6,259	\$16,998	\$13,757	\$3,242
Highway Bridge	\$6,155	\$4,981	\$1,174	\$7,377	\$5,970	\$1,407
<b>Total</b>	<b>\$26,947</b>	<b>\$19,514</b>	<b>\$7,433</b>	<b>\$24,375</b>	<b>\$19,727</b>	<b>\$4,649</b>
<b>Transportation Alternatives Program</b>						
Urban Areas	\$1,142	\$924	\$218	\$1,142	\$924	\$218
County Roads	\$841	\$681	\$160	\$841	\$681	\$160
<b>Total</b>	<b>\$1,983</b>	<b>\$1,605</b>	<b>\$378</b>	<b>\$1,983</b>	<b>\$1,605</b>	<b>\$378</b>
<b>Emergency Relief</b>	<b>\$3,000</b>	<b>\$2,800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Federal Lands Highways</b>	<b>\$9,350</b>	<b>\$9,140</b>	<b>\$210</b>	<b>\$9,350</b>	<b>\$9,140</b>	<b>\$210</b>
<b>ROM Missile Roads</b>	<b>\$6,000</b>	<b>\$6,000</b>	<b>\$0</b>	<b>\$6,000</b>	<b>\$6,000</b>	<b>\$0</b>
<b>Illustrative</b>	<b>\$9,620</b>	<b>\$0</b>	<b>\$9,620</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Transit</b>	<b>\$22,365</b>	<b>\$14,563</b>	<b>\$7,802</b>	<b>\$22,365</b>	<b>\$14,563</b>	<b>\$7,802</b>
<b>Total</b>	<b>\$343,814</b>	<b>\$271,821</b>	<b>\$71,993</b>	<b>\$334,416</b>	<b>\$275,281</b>	<b>\$59,134</b>
<b>Maintenance &amp; Operations</b>	<b>\$141,972</b>	<b>\$0</b>	<b>\$141,972</b>	<b>\$141,972</b>	<b>\$0</b>	<b>\$141,972</b>
<b>Grand Total</b>	<b>\$485,786</b>	<b>\$271,821</b>	<b>\$213,965</b>	<b>\$476,388</b>	<b>\$275,281</b>	<b>\$201,106</b>

(1) Contains pending projects - (\$63.5 Million Total, \$53.3 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) Highway Safety Improvements are projects from the HSIP which includes projects that may be in the State, Urban, and County Highway Construction Programs.

**2016**  
**Program Summary (In Thousands)**

	Expenditures <sup>(1)</sup>			Revenues		
	Total	Federal	State/Other	Total	Federal	State/Other <sup>(2)</sup>
<b>State Highway Construction Program</b>						
Interstate Maintenance <sup>(3)</sup>	\$43,066	\$38,751	\$4,315	\$0	\$0	\$0
National Highway Performance	\$80,822	\$65,409	\$15,413	\$166,911	\$141,874	\$25,037
Highway Bridge <sup>(4)</sup>	\$9,884	\$8,528	\$1,356	\$0	\$0	\$0
Highway Safety Improvements <sup>(5)</sup>	\$6,261	\$5,635	\$626	\$14,316	\$12,884	\$1,432
Railway-Highway Crossing	\$3,556	\$3,200	\$356	\$4,090	\$3,681	\$409
Surface Transportation	\$63,095	\$50,907	\$12,188	\$40,492	\$32,670	\$7,822
<b>Total</b>	<b>\$206,684</b>	<b>\$172,430</b>	<b>\$34,254</b>	<b>\$225,808</b>	<b>\$191,109</b>	<b>\$34,699</b>
<b>Urban Highway Construction Program</b>						
National Highway Performance	\$14,590	\$11,690	\$2,900	\$11,062	\$8,863	\$2,199
Highway Bridge <sup>(4)</sup>	\$25,309	\$10,367	\$14,942	\$0	\$0	\$0
Surface Transportation/CMAQ	\$19,844	\$15,098	\$4,746	\$36,326	\$27,638	\$8,688
<b>Total</b>	<b>\$59,743</b>	<b>\$37,155</b>	<b>\$22,588</b>	<b>\$47,388</b>	<b>\$36,502</b>	<b>\$10,887</b>
<b>County Highway Construction Program</b>						
Surface Transportation	\$17,392	\$14,007	\$3,385	\$17,364	\$14,053	\$3,311
Highway Bridge	\$7,600	\$6,151	\$1,449	\$7,377	\$5,970	\$1,407
<b>Total</b>	<b>\$24,992</b>	<b>\$20,158</b>	<b>\$4,834</b>	<b>\$24,741</b>	<b>\$20,023</b>	<b>\$4,718</b>
<b>Transportation Alternatives Program</b>						
Urban Areas	\$1,159	\$938	\$221	\$1,159	\$938	\$221
County Roads	\$854	\$691	\$163	\$854	\$691	\$163
<b>Total</b>	<b>\$2,013</b>	<b>\$1,629</b>	<b>\$384</b>	<b>\$2,013</b>	<b>\$1,629</b>	<b>\$384</b>
<b>Emergency Relief</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Federal Lands Highways</b>	<b>\$2,100</b>	<b>\$1,890</b>	<b>\$210</b>	<b>\$2,100</b>	<b>\$1,890</b>	<b>\$210</b>
<b>ROM Missile Roads</b>	<b>\$6,000</b>	<b>\$6,000</b>	<b>\$0</b>	<b>\$6,000</b>	<b>\$6,000</b>	<b>\$0</b>
<b>Illustrative</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Transit</b>	<b>\$22,620</b>	<b>\$14,839</b>	<b>\$7,781</b>	<b>\$22,620</b>	<b>\$14,839</b>	<b>\$7,781</b>
<b>Total</b>	<b>\$325,152</b>	<b>\$255,101</b>	<b>\$70,051</b>	<b>\$330,669</b>	<b>\$271,991</b>	<b>\$58,678</b>
<b>Maintenance &amp; Operations</b>	<b>\$141,972</b>	<b>\$0</b>	<b>\$141,972</b>	<b>\$141,972</b>	<b>\$0</b>	<b>\$141,972</b>
<b>Grand Total</b>	<b>\$467,124</b>	<b>\$255,101</b>	<b>\$212,023</b>	<b>\$472,641</b>	<b>\$271,991</b>	<b>\$200,650</b>

(1) Contains pending projects - (\$56.4 Million Total, \$47.9 Million Federal), 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) Highway Safety Improvements are projects from the HSIP which includes projects that may be in the State, Urban, and County Highway Construction Programs.

**2017**  
**Program Summary (In Thousands)**

	Expenditures <sup>(1)</sup>			Revenues		
	Total	Federal	State/Other	Total	Federal	State/Other <sup>(2)</sup>
<b>State Highway Construction Program</b>						
Interstate Maintenance <sup>(3)</sup>	\$47,233	\$42,501	\$4,732	\$0	\$0	\$0
National Highway Performance	\$73,220	\$59,234	\$13,986	\$169,414	\$144,002	\$25,412
Highway Bridge <sup>(4)</sup>	\$5,046	\$4,403	\$643	\$0	\$0	\$0
Highway Safety Improvements <sup>(5)</sup>	\$7,614	\$6,879	\$735	\$14,530	\$13,077	\$1,453
Railway-Highway Crossing	\$3,556	\$3,200	\$356	\$4,151	\$3,736	\$415
Surface Transportation	\$73,903	\$59,653	\$14,250	\$41,081	\$33,160	\$7,921
<b>Total</b>	<b>\$210,572</b>	<b>\$175,870</b>	<b>\$34,702</b>	<b>\$229,177</b>	<b>\$193,975</b>	<b>\$35,202</b>
<b>Urban Highway Construction Program</b>						
National Highway Performance	\$27,706	\$18,309	\$9,397	\$13,614	\$8,996	\$4,617
Highway Bridge <sup>(4)</sup>	\$29,659	\$12,130	\$17,529	\$0	\$0	\$0
Surface Transportation/CMAQ	\$17,776	\$10,953	\$6,823	\$45,528	\$28,053	\$17,475
<b>Total</b>	<b>\$75,141</b>	<b>\$41,392</b>	<b>\$33,749</b>	<b>\$59,141</b>	<b>\$37,049</b>	<b>\$22,092</b>
<b>County Highway Construction Program</b>						
Surface Transportation	\$17,645	\$14,212	\$3,433	\$17,735	\$14,353	\$3,382
Highway Bridge	\$7,714	\$6,243	\$1,471	\$7,377	\$5,970	\$1,407
<b>Total</b>	<b>\$25,359</b>	<b>\$20,455</b>	<b>\$4,904</b>	<b>\$25,112</b>	<b>\$20,323</b>	<b>\$4,789</b>
<b>Transportation Alternatives Program</b>						
Urban Areas	\$1,176	\$952	\$224	\$1,176	\$952	\$224
County Roads	\$867	\$702	\$165	\$867	\$701	\$165
<b>Total</b>	<b>\$2,043</b>	<b>\$1,654</b>	<b>\$389</b>	<b>\$2,043</b>	<b>\$1,653</b>	<b>\$390</b>
<b>Emergency Relief</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Federal Lands Highways</b>	<b>\$2,100</b>	<b>\$1,890</b>	<b>\$210</b>	<b>\$2,100</b>	<b>\$1,890</b>	<b>\$210</b>
<b>ROM Missile Roads</b>	<b>\$6,000</b>	<b>\$6,000</b>	<b>\$0</b>	<b>\$6,000</b>	<b>\$6,000</b>	<b>\$0</b>
<b>Illustrative</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Transit</b>	<b>\$24,013</b>	<b>\$15,881</b>	<b>\$8,132</b>	<b>\$24,013</b>	<b>\$15,881</b>	<b>\$8,132</b>
<b>Total</b>	<b>\$346,228</b>	<b>\$264,142</b>	<b>\$82,086</b>	<b>\$347,586</b>	<b>\$276,772</b>	<b>\$70,814</b>
<b>Maintenance &amp; Operations</b>	<b>\$141,972</b>	<b>\$0</b>	<b>\$141,972</b>	<b>\$141,972</b>	<b>\$0</b>	<b>\$141,972</b>
<b>Grand Total</b>	<b>\$488,200</b>	<b>\$264,142</b>	<b>\$224,058</b>	<b>\$489,558</b>	<b>\$276,772</b>	<b>\$212,786</b>

(1) Contains pending projects - (\$82.4 Million Total, \$57.7 Million Federal), if additional funding/revenues would be available.

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(5) Highway Safety Improvements are projects from the HSIP which includes projects that may be in the State, Urban, and County Highway Construction Programs.

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

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**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.

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**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 offense 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.

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**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.



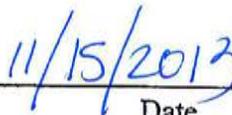
\_\_\_\_\_  
NDDOT Director



\_\_\_\_\_  
Attorney General



\_\_\_\_\_  
Date



\_\_\_\_\_  
Date

By:  SAA.G.  
Assistant Attorney General



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

**North Dakota Division**

November 25, 2013

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

Mr. Grant Levi  
Director  
North Dakota Department of Transportation  
608 E Boulevard Avenue  
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 in receipt of your letter dated November 18, 2013. We, hereby, approve the 2014-2017 Statewide Transportation Improvement Program with the following condition:

- Only the 2014 year of the Grand Forks-East Grand Forks MPO 2013-2016 TIP is approved, pending adoption of an updated MTP. Once an update has been approved by the MPO Policy Board, an amendment to include the 2014 – 2017 MPO TIP into this STIP will be required.

We 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 2014-2017 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 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 freezing the 2013-2016 TIP for the Grand Forks-East Grand



### **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 Federal funding source. Also, regionally significant projects, regardless of Federal, state or local funding source, must also be included in the STIP for information purposes.

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 has begun working on the State Freight Plan. The plan is being developed to address specific elements of MAP-21 that will enable the state to request an increase in Federal participation in freight-related projects. The plan kick-off meeting was held in June 2013.

#### ***STIP***

The 2013-2016 STIP was delayed until March 2013 in order to address MAP-21 programming requirements. In spite of a shortened timeframe for the 2013-2016 STIP, the NDDOT has elected to proceed with the development of the 2014-2017 STIP, due in October 2013.

#### ***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 submitted their 2012 Summary report by February 28, 2013. The agreed upon process is being documented in the revision of the Stewardship and Oversight Agreement.

The NDDOT Local Government Division has received a number of requests from smaller communities to complete long-range planning efforts. There were four efforts approved since the last STIP. The City of Minot has two, including a transit plan that the FTA is monitoring. The communities of Ray and Jamestown have also been approved for long-range transportation plans.

### ***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. NDDOT has a current plan for consultation with non-metropolitan local officials, dated February 24, 2011.

The NDDOT is working closely with stakeholders on the State Freight Plan, and will be involving the public through similar sessions once major issues have been identified by the stakeholders.

### ***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 (PE) 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 completed an internal review of the topic.

The key findings of the NDDOT review were as follows:

- The projects included in the preliminary engineering projects listing are done internally, and are small scale projects, such as overlays. As such it is appropriate for these smaller PE projects to be lumped.
- Since the PE activities are included under “lumped” project that is authorized in one lumped sum on an annual basis, there is very little chance that this category will become an “inactive” project
- Both the NDDOT and the FHWA regularly monitor the quarterly Statewide PE listing for projects that are approaching the “10-year Rule” limits. No project exceeds that time limit without an approved extension.
- The Statewide PE program is closed out annually. Some projects are carried over projects across close-out, however the full amount of the expected PE expenses are authorized when they are included in the program. Phased funding is unlikely to occur.

In order to address the concerns of FHWA, the NDDOT has proposed to: 1) include additional financial and key date information in the quarterly Statewide PE report; 2) Update the existing Statewide PE program documentation; and 3) ensure projects not meeting the criteria for a Categorical Exclusion are not eligible for this program. The NDDOT and FHWA will continue to work together to ensure this program and updated guidance will meet all Appropriations regulations.

### ***Coordination with MPOs***

Throughout the past year, the FHWA and the FTA noticed that communications between the NDDOT and the MPOs had deteriorated. We called attention to this issue in the planning finding for the 2013-2016 STIP. We asked the NDDOT to address the communication issue.

The NDDOT has taken action to improve communications and coordination with the MPOs. In May, the Office of Transportation Programs and the Local Government Division held a listening session with the MPOs, and reached agreement on how further communications would be conducted between them. The NDDOT invited the three MPOs to a meeting to discuss communications with Interim Director Grant Levi and Transportation Programs Director Steve Salwei. The meeting was held on May 13<sup>th</sup>. All three MPOs participated and good discussions from all entities ensued. As a result of the meeting, it was agreed upon that a communications matrix would be developed for various topics. The MPOs are working together to draft this matrix and will submit a draft to NDDOT for discussion by the same group. To date, the MPOs have not completed the initial development of the draft matrix. The communication issue will continue to be monitored by the FHWA and the FTA.

### **Metropolitan Planning Process**

#### ***Plans***

All three MPOs are in the process of updating their Metropolitan Transportation Plans (MTPs). The Fargo MTP is due in 2014, and Bismarck's MTP in 2015.

Grand Forks metropolitan transportation plan (MTP) was due in January 2013, and is considered late. The FHWA and the FTA, in cooperation with both the NDDOT and the Minnesota Department of Transportation, have provided a warning to the Grand Forks MPO that their 2013-2016 TIP has been frozen until the MTP is completed. The MPO has also been advised that the failure to complete the MTP by January 31, 2014 will result in Federal corrective actions by the FHWA and the FTA.

#### ***TIPs***

The 2014-2017 TIPs are under development at each MPO. According to the schedule established by the NDDOT and MPOs, the new TIPs should be adopted this fall, with the exception of the Grand Forks TIP, which cannot be adopted until the MTP is completed.

MPOs complete full documentation supporting the self-certification statement at least triennially. All updates were completed 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 the FHWA on behalf of the FHWA and the 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 and 2013. The meetings covered concerns about future reauthorization requirements, opportunities for training, and schedules for documents. The last MPO Directors meeting was held in April 2013.
- FHWA participated on steering committees for sub-area studies. FTA was provided copies of memoranda for information purposes.
- The MPOs have begun updating their Public Participation Plans. Fargo-Moorhead completed their most recent update in late 2012.

### ***Review Activities***

#### **Peer Exchange**

In June, the FHWA Office of Transportation Capacity Building, the FHWA North Dakota Division, and the FTA Region VIII office hosted a peer exchange on performance management and performance based planning. The peer exchange had presentations on establishing performance based planning within MPOs, how to select performance measures, and how to use performance measures to support the long-range plan and the TIP. Three peers from across the country (MN, IL, and VA) led the discussion with the North Dakota MPOs. The peer exchange was considered successful. A final report is being prepared by the Volpe Center on behalf of FHWA. The report should be available by this fall.

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.*

### ***Resolutions of Previous Recommendations***

Communications Plan: FHWA and FTA *strongly* recommended 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.

NDDOT met with the MPOs and agreed to develop a matrix outlining how the MPOs and NDDOT will conduct communications among the agencies. The MPOs agreed to develop the initial draft of the matrix. To date, the MPOs have not presented a draft matrix for discussion. The FHWA and the FTA recommend the group continue to work toward a communications plan agreeable to all parties. The FHWA and the FTA will continue to monitor progress on this issue.

Statewide PE Review: FHWA *strongly* recommended 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.

The NDDOT completed their review and met with the FHWA in July 2013. The internal review presented by the Office of Transportation Programs and the Programming Division proposed some revisions to the information presented to the Statewide PE process. These changes are acceptable to the FHWA. This issue has been resolved.

Tribal Consultation on the STIP: 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.

The NDDOT requested FHWA calendars to schedule meetings with the tribes. There were times when FHWA representatives were unable to make the meetings with the tribes to discuss the development of the 2014-2017 STIP. However, NDDOT has met the request from the FHWA that the Programming

Division attempt to coordinate with the Federal agencies when scheduling meetings with the tribes. We do request that the Programming Division continue to coordinate schedules as much as possible. This recommendation has been resolved.

STIP Formatting: FHWA and FTA recommended 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 recommended 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).

Due to current software issues, the NDDOT is unable to resolve these issues.

***Corrective Actions:***

There are no corrective actions associated with this planning finding.

***Recommendations:***

The FHWA and the FTA *strongly* recommend that the Grand Forks-East Grand Forks complete their MTP by January 31, 2014, in accordance with the July 29, 2013 letter from the FHWA Division Administrator, and the schedule approved by the NDDOT and the MnDOT. If the MTP is not completed by January 31, 2014, the MPO will be subject to Federal corrective actions. We request that the NDDOT, in cooperation with the MnDOT, continue to monitor the MPO’s progress toward the deadline and provide regular reports to the FHWA-ND, the FHWA-MN, the FTA-Region VIII, and the MnDOT. Until the MTP is completed, the Grand Forks-East Grand Forks MPO TIP may not be included in the approved STIP, nor adopt a 2014-2017 metropolitan TIP.

We recommend the NDDOT continue to work toward improved communications and a communications plan with the MPOs; FHWA and the FTA will continue to monitor progress on this issue.

***Commendations:***

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

The FHWA and the FTA appreciate the responsiveness of the NDDOT to address the recommendations from the last planning finding.

**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 meets the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, 23 CFR 450, and 49 CFR 613. However, the failure of the Grand Forks-East Grand Forks to complete their MTP in a timely manner means that the FHWA and the FTA can approve the 2014-2017 STIP only in part. Any projects within the metropolitan planning area boundaries of the Grand Forks-East Grand Forks MPO may not be advanced, except as provided in the July 29, 2013 letter to the MPO, until there is an approved MTP and TIP for the MPO.



# North Dakota Department of Transportation

Grant Levi, P.E.  
*Director*

Jack Dalrymple  
*Governor*

November 8, 2013

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

## APPROVAL OF BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Bismarck-Mandan Metropolitan Planning Organization's (MPO) 2014-2017 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.

GRANT LEVI, P.E., DIRECTOR

38/mej

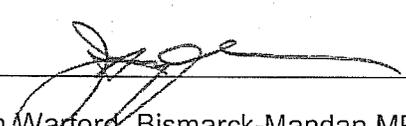
c: Stephanie Hickman, Federal Highway Administration  
Larry Squires, Federal Transit Administration  
Paul Benning, Local Government Engineer  
Kevin Levi, Bismarck District Engineer  
Steve Saunders, Bismarck-Mandan MPO

## MPO Self Certification

*This is an abridged version of the original MPO Self Certification document. The original document, in its entirety, can be viewed at the Bismarck-Mandan MPO offices.*

23 United States Code (U.S.C.) 450.334 requires Metropolitan Planning Organizations (MPO) to regularly certify that their planning process supports the development of a comprehensive transportation plan and Transportation Improvement Program that are consistent with federal regulations concerning the following:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment 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 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT 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 part 27 regarding discrimination against individuals with disabilities.

  
\_\_\_\_\_  
John Warford, Bismarck-Mandan MPO Policy Board Chair

10/15/13

Date



# North Dakota Department of Transportation

Grant Levi, P.E.  
*Director*

Jack Dalrymple  
*Governor*

November 8, 2013

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

## APPROVAL OF FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Fargo-Moorhead Metropolitan Council of Government's (Metro COG) 2014-2017 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.

  
GRANT LEVI, P.E., 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 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, 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.

Full documentation of Metro COG’s federal certification can be obtained by contacting Metro COG at 701-232-3242, [metrocog@fmmetrocog.org](mailto:metrocog@fmmetrocog.org), or by visiting in person at One 2<sup>nd</sup> Street North Suite 232, Fargo, North Dakota 58102.

**F-M Metropolitan Council of Governments**

**ND Department of Transportation**

  
\_\_\_\_\_  
Signature

  
\_\_\_\_\_  
Signature

Mark Simmons, 2013 Metro COG Chairman  
Title

Local Government Engineer  
Title

7/18/2013  
Date

8-1-13  
Date

September 6, 2013

## Draft 2014-2017 STIP ready for public comment until October 6, 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 September 6, 2013 to October 6, 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 is located on the NDDOT's website at [www.dot.nd.gov](http://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) 2014-2017" 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](mailto:dot@nd.gov) with "Draft STIP" in the subject line by October 6, 2013.

### **NDDOT District Offices:**

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



# North Dakota Department of Transportation

Grant Levi, P.E.  
*Interim Director*

Jack Dalrymple  
*Governor*

May 7, 2013

Mr. Richard Hall  
Three Affiliated Tribes  
404 Frontage Road  
New Town, ND 58763

## TRANSPORTATION TRIBAL CONSULTATION

Representatives from the North Dakota Department of Transportation (NDDOT) would like to meet with you and any of your tribal planners to discuss the 2014-2017 Statewide Transportation Improvement Program (STIP) highway priorities within or near the reservation.

At this meeting, we would like to discuss the State projects currently being considered, obtain your input and answer any questions you may have regarding the STIP process.

Len Swanson from the NDDOT Programming Division will call within the next few weeks to arrange a meeting. He will also ask you to arrange for the meeting place or we can meet here in Bismarck. Please let him know tentative dates that would work for you and we will try to arrange our schedule around yours. You can contact Len at (701)328-4197 or by email at [lswanson@nd.gov](mailto:lswanson@nd.gov).

A handwritten signature in black ink, appearing to read "Chad M. Orn".

Chad M. Orn  
Assistant Programming Engineer  
Phone: (701)328-4587  
Email: [corn@nd.gov](mailto:corn@nd.gov)

C: Walt Peterson, NDDOT Williston District Engineer  
Jim Redding, NDDOT Minot District Engineer  
Fahtima Finley, Three Affiliated Tribes



# North Dakota Department of Transportation

Grant Levi, P.E.  
*Interim Director*

Jack Dalrymple  
*Governor*

May 7, 2013

Ms. Pauline McLaughlin  
Standing Rock Sioux Tribe  
P.O. Box D  
Fort Yates, ND 58538

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A handwritten signature in black ink that reads "Chad M. Orn".

Chad M. Orn  
Assistant Programming Engineer  
Phone: (701)328-4587  
Email: [corn@nd.gov](mailto:corn@nd.gov)

C: Kevin Levi, NDDOT Bismarck District Engineer



# North Dakota Department of Transportation

Grant Levi, P.E.  
*Interim Director*

Jack Dalrymple  
*Governor*

May 7, 2013

Mr. Clarence Greene  
Spirit Lake Nation  
P.O. Box 359  
Fort Totten, ND 58335-0359

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A handwritten signature in black ink, appearing to read "Chad M. Orn".

Chad M. Orn  
Assistant Programming Engineer  
Phone: (701)328-4587  
Email: [corn@nd.gov](mailto:corn@nd.gov)

C: Wayde Swenson, NDDOT Devils Lake District Engineer  
Noreen K. Cavanaugh, Spirit Lake Nation  
Joannie Black, Spirit Lake Nation



# North Dakota Department of Transportation

Grant Levi, P.E.  
*Interim Director*

Jack Dalrymple  
*Governor*

May 7, 2013

Mr. Ron Trottier Jr.  
Turtle Mountain Band of Chippewa  
P.O. Box 661  
Belcourt, ND 58316

## TRANSPORTATION TRIBAL CONSULTATION

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Chad M. Orn  
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C: Wayde Swenson, NDDOT Devils Lake District Engineer