

Walsh County

The total project cost suggested for Walsh County is \$409,770. The project cost breakout for intersection, roadway segment, and curve projects are listed in Table 4-8. High-priority locations that received a project are shown in Figure 4-12. These locations are described in further detail in Appendix 4E along with priority rankings and suggested project sheets.

TABLE 4-8
 Walsh County Project Costs

Project Type	Cost
Intersections	\$305,500
Roadway Segments	\$31,170
Curves	\$73,100
Total	\$409,770

One intersection is suggested for geometric review during the next capital improvement project (Table 4-9). These locations are where two gravel roads intersect and where no low-cost treatment would greatly reduce the risk other than a realignment of the roadway, which is not cost effective for the LRSP or HSIP process.

TABLE 4-9
 Walsh County Capital Improvement Project Consideration

Intersection ID	Intersection Description
8.02	67th Street NE and 142nd Avenue NE (Walsh 8)

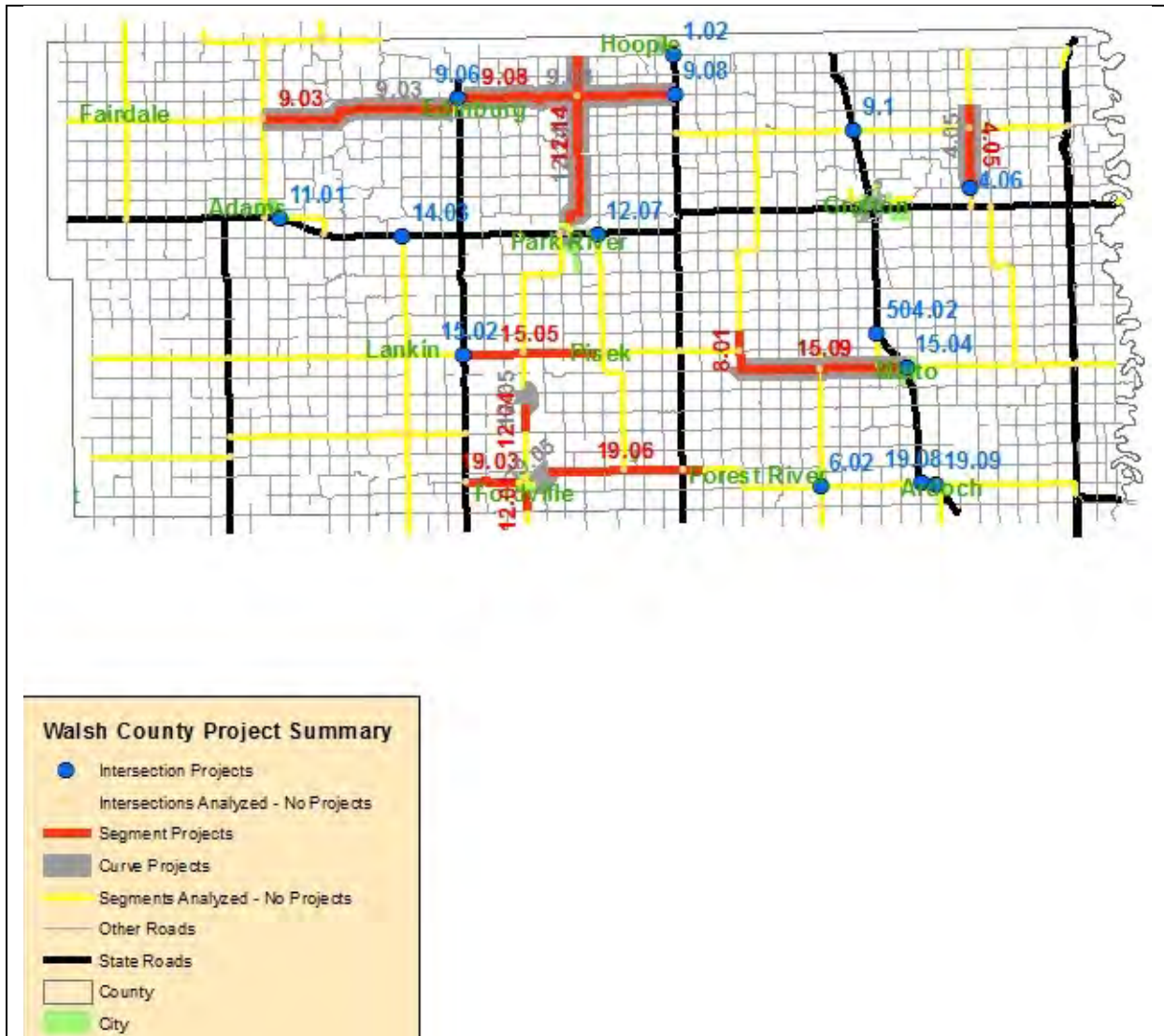


FIGURE 4-12
 Walsh County Projects Location Map

23 USC 409
NDDOT Reserves All Objections

APPENDIX 4E
Walsh County

Walsh County
Rural Segment Projects

Page	Corridor ID	Route #	Start	End	Length	Risk Ranking	4" Edge Line	6" Edge Lines	Project Cost (\$)
1	19.06	Walsh 19	Curve from 56th Street (approx. 4.5 miles east of ND 32)	Intersection with ND 18	7.8	***	7.8	0.0	\$3,120.00
2	15.09	Walsh 15	Curve from 142nd Avenue	Intersection with US 81	8.6	***	0.0	8.6	\$5,590.00
3	9.03	Walsh 9	Intersection with 119th Avenue	Edinburg west city limit (intersection with 5th Street)	10.0	***	10.0	0.0	\$4,000.00
4	12.14	Walsh 12	Park River north city limit (5-leg intersection)	Walsh / Pembina County Line	8.8	***	0.0	8.8	\$5,720.00
5	15.05	Walsh 15	Intersection with ND 32	Pisek west city limit (intersection with Sunset Avenue)	6.7	***	6.7	0.0	\$2,680.00
6	12.04	Walsh 12B	Begin gravel section	End gravel section	1.4	***	1.4	0.0	\$560.00
7	19.03	Walsh 19	Intersection with ND 32	Fordville west city limit	2.5	***	0.0	2.5	\$1,625.00
8	9.08	Walsh 9	Intersection with SH 32	Intersection with SH 18	11.1	***	11.1	0.0	\$4,440.00
9	12.01	Walsh 12B	Walsh/Grand Forks County Line	Fordville south city limit (intersection with 55th Street that tees in from east)	1.0	***	1.0	0.0	\$400.00
10	4.05	Walsh 4	Intersection with County Road 11 / 70th Street	End pavement / begin gravel	4.5	***	4.5	0.0	\$1,800.00
11	8.01	Walsh 8	Begin tangent section after curve from 62nd Street	End pavement / begin gravel	1.9	***	0.0	1.9	\$1,235.00
							42.5	21.8	\$31,170.00

**Walsh County
Rural Segment Listing**

*High Priority Segments Project Sheet Page Number

Project Sheet Page*	Corridor	Route	Start	End	Length (miles)	Lane Departure Crashes	ADT	Lane Departure Density	Access Density	Curves w/ Critical Radius / Mile	Edge Risk Assessment
	1.01	Walsh 1A	Hoople east city limit (approx 400 feet east of intersection with Dale Avenue)	Intersection with ND 18	0.4	0	515	0.00	23.3	0.00	0.00
	1.02	Walsh 1B	Hoople east city limit (Intersection with Glendale Avenue)	Intersection with ND 18	0.5	0	390	0.00	7.9	0.00	0.00
	4.02	Walsh 4	Begin tangent section after curve from 155th Avenue	Begin curve into 156th Avenue	0.8	0	85	0.00	4.7	0.00	0.00
	4.03	Walsh 4	Begin curve from 66th Street	Intersection with ND 17	3.0	0	85	0.00	4.3	0.00	0.00
10	4.05	Walsh 4	Intersection with County Road 11 / 70th Street	End pavement / begin gravel	4.5	0	281	0.00	12.7	1.11	1.00
	4.06	Walsh 4	End pavement / begin gravel	Walsh / Pembina County Line	2.8	0	290	0.00	8.6	0.00	0.00
	6.01	Walsh 6	Walsh / Nelson County Line	Intersection with 55th Street	1.0	0	500	0.00	8.0	0.00	1.00
11	8.01	Walsh 8	Begin tangent section after curve from 62nd Street	End pavement / begin gravel	1.9	1	275	0.11	10.2	0.00	1.00
	8.02	Walsh 8	End pavement / begin gravel	Curve into 67th Street	4.0	0	120	0.00	9.9	0.00	1.00
	9.02	Walsh 9	Intersection with 112th Avenue	Intersection with 119th Avenue	7.0	0	290	0.00	5.7	0.00	2.00
3	9.03	Walsh 9	Intersection with 119th Avenue	Edinburg west city limit (intersection with 5th Street)	10.0	2	440	0.04	6.6	0.20	2.00
8	9.08	Walsh 9	Intersection with SH 32	Intersection with SH 18	11.1	4	353	0.07	6.7	0.27	1.00
	9.09	Walsh 9	Intersection with ND 18	Intersection with US 81	9.0	1	391	0.02	6.2	0.00	1.00
	9.1	Walsh 9	Intersection with US 81	Intersection with 159th Avenue	5.8	4	218	0.14	6.2	0.00	1.00
	9.11	Walsh 9	Intersection with 155th Avenue	Intersection with SB IH 29 Ramps	4.9	0	240	0.00	6.7	0.00	2.00
	9.12	Walsh 9	Intersection with SB IH 29 Ramps	Intersection with NB IH 29 Ramps	0.1	0	90	0.00	13.2	0.00	0.00
	11.01	Walsh 11A	Adams east city limit (could be driveway on north side, approximately 760 feet north of ND 17)	Intersection with ND 17	0.1	0	350	0.00	14.7	0.00	1.00
9	12.01	Walsh 12B	Walsh/Grand Forks County Line	Fordville south city limit (intersection with 55th Street that tees in from east)	1.0	1	340	0.20	11.0	0.00	1.00
	12.03	Walsh 12B	Fordville north city limit (intersection with 56th Street)	Begin gravel section	2.0	0	260	0.00	7.0	0.00	1.00
6	12.04	Walsh 12B	Begin gravel section	End gravel section	1.4	1	260	0.15	6.6	0.00	2.00
	12.05	Walsh 12B	End gravel section	Begin gravel section	0.9	1	120	0.21	5.3	4.22	1.00
	12.06	Walsh 12B	Begin gravel section	Curve into 66th Street	5.9	0	132	0.00	4.1	0.00	2.00
	12.07	Walsh 12B	Curve from 131st Avenue	Curve into 134th Avenue	1.9	1	240	0.10	3.1	0.00	0.00
	12.08	Walsh 12B	Curve from 66th Street	Park River south city limit (intersection with 67th Street)	1.3	0	195	0.00	8.0	0.00	0.00
	12.1	Walsh 12B	Intersection with 6th Street	Intersection with ND 17 / Park Street	0.1	1	700	2.01	20.1	0.00	0.00
4	12.14	Walsh 12	Park River north city limit (5-leg intersection)	Walsh / Pembina County Line	8.8	0	426	0.00	7.3	0.23	2.00
	12.15	Walsh 12A	Intersection with 55th Street	Curve into 61st Street	5.0	3	320	0.12	5.2	0.00	1.00
	12.16	Walsh 12A	Curve from 136th Street	Curve into 135th Avenue	0.8	0	320	0.00	6.4	0.00	0.00
	12.17	Walsh 12A	Curve from 61st Street	End gravel section	0.4	1	320	0.51	5.1	0.00	0.00
	14.01	Walsh 14	Walsh / Nelson County Line	Intersection with 62nd Street	8.0	0	305	0.00	7.1	0.00	1.00
	15.01	Walsh 15	Walsh / Ramsey County Line	Intersection with ND 35	7.0	0	305	0.00	6.6	0.00	1.00
	15.02	Walsh 15	Intersection with ND 35	Intersection with 125th Avenue	8.0	1	387	0.03	7.6	0.00	1.00
	15.03	Walsh 15	Intersection with 125th Avenue	Lankin east city limit (next driveway after Prospect Street intersection)	1.5	0	478	0.00	12.6	0.00	1.00
5	15.05	Walsh 15	Intersection with ND 32	Pisek west city limit (intersection with Sunset Avenue)	6.7	3	370	0.09	7.4	0.00	2.00
2	15.09	Walsh 15	Curve from 142nd Avenue	Intersection with US 81	8.6	4	611	0.09	6.5	0.12	2.00
	15.11	Walsh 15	Intersection with US 81	Minto east city limit (intersection with 151st Avenue)	0.4	0	410	0.00	15.6	0.00	1.00
	15.12	Walsh 15	Minto east city limit (intersection with 151st Avenue)	Intersection with SB IH 29 Ramps	7.9	12	473	0.30	6.4	0.00	1.00
	15.13	Walsh 15	Intersection with SB IH 29 Ramps	Intersection with NB IH 29 Ramps	0.2	0	345	0.00	12.2	0.00	1.00
	15.14	Walsh 15	Intersection with NB IH 29 Ramps	Intersection with 158th Drive	0.1	0	80	0.00	28.4	0.00	1.00
	16.03	Walsh 16	Intersection with 74th Street	Walsh/Cavalier County Line	4.0	2	110	0.10	3.8	0.00	1.00
	19.01	Walsh 19	Walsh / Ramsey County Line	Intersection with ND 35	7.0	0	303	0.00	7.6	0.00	0.00
	19.02	Walsh 19	Intersection with ND 35	Intersection with ND 32	12.0	0	393	0.00	5.0	0.00	0.00
7	19.03	Walsh 19	Intersection with ND 32	Fordville west city limit	2.5	1	410	0.08	7.1	1.19	1.00
	19.04	Walsh 19	Fordville west city limit	Fordville east city limit	1.0	0	360	0.00	37.6	0.00	1.00
	19.05	Walsh 19	Fordville east city limit	End of second horizontal curve	1.0	0	250	0.00	6.2	2.05	1.00
1	19.06	Walsh 19	Curve from 56th Street (approx. 4.5 miles east of ND 32)	Intersection with ND 18	7.8	3	390	0.08	4.8	0.00	3.00
	22.03	Walsh 22	Intersection with 75th Street	Walsh/Cavalier County Line	3.4	0	350	0.00	8.6	0.00	1.00
	503.01	No designation	Intersection with 69th Place (west of Grafton)	End of north/south segment	1.5	0	160	0.00	2.7	0.00	0.00
	504.01	No designation	Intersection with Westwood Drive (west of Grafton)	Intersection with School Road	2.2	0	160	0.00	6.2	0.00	1.00
					187.2	47					

Edge Risk Legend

- 1 Risky - NEITHER shoulder or good clear zone
- 2 Either a shoulder OR good clear zone
- 3 BOTH shoulder and a good clear zone

Critical ADT Range - Lane Departure

150
500

	Access		Lane Departure	Critical Radius
	Total	2580	47	10
Total Mileage	187.2	187.2	187.2	
Years		5		
Average Density (Total/Mile)	13.8	0.05	0.05	

Walsh County
Rural Segment Prioritization - Lane Departure Priority

#	Corridor	Route	Start	End	Length	ADT	ADT Range	Lane Departure Density	Access Density	Curve Critical Radius Density	Edge Risk	Totals	Tiebreakers	
													Edge Risk	ADT
1	9.03	Walsh 9	Intersection with 119th Avenue	Edinburg west city limit (intersection with 5th Street)	10.0	440	*	*	*	*	*	****	2	440
2	19.06	Walsh 19	Curve from 56th Street (approx. 4.5 miles east of ND 32)	Intersection with ND 18	7.8	390	*	*	*	*	*	****	3	390
3	15.09	Walsh 15	Curve from 142nd Avenue	Intersection with US 81	8.6	611	*	*	*	*	*	****	2	611
4	12.14	Walsh 12	Park River north city limit (5-leg intersection)	Walsh / Pembina County Line	8.8	426	*	*	*	*	*	****	2	426
5	15.05	Walsh 15	Intersection with ND 32	Pisot west city limit (intersection with Sunset Avenue)	6.7	370	*	*	*	*	*	****	2	370
6	12.04	Walsh 12B	Begin gravel section	End gravel section	1.4	260	*	*	*	*	*	****	2	260
7	19.03	Walsh 19	Intersection with ND 32	Fordville west city limit	2.5	410	*	*	*	*	*	****	1	410
8	9.08	Walsh 9	Intersection with SH 32	Intersection with SH 18	11.1	353	*	*	*	*	*	****	1	353
9	12.01	Walsh 12B	Walsh/Grand Forks County Line	Fordville south city limit (intersection with 55th Street that tees in from east)	1.0	340	*	*	*	*	*	****	1	340
10	4.05	Walsh 4	Intersection with County Road 11 / 70th Street	End pavement / begin gravel	4.5	281	*	*	*	*	*	****	1	281
11	8.01	Walsh 8	Begin tangent section after curve from 62nd Street	End pavement / begin gravel	1.9	275	*	*	*	*	*	****	1	275
12	9.02	Walsh 9	Intersection with 112th Avenue	Intersection with 119th Avenue	7.0	290	*	*	*	*	*	***	2	290
13	9.11	Walsh 9	Intersection with 155th Avenue	Intersection with SB IH 29 Ramps	4.9	240	*	*	*	*	*	***	2	240
13	15.03	Walsh 15	Intersection with 125th Avenue	Larkin east city limit (next driveway after Prospect Street intersection)	1.5	478	*	*	*	*	*	**	1	478
14	15.12	Walsh 15	Minto east city limit (intersection with 151st Avenue)	Intersection with SB IH 29 Ramps	7.9	473	*	*	*	*	*	**	1	473
15	15.11	Walsh 15	Intersection with US 81	Minto east city limit (intersection with 151st Avenue)	0.4	410	*	*	*	*	*	**	1	410
16	19.04	Walsh 19	Fordville west city limit	Fordville east city limit	1.0	380	*	*	*	*	*	**	1	380
17	11.01	Walsh 11A	Adams east city limit (could be driveway on north side, approximately 760 feet north of ND 17)	Intersection with ND 17	0.1	350	*	*	*	*	*	**	1	350
18	22.03	Walsh 22	Intersection with 75th Street	Walsh/Cavalier County Line	3.4	350	*	*	*	*	*	**	1	350
19	15.13	Walsh 15	Intersection with SB IH 29 Ramps	Intersection with NB IH 29 Ramps	0.2	345	*	*	*	*	*	**	1	345
20	12.15	Walsh 12A	Intersection with 55th Street	Curve into 61st Street	5.0	320	*	*	*	*	*	**	1	320
21	19.05	Walsh 19	Fordville east city limit	End of second horizontal curve	1.0	250	*	*	*	*	*	**	1	250
22	9.1	Walsh 9	Intersection with US 81	Intersection with 155th Avenue	5.8	218	*	*	*	*	*	**	1	218
23	12.05	Walsh 12B	End gravel section	Begin gravel section	0.9	120	*	*	*	*	*	**	1	120
24	12.1	Walsh 12B	Intersection with 8th Street	Intersection with ND 17 / Park Street	0.1	700	*	*	*	*	*	**	0	700
25	12.17	Walsh 12A	Curve from 61st Street	End gravel section	0.4	320	*	*	*	*	*	**	0	320
26	4.06	Walsh 4	End pavement / begin gravel	Walsh / Pembina County Line	2.8	290	*	*	*	*	*	**	0	290
27	12.07	Walsh 12B	Curve from 131st Avenue	Curve into 134th Avenue	1.9	240	*	*	*	*	*	**	0	240
28	12.06	Walsh 12B	Begin gravel section	Curve into 66th Street	5.9	132	*	*	*	*	*	*	2	132
29	6.01	Walsh 6	Walsh / Nelson County Line	Intersection with 55th Street	1.0	500	*	*	*	*	*	*	1	500
30	9.09	Walsh 9	Intersection with ND 18	Intersection with US 81	9.0	391	*	*	*	*	*	*	1	391
31	15.02	Walsh 15	Intersection with ND 35	Intersection with 125th Avenue	8.0	387	*	*	*	*	*	*	1	387
32	14.01	Walsh 14	Walsh / Nelson County Line	Intersection with 62nd Street	8.0	305	*	*	*	*	*	*	1	305
33	15.01	Walsh 15	Walsh / Ramsey County Line	Intersection with ND 35	7.0	305	*	*	*	*	*	*	1	305
34	12.03	Walsh 12B	Fordville north city limit (intersection with 56th Street)	Begin gravel section	2.0	260	*	*	*	*	*	*	1	260
35	504.01	No designation	Intersection with Westwood Drive (west of Grafton)	Intersection with School Road	2.2	160	*	*	*	*	*	*	1	160
36	8.02	Walsh 8	End pavement / begin gravel	Curve into 67th Street	4.0	120	*	*	*	*	*	*	1	120
37	16.03	Walsh 16	Intersection with 74th Street	Walsh/Cavalier County Line	4.0	110	*	*	*	*	*	*	1	110
38	15.14	Walsh 15	Intersection with NB IH 29 Ramps	Intersection with 158th Drive	0.1	80	*	*	*	*	*	*	1	80
39	1.01	Walsh 1A	Hoopoe east city limit (approx 400 feet east of intersection with Dale Avenue)	Intersection with ND 18	0.4	515	*	*	*	*	*	*	0	515
40	19.02	Walsh 19	Intersection with ND 35	Intersection with ND 32	12.0	393	*	*	*	*	*	*	0	393
41	1.02	Walsh 1B	Hoopoe east city limit (Intersection with Glendale Avenue)	Intersection with ND 18	0.5	390	*	*	*	*	*	*	0	390
42	12.16	Walsh 12A	Curve from 136th Street	Curve into 135th Avenue	0.8	320	*	*	*	*	*	*	0	320
43	19.01	Walsh 19	Walsh / Ramsey County Line	Intersection with ND 35	7.0	303	*	*	*	*	*	*	0	303
46	12.08	Walsh 12B	Curve from 66th Street	Park River south city limit (intersection with 67th Street)	1.3	195	*	*	*	*	*	*	0	195
46	503.01	No designation	Intersection with 69th Place (west of Grafton)	End of north/south segment	1.5	160	*	*	*	*	*	*	0	160
47	9.12	Walsh 9	Intersection with SB IH 29 Ramps	Intersection with NB IH 29 Ramps	0.1	90	*	*	*	*	*	*	0	90
48	4.02	Walsh 4	Begin tangent section after curve from 155th Avenue	Begin curve into 156th Avenue	0.8	85	*	*	*	*	*	*	0	85
56	4.03	Walsh 4	Begin curve from 66th Street	Intersection with ND 17	3.0	85	*	*	*	*	*	*	0	85

Total Stars -- 38
% That Gets Star -- 78%

Stars	#	%
****	0	0%
****	1	2%
***	10	20%
**	17	35%
*	19	39%
	2	4%
	49	100%

Stars
ADT Range - If segment has an ADT in the range of most at risk ADT based on Northeast totals. (150 < ADT < 500)
Lane Departure Density - If segment has higher lane departure density than the Northeast average (0.032).
Access Density - If segment has access density than the nationwide average (8).
Curve Critical Radius Density - If segment has higher density of curves with critical radius than the Northeast average (0.084).
Edge Risk Assessment - Edge risk of 2 or 3, based on assessment of roadway edge and clear zone.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Walsh 19 from Curve from 56th Street (approx. 4.5 miles east of ND 32) to Intersection with ND 18

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description

Start: Curve from 56th Street (approx.)
End: Intersection with ND 18
Facility Type: 2-Lane
ADT: 390
Road Type Rural Paved
County Road Walsh 19

Lane Width: 12'
Speed Limit: High
Shoulder Width: 0'
Shoulder Type: None
Length (miles): 7.8
Rumble Installed: No

- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012

5 years

	Total	Road Dept	K+A
Crashes	6	3	0
Density (per mile per year)	0.15	0.08	0.00
Rate (per MVM)	1.08	0.54	0.00



	Value	Critical	Road
ADT Range	390	150 ≤ ADT ≤ 500	★
RD Density	0.077	0.032	★
Access Density	4.8	8.0	
Curve Critical Radius Density	0.000	0.084	
Edge Risk	3	2 or 3	★
			★★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage	Cost	Notes - Qualifies for edge line rumble.
4" Edge Lines	Proactive	\$400	7.8	\$3,120	
6" Edge Lines	Proactive	\$650	0.0	\$0	
Edge Rumble Strip	Proactive	\$3,500	0.0	\$0	
Ground In Wet-Reflective Markings	Proactive	\$8,500	0.0	\$0	
Center Line Rumble Strip	Proactive	\$3,000	0.0	\$0	
6" Center Line	Proactive	\$650	0.0	\$0	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$2,808
Local Match (10% of Total project cost)	\$312
Total Project Cost	\$3,120

NDDOT Central Office Only

Project Accepted? Yes No | Reference Number | ID Number

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Walsh 15 from Curve from 142nd Avenue to Intersection with US 81

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description

Start: Curve from 142nd Avenue
End: Intersection with US 81
Facility Type: 2-Lane
ADT: 611
Road Type Rural Paved
County Road Walsh 15

Lane Width: 12'
Speed Limit: High
Shoulder Width: 0'
Shoulder Type: None
Length (miles): 8.6
Rumble Installed: No

- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012

5 years

	Total	Road Dept	K+A
Crashes	6	4	1
Density (per mile per year)	0.14	0.09	0.02
Rate (per MVM)	0.63	0.42	0.10



	Value	Critical	Road
ADT Range	611	150≤ADT≤500	
RD Density	0.093	0.032	*
Access Density	6.5	8.0	
Curve Critical Radius Density	0.117	0.084	*
Edge Risk	2	2 or 3	*

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage	Cost	Notes
4" Edge Lines	Proactive	\$400	0.0	\$0	Notes - Qualifies for edge line rumble. Curve and intersection projects suggested on other sheets.
6" Edge Lines	Proactive	\$650	8.6	\$5,590	
Edge Rumble Strip	Proactive	\$3,500	0.0	\$0	
Ground In Wet-Reflective Markings	Proactive	\$8,500	0.0	\$0	
Center Line Rumble Strip	Proactive	\$3,000	0.0	\$0	
6" Center Line	Proactive	\$650	0.0	\$0	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$5,031
Local Match (10% of Total project cost)	\$559
Total Project Cost	\$5,590

NDDOT Central Office Only

Project Accepted? Yes No | Reference Number | ID Number

Notes

Page: 2
Segment ID: 15.09
Date: 10/23/2013

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Walsh 9 from Intersection with 119th Avenue to Edinburg west city limit (intersection with 5th Street)

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description

Start: Intersection with 119th Avenue
End: Edinburg west city limit (inters)
Facility Type: 2-Lane
ADT: 440
Road Type Rural Paved
County Road Walsh 9

Lane Width: 12'
Speed Limit: High
Shoulder Width: 0'
Shoulder Type: None
Length (miles): 10.0
Rumble Installed: No

- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012

5 years

	Total	Road Dept	K+A
Crashes	6	2	0
Density (per mile per year)	0.12	0.04	0.00
Rate (per MVM)	0.75	0.25	0.00

	Value	Critical	Road
ADT Range	440	150≤ADT≤500	★
RD Density	0.040	0.032	★
Access Density	6.6	8.0	★
Curve Critical Radius Density	0.200	0.084	★
Edge Risk	2	2 or 3	★



Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage	Cost
4" Edge Lines	Proactive	\$400	10.0	\$4,000
6" Edge Lines	Proactive	\$650	0.0	\$0
Edge Rumble Strip	Proactive	\$3,500	0.0	\$0
Ground In Wet-Reflective Markings	Proactive	\$8,500	0.0	\$0
Center Line Rumble Strip	Proactive	\$3,000	0.0	\$0
6" Center Line	Proactive	\$650	0.0	\$0

Notes - Qualifies for edge line rumble. Curve projects suggested on other sheets.

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$3,600
Local Match (10% of Total project cost)	\$400
Total Project Cost	\$4,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number ID Number

Notes

Page: 3
Segment ID: 9.03
Date: 10/23/2013

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Walsh 12 from Park River north city limit (5-leg intersection) to Walsh / Pembina County Line

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description

Start: Park River north city limit (5-l
End: Walsh / Pembina County Line
Facility Type: 2-Lane
ADT: 426
Road Type Rural Paved
County Road Walsh 12

Lane Width: 12'
Speed Limit: Low
Shoulder Width: 0'
Shoulder Type: None
Length (miles): 8.8
Rumble Installed: No

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase Survivability
- Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012

5 years

	Total	Road Dept	K+A
Crashes	10	0	1
Density (per mile per year)	0.23	0.00	0.02
Rate (per MVM)	1.46	0.00	0.15

	Value	Critical	Road
ADT Range	426	150≤ADT≤500	★
RD Density	0.000	0.032	
Access Density	7.3	8.0	
Curve Critical Radius Density	0.227	0.084	★
Edge Risk	2	2 or 3	★
			★★★



Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage	Cost	Notes - Curve projects suggested on other sheets.
4" Edge Lines	Proactive	\$400	0.0	\$0	
6" Edge Lines	Proactive	\$650	8.8	\$5,720	
Edge Rumble Strip	Proactive	\$3,500	0.0	\$0	
Ground In Wet-Reflective Markings	Proactive	\$8,500	0.0	\$0	
Center Line Rumble Strip	Proactive	\$3,000	0.0	\$0	
6" Center Line	Proactive	\$650	0.0	\$0	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$5,148
Local Match (10% of Total project cost)	\$572
Total Project Cost	\$5,720

NDDOT Central Office Only

Project Accepted? Yes No | Reference Number | ID Number

Notes

Page: 4
Segment ID: 12.14
Date: 10/23/2013

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Walsh 15 from Intersection with ND 32 to Pisek west city limit (intersection with Sunset Avenue)

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description

Start: Intersection with ND 32 Lane Width: 12'
End: Pisek west city limit (intersect) Speed Limit: High
Facility Type: 2-Lane Shoulder Width: 0'
ADT: 370 Shoulder Type: None
Road Type Rural Paved Length (miles): 6.7
County Road Walsh 15 Rumble Installed: No

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase Survivability
- Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012

5 years

	Total	Road Dept	K+A
Crashes	4	3	1
Density (per mile per year)	0.12	0.09	0.03
Rate (per MVM)	0.88	0.66	0.22

	Value	Critical	Road
ADT Range	370	150≤ADT≤500	★
RD Density	0.089	0.032	★
Access Density	7.4	8.0	
Curve Critical Radius Density	0.000	0.084	
Edge Risk	2	2 or 3	★



Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage	Cost	Notes
4" Edge Lines	Proactive	\$400	6.7	\$2,680	Notes - Qualifies for edge line rumble. Intersection projects suggested on other sheets.
6" Edge Lines	Proactive	\$650	0.0	\$0	
Edge Rumble Strip	Proactive	\$3,500	0.0	\$0	
Ground In Wet-Reflective Markings	Proactive	\$8,500	0.0	\$0	
Center Line Rumble Strip	Proactive	\$3,000	0.0	\$0	
6" Center Line	Proactive	\$650	0.0	\$0	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$2,412
Local Match (10% of Total project cost)	\$268
Total Project Cost	\$2,680

NDDOT Central Office Only

Project Accepted? Yes No Reference Number ID Number

Notes

Page: 5
Segment ID: 15.05
Date: 10/23/2013

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Walsh 12B from Begin gravel section to End gravel section

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description

Start: Begin gravel section
End: End gravel section
Facility Type: 2-Lane
ADT: 260
Road Type Rural Paved
County Road Walsh 12B

Lane Width: 12'
Speed Limit: High
Shoulder Width: 0'
Shoulder Type: None
Length (miles): 1.4
Rumble Installed: No

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase Survivability
- Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012

5 years

	Total	Road Dept	K+A
Crashes	2	1	0
Density (per mile per year)	0.29	0.14	0.00
Rate (per MVM)	3.01	1.51	0.00

	Value	Critical	Road
ADT Range	260	150≤ADT≤500	★
RD Density	0.146	0.032	★
Access Density	6.6	8.0	
Curve Critical Radius Density	0.000	0.084	
Edge Risk	2	2 or 3	★
			★★★



Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage	Cost	Notes -
4" Edge Lines	Proactive	\$400	1.4	\$560	
6" Edge Lines	Proactive	\$650	0.0	\$0	
Edge Rumble Strip	Proactive	\$3,500	0.0	\$0	
Ground In Wet-Reflective Markings	Proactive	\$8,500	0.0	\$0	
Center Line Rumble Strip	Proactive	\$3,000	0.0	\$0	
6" Center Line	Proactive	\$650	0.0	\$0	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$504
Local Match (10% of Total project cost)	\$56
Total Project Cost	\$560

NDDOT Central Office Only

Project Accepted? Yes No Reference Number ID Number

Notes

Page: 6
Segment ID: 12.04
Date: 10/23/2013

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Walsh 19 from Intersection with ND 32 to Fordville west city limit

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description

Start: Intersection with ND 32
End: Fordville west city limit
Facility Type: 2-Lane
ADT: 410
Road Type Rural Paved
County Road Walsh 19

Lane Width: 12'
Speed Limit: High
Shoulder Width: 2'
Shoulder Type: Paved
Length (miles): 2.5
Rumble Installed: No

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase Survivability
- Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012

5 years

	Total	Road Dept	K+A
Crashes	5	1	0
Density (per mile per year)	0.40	0.08	0.00
Rate (per MVM)	2.67	0.53	0.00



	Value	Critical	Road
ADT Range	410	150≤ADT≤500	★
RD Density	0.079	0.032	★
Access Density	7.1	8.0	
Curve Critical Radius Density	1.190	0.084	★
Edge Risk	1	2 or 3	★★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage	Cost	Notes - Qualifies for edge line rumble.
4" Edge Lines	Proactive	\$400	0.0	\$0	
6" Edge Lines	Proactive	\$650	2.5	\$1,625	
Edge Rumble Strip	Proactive	\$3,500	0.0	\$0	
Ground In Wet-Reflective Markings	Proactive	\$8,500	0.0	\$0	
Center Line Rumble Strip	Proactive	\$3,000	0.0	\$0	
6" Center Line	Proactive	\$650	0.0	\$0	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$1,463
Local Match (10% of Total project cost)	\$163
Total Project Cost	\$1,625

NDDOT Central Office Only

Project Accepted? Yes No | Reference Number | ID Number

Notes

Page: 7
Segment ID: 19.03
Date: 10/23/2013

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Walsh 9 from Intersection with SH 32 to Intersection with SH 18

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description

Start: Intersection with SH 32
End: Intersection with SH 18
Facility Type: 2-Lane
ADT: 353
Road Type Rural Paved
County Road Walsh 9

Lane Width: 12'
Speed Limit: High
Shoulder Width: 2'
Shoulder Type: Paved
Length (miles): 11.1
Rumble Installed: No

- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012

5 years

	Total	Road Dept	K+A
Crashes	12	4	0
Density (per mile per year)	0.22	0.07	0.00
Rate (per MVM)	1.68	0.56	0.00

	Value	Critical	Road
ADT Range	353	150≤ADT≤500	★
RD Density	0.072	0.032	★
Access Density	6.7	8.0	
Curve Critical Radius Density	0.271	0.084	★
Edge Risk	1	2 or 3	★★★



Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage	Cost	Notes
4" Edge Lines	Proactive	\$400	11.1	\$4,440	Notes - Qualifies for edge line rumble. Curve and intersection projects suggested on other sheets.
6" Edge Lines	Proactive	\$650	0.0	\$0	
Edge Rumble Strip	Proactive	\$3,500	0.0	\$0	
Ground In Wet-Reflective Markings	Proactive	\$8,500	0.0	\$0	
Center Line Rumble Strip	Proactive	\$3,000	0.0	\$0	
6" Center Line	Proactive	\$650	0.0	\$0	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$3,996
Local Match (10% of Total project cost)	\$444
Total Project Cost	\$4,440

NDDOT Central Office Only

Project Accepted? Yes No | Reference Number | ID Number

Notes

Page: 8
Segment ID: 9.08
Date: 10/23/2013

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Walsh 12B from Walsh/Grand Forks County Line to Fordville south city limit (intersection with 55th Street that tees in from east)

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description

Start: Walsh/Grand Forks County Li
End: Fordville south city limit (inter)
Facility Type: 2-Lane
ADT: 340
Road Type Rural Paved
County Road Walsh 12B

Lane Width: 12'
Speed Limit: Low
Shoulder Width: 2'
Shoulder Type: Paved
Length (miles): 1.0
Rumble Installed: No

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase Survivability
- Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012

5 years

	Total	Road Dept	K+A
Crashes	6	1	0
Density (per mile per year)	1.20	0.20	0.00
Rate (per MVM)	9.67	1.61	0.00

	Value	Critical	Road
ADT Range	340	150≤ADT≤500	★
RD Density	0.201	0.032	★
Access Density	11.0	8.0	★
Curve Critical Radius Density	0.000	0.084	
Edge Risk	1	2 or 3	★★★



Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage	Cost	Notes - Qualifies for edge line rumble.
4" Edge Lines	Proactive	\$400	1.0	\$400	
6" Edge Lines	Proactive	\$650	0.0	\$0	
Edge Rumble Strip	Proactive	\$3,500	0.0	\$0	
Ground In Wet-Reflective Markings	Proactive	\$8,500	0.0	\$0	
Center Line Rumble Strip	Proactive	\$3,000	0.0	\$0	
6" Center Line	Proactive	\$650	0.0	\$0	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$360
Local Match (10% of Total project cost)	\$40
Total Project Cost	\$400

NDDOT Central Office Only

Project Accepted? Yes No | Reference Number | ID Number

Notes

Page: 9
Segment ID: 12.01
Date: 10/23/2013

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Walsh 4 from Intersection with County Road 11 / 70th Street to End pavement / begin gravel

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description

Start: Intersection with County Road 11
End: End pavement / begin gravel
Facility Type: 2-Lane
ADT: 281
Road Type Rural Paved
County Road Walsh 4

Lane Width: 12'
Speed Limit: High
Shoulder Width: 2'
Shoulder Type: Paved
Length (miles): 4.5
Rumble Installed: No

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase Survivability
- Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012

5 years

	Total	Road Dept	K+A
Crashes	2	0	0
Density (per mile per year)	0.09	0.00	0.00
Rate (per MVM)	0.87	0.00	0.00



	Value	Critical	Road
ADT Range	281	150≤ADT≤500	★
RD Density	0.000	0.032	
Access Density	12.7	8.0	★
Curve Critical Radius Density	1.114	0.084	★
Edge Risk	1	2 or 3	★★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage	Cost	Notes
4" Edge Lines	Proactive	\$400	4.5	\$1,800	Notes - Qualifies for edge line rumble. Curve and intersection projects suggested on other sheets.
6" Edge Lines	Proactive	\$650	0.0	\$0	
Edge Rumble Strip	Proactive	\$3,500	0.0	\$0	
Ground In Wet-Reflective Markings	Proactive	\$8,500	0.0	\$0	
Center Line Rumble Strip	Proactive	\$3,000	0.0	\$0	
6" Center Line	Proactive	\$650	0.0	\$0	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$1,620
Local Match (10% of Total project cost)	\$180
Total Project Cost	\$1,800

NDDOT Central Office Only

Project Accepted? Yes No | Reference Number | ID Number

Notes

Page: 10
Segment ID: 4.05
Date: 10/23/2013

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Walsh 8 from Begin tangent section after curve from 62nd Street to End pavement / begin gravel

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description

Start: Begin tangent section after cu
End: End pavement / begin gravel
Facility Type: 2-Lane
ADT: 275
Road Type Rural Paved
County Road Walsh 8

Lane Width: 12'
Speed Limit: High
Shoulder Width: 2'
Shoulder Type: Paved
Length (miles): 1.9
Rumble Installed: No

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase Survivability
- Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012

5 years

	Total	Road Dept	K+A
Crashes	1	1	0
Density (per mile per year)	0.11	0.11	0.00
Rate (per MVM)	1.05	1.05	0.00

	Value	Critical	Road
ADT Range	275	150≤ADT≤500	★
RD Density	0.107	0.032	★
Access Density	10.2	8.0	★
Curve Critical Radius Density	0.000	0.084	
Edge Risk	1	2 or 3	★★★



Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage	Cost	Notes - Qualifies for edge line rumble.
4" Edge Lines	Proactive	\$400	0.0	\$0	
6" Edge Lines	Proactive	\$650	1.9	\$1,235	
Edge Rumble Strip	Proactive	\$3,500	0.0	\$0	
Ground In Wet-Reflective Markings	Proactive	\$8,500	0.0	\$0	
Center Line Rumble Strip	Proactive	\$3,000	0.0	\$0	
6" Center Line	Proactive	\$650	0.0	\$0	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$1,112
Local Match (10% of Total project cost)	\$124
Total Project Cost	\$1,235

NDDOT Central Office Only

Project Accepted? Yes No | Reference Number | ID Number

Notes

Page: 11
Segment ID: 8.01
Date: 10/23/2013

Walsh County Curves

Curve Count	ID	Corridor	Segment	Start	End	Curve Advisory Sign	Speed Advisory Sign	Chevrons	Crashes				Radius (ft)	ADT	Intersection on Curve	Visual Trap	Speed Limit	Risk Ranking	Notes
									Total	Total Severe	K	A							
1	004A	4.05	Walsh 4	Intersection with County Road 11 / 70th Street	End pavement / begin gravel	Yes	Yes	Yes	-	-	-	-	1200	281	Yes	No	High	**	Seems to be only one chevron, in the northbound direction
2	004B	4.05	Walsh 4	Intersection with County Road 11 / 70th Street	End pavement / begin gravel	Yes	Yes	Yes	-	-	-	-	1400	281	No	No	High	*	
3	004C	4.05	Walsh 4	Intersection with County Road 11 / 70th Street	End pavement / begin gravel	Yes	Yes	No	-	-	-	-	1500	281	No	No	High	*	
4	004D	4.05	Walsh 4	Intersection with County Road 11 / 70th Street	End pavement / begin gravel	No	No	No	-	-	-	-	1300	281	No	Yes	High	*	
5	004E	4.05	Walsh 4	Intersection with County Road 11 / 70th Street	End pavement / begin gravel	No	No	No	-	-	-	-	280	281	No	Yes	High	*	
7	008A	9.03	Walsh 9	Intersection with 119th Avenue	Edinburg west city limit (intersection with 5th Street)	Yes	Yes	Yes	-	-	-	-	1330	440	No	No	High	*	
8	008B	9.03	Walsh 9	Intersection with 119th Avenue	Edinburg west city limit (intersection with 5th Street)	Yes	Yes	Yes	-	-	-	-	1330	440	Yes	Yes	High	****	
9	009D	9.08	Walsh 9	Intersection with SH 32	Intersection with SH 18	Yes	Yes	Yes	1	-	-	-	550	353	No	No	High	**	
10	009E	9.08	Walsh 9	Intersection with SH 32	Intersection with SH 18	Yes	Yes	Yes	-	-	-	-	300	353	Yes	Yes	High	***	
11	009F	9.08	Walsh 9	Intersection with SH 32	Intersection with SH 18	Yes	Yes	Yes	-	-	-	-	550	353	Yes	No	High	***	
12	012A	12.14	Walsh 12	Park River north city limit (5-leg intersection)	Walsh / Pembina County Line	Yes	No	No	-	-	-	-	1150	426	Yes	Yes	Low	****	
13	012B	12.14	Walsh 12	Park River north city limit (5-leg intersection)	Walsh / Pembina County Line	Yes	No	No	1	-	-	-	1200	426	Yes	Yes	Low	****	
14	012F	12.05	Walsh 12B	End gravel section	Begin gravel section	Yes	No	Yes	1	-	-	-	990	120	No	No	Low	*	
15	012G	12.05	Walsh 12B	End gravel section	Begin gravel section	Yes	No	Yes	-	-	-	-	740	120	Yes	No	Low	***	
16	012H	12.05	Walsh 12B	End gravel section	Begin gravel section	Yes	No	No	-	-	-	-	730	120	No	No	Low	*	
17	012I	12.05	Walsh 12B	End gravel section	Begin gravel section	Yes	No	Yes	-	-	-	-	800	120	No	No	Low	*	
18	015A	15.09	Walsh 15	Curve from 142nd Avenue	Intersection with US 81	No	No	Yes	2	1	-	-	850	611	Yes	Yes	High	****	
19	018A	19.03	Walsh 19	Intersection with ND 32	Fordville west city limit	Yes	No	No	-	-	-	-	1800	410	No	No	High	*	
20	018B	19.03	Walsh 19	Intersection with ND 32	Fordville west city limit	Yes	No	No	-	-	-	-	2800	410	Yes	No	High	**	
21	018C	19.03	Walsh 19	Intersection with ND 32	Fordville west city limit	Yes	No	No	-	-	-	-	4000	410	No	No	High	*	
22	019E	19.05	Walsh 19	Fordville east city limit	End of second horizontal curve	Yes	No	Yes	-	-	-	-	1300	250	Yes	Yes	High	**	
23	019F	19.05	Walsh 19	Fordville east city limit	End of second horizontal curve	Yes	No	Yes	-	-	-	-	1440	250	Yes	Yes	High	**	

Stars	#	%
****	1	5%
****	2	9%
***	3	14%
**	6	27%
*	8	36%
	2	9%
Total	22	100%

Critical Ranges	Min	Max
Radius	500	1200
ADT	350	650

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Curves on Walsh 4 from Intersection with County Road 11 / 70th Street to End pavement / begin gravel

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description (Corridor Containing Curves)

Start: Intersection with County Road 11 / 70t End: End pavement / begin gravel Facility Type: 2-Lane ADT: 281 Road Type Rural Paved County Road Walsh 4	Lane Width: 12' Speed Limit: High Shoulder Width: 2' Shoulder Type: Paved Length (miles): 4.5 Rumble Installed: No	<input type="checkbox"/> SHSP Emphasis Area (check all that apply) <input type="checkbox"/> Reduce Alcohol Impaired Driving <input type="checkbox"/> Increase the Use of Safety Restraints for all Occupants <input type="checkbox"/> Younger Driver/Older Driver Safety <input type="checkbox"/> Curb Aggressive Driving <input checked="" type="checkbox"/> Improvements to Address Lane Departure Crashes <input type="checkbox"/> Enhancing Emergency Medical Capabilities to Increase Survivability <input type="checkbox"/> Improve Intersection Safety
--	---	--

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012 5 years

Curve ID	K	A	Radius (ft)	ADT	Intersection on Curve	Visual Trap	Risk Ranking	Proximity or Existing Chevrons	High Priority Segment + Critical Radius	Sign Improvement Project	Shoulder Paving Project	Shoulder Rumble Strip Project	Advance Horizontal Alignment Warning Sign	Advisory Speed Plaque
004A	0	0	1200	281	Yes	No	**	x	x	Chevron	-	-	x	Inspect Curve
004B	0	0	1400	281	No	No		x	-	Chevron	-	-	-	-
004C	0	0	1500	281	No	No		x	-	Chevron	-	-	x	Inspect Curve
004D	0	0	1300	281	No	Yes	*	x	-	Chevron	-	-	-	-
004E	0	0	260	281	No	Yes	*	x	-	Chevron	-	-	x	Inspect Curve

*Curve numbering not consecutive, as some curves may have been removed from further analysis because a large radius, located on a gravel road, etc

Ranking Criteria

Criteria	Curves are selected for project if:
Severe Crashes > 0	- 3 or more *s
Radius 500 to 1200	- x in Proximity or Existing Chevron column
ADT 350 to 650	- within Critical Radius
Intersection on Curve Yes	
Visual Trap Yes	

Describe Proposed Safety Improvements

Description	Type	Unit Cost	Quantity	Total cost	Notes
Chevrons	Proactive	\$3,300 per curve	5	\$16,500	Notes - Segment and intersection projects suggested on other sheets.
Arrow Board Only	Proactive	\$500 per curve	0	\$0	
Advance Warning Sign/Speed Advisory Plaque	Proactive	\$800 per curve	3	\$2,400	
Shoulder Rumble Strip	Proactive	\$3,000 per mile	.0 miles	\$0	
Shoulder Paving	Proactive	\$37,000 per mile	.0 miles	\$0	
				\$18,900	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$17,010
Local Match (10% of Total project cost)	\$1,890
Total Project Cost	\$18,900

NDDOT Central Office Only

Project Accepted?	<input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
-------------------	--	------------------	-----------

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Curves on Walsh 9 from Intersection with 119th Avenue to Edinburg west city limit (intersection with 5th Street)

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description (Corridor Containing Curves)

Start: Intersection with 119th Avenue Lane Width: 12'
End: Edinburg west city limit (intersection w Speed Limit: High
Facility Type: 2-Lane Shoulder Width: 0'
ADT: 440 Shoulder Type: None
Road Type Rural Paved Length (miles): 10.0
County Road Walsh 9 Rumble Installed: No

- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012 5 years

Curve ID	K	A	Radius (ft)	ADT	Intersection on Curve	Visual Trap	Risk Ranking	Proximity or Existing Chevrons	High Priority Segment + Critical Radius	Sign Improvement Project	Shoulder Paving Project	Shoulder Rumble Strip Project	Advance Horizontal Alignment Warning Sign	Advisory Speed Plaque
009A	0	0	1330	440	No	No	★	x	-	Chevron	-	-	-	-
009B	0	0	1350	440	Yes	Yes	★★★	x	-	Chevron	-	-	-	-

*Curve numbering not consecutive, as some curves may have been removed from further analysis because a large radius, located on a gravel road, etc

Ranking Criteria

Criteria	Curves are selected for project if:
Severe Crashes > 0	- 3 or more ★s
Radius 500 to 1200	- x in Proximity or Existing Chevron column
ADT 350 to 650	- within Critical Radius
Intersection on Curve Yes	
Visual Trap Yes	

Describe Proposed Safety Improvements

Description	Type	Unit Cost	Quantity	Total cost	Notes
Chevrons	Proactive	\$3,300 per curve	2	\$6,600	Notes - Segment projects suggested on other sheets.
Arrow Board Only	Proactive	\$500 per curve	0	\$0	
Advance Warning Sign/Speed Advisory Plaque	Proactive	\$800 per curve	0	\$0	
Shoulder Rumble Strip	Proactive	\$3,000 per mile	.0 miles	\$0	
Shoulder Paving	Proactive	\$37,000 per mile	.0 miles	\$0	
				\$6,600	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$5,940
Local Match (10% of Total project cost)	\$660
Total Project Cost	\$6,600

NDDOT Central Office Only

Project Accepted?	<input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
-------------------	--	------------------	-----------

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Curves on Walsh 9 from Intersection with SH 32 to Intersection with SH 18

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description (Corridor Containing Curves)

Start: Intersection with SH 32 End: Intersection with SH 18 Facility Type: 2-Lane ADT: 353 Road Type Rural Paved County Road Walsh 9	Lane Width: 12' Speed Limit: High Shoulder Width: 2' Shoulder Type: Paved Length (miles): 11.1 Rumble Installed: No	<input type="checkbox"/> SHSP Emphasis Area (check all that apply) <input type="checkbox"/> Reduce Alcohol Impaired Driving <input type="checkbox"/> Increase the Use of Safety Restraints for all Occupants <input type="checkbox"/> Younger Driver/Older Driver Safety <input type="checkbox"/> Curb Aggressive Driving <input checked="" type="checkbox"/> Improvements to Address Lane Departure Crashes <input type="checkbox"/> Enhancing Emergency Medical Capabilities to Increase Survivability <input type="checkbox"/> Improve Intersection Safety
---	--	--

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012 5 years

Curve ID	K	A	Radius (ft)	ADT	Intersection on Curve	Visual Trap	Risk Ranking	Proximity or Existing Chevrons	High Priority Segment + Critical Radius	Sign Improvement Project	Shoulder Paving Project	Shoulder Rumble Strip Project	Advance Horizontal Alignment Warning Sign	Advisory Speed Plaque
009D	0	0	550	353	No	No	**	x	x	Chevron	-	-	x	40
009E	0	0	300	353	Yes	Yes	***	x	-	Chevron	-	-	x	35
009F	0	0	650	353	Yes	No	***	x	x	Chevron	-	-	x	40

*Curve numbering not consecutive, as some curves may have been removed from further analysis because a large radius, located on a gravel road, etc

Ranking Criteria

Criteria	Curves are selected for project if:
Severe Crashes > 0	- 3 or more *s
Radius 500 to 1200	- x in Proximity or Existing Chevron column
ADT 350 to 650	- within Critical Radius
Intersection on Curve Yes	
Visual Trap Yes	

Describe Proposed Safety Improvements

Description	Type	Unit Cost	Quantity	Total cost	Notes
Chevrons	Proactive	\$3,300 per curve	3	\$9,900	Notes - Segment and intersection projects suggested on other sheets.
Arrow Board Only	Proactive	\$500 per curve	0	\$0	
Advance Warning Sign/Speed Advisory Plaque	Proactive	\$800 per curve	3	\$2,400	
Shoulder Rumble Strip	Proactive	\$3,000 per mile	.0 miles	\$0	
Shoulder Paving	Proactive	\$37,000 per mile	.0 miles	\$0	
				\$12,300	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$11,070
Local Match (10% of Total project cost)	\$1,230
Total Project Cost	\$12,300

NDDOT Central Office Only

Project Accepted?	<input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
-------------------	--	------------------	-----------

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Curves on Walsh 12 from Park River north city limit (5-leg intersection) to Walsh / Pembina County Line

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description (Corridor Containing Curves)

Start: Park River north city limit (5-leg interse End: Walsh / Pembina County Line Facility Type: 2-Lane ADT: 426 Road Type Rural Paved County Road Walsh 12	Lane Width: 12' Speed Limit: Low Shoulder Width: 2' Shoulder Type: None Length (miles): 8.8 Rumble Installed: No	<input type="checkbox"/> SHSP Emphasis Area (check all that apply) <input type="checkbox"/> Reduce Alcohol Impaired Driving <input type="checkbox"/> Increase the Use of Safety Restraints for all Occupants <input type="checkbox"/> Younger Driver/Older Driver Safety <input type="checkbox"/> Curb Aggressive Driving <input checked="" type="checkbox"/> Improvements to Address Lane Departure Crashes <input type="checkbox"/> Enhancing Emergency Medical Capabilities to Increase Survivability <input type="checkbox"/> Improve Intersection Safety
---	---	--

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012 5 years

Curve ID	K	A	Radius (ft)	ADT	Intersection on Curve	Visual Trap	Risk Ranking	Proximity or Existing Chevrons	High Priority Segment + Critical Radius	Sign Improvement Project	Shoulder Paving Project	Shoulder Rumble Strip Project	Advance Horizontal Alignment Warning Sign	Advisory Speed Plaque
012A	0	0	1150	426	Yes	Yes	★★★★	-	x	Chevron	-	-	x	-
012B	0	0	1200	426	Yes	Yes	★★★★	-	x	Chevron	-	-	x	-

*Curve numbering not consecutive, as some curves may have been removed from further analysis because a large radius, located on a gravel road, etc

Ranking Criteria

Criteria	Curves are selected for project if:
Severe Crashes > 0	- 3 or more *s
Radius 500 to 1200	- x in Proximity or Existing Chevron column
ADT 350 to 650	- within Critical Radius
Intersection on Curve Yes	
Visual Trap Yes	

Describe Proposed Safety Improvements

Description	Type	Unit Cost	Quantity	Total cost	Notes
Chevrons	Proactive	\$3,300 per curve	2	\$6,600	Notes - Segment projects suggested on other sheets.
Arrow Board Only	Proactive	\$500 per curve	0	\$0	
Advance Warning Sign/Speed Advisory Plaque	Proactive	\$800 per curve	2	\$1,600	
Shoulder Rumble Strip	Proactive	\$3,000 per mile	.0 miles	\$0	
Shoulder Paving	Proactive	\$37,000 per mile	.0 miles	\$0	
				\$8,200	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$7,380
Local Match (10% of Total project cost)	\$820
Total Project Cost	\$8,200

NDDOT Central Office Only

Project Accepted?	<input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
-------------------	--	------------------	-----------

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Curves on Walsh 12B from End gravel section to Begin gravel section

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description (Corridor Containing Curves)

Start: End gravel section End: Begin gravel section Facility Type: 2-Lane ADT: 120 Road Type Rural Paved County Road Walsh 12B	Lane Width: 12' Speed Limit: Low Shoulder Width: 2' Shoulder Type: Paved Length (miles): 0.9 Rumble Installed: No	<input type="checkbox"/> SHSP Emphasis Area (check all that apply) <input type="checkbox"/> Reduce Alcohol Impaired Driving <input type="checkbox"/> Increase the Use of Safety Restraints for all Occupants <input type="checkbox"/> Younger Driver/Older Driver Safety <input type="checkbox"/> Curb Aggressive Driving <input checked="" type="checkbox"/> Improvements to Address Lane Departure Crashes <input type="checkbox"/> Enhancing Emergency Medical Capabilities to Increase Survivability <input type="checkbox"/> Improve Intersection Safety
---	--	--

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012 5 years

Curve ID	K	A	Radius (ft)	ADT	Intersection on Curve	Visual Trap	Risk Ranking	Proximity or Existing Chevrons	High Priority Segment + Critical Radius	Sign Improvement Project	Shoulder Paving Project	Shoulder Rumble Strip Project	Advance Horizontal Alignment Warning Sign	Advisory Speed Plaque
012F	0	0	990	120	No	No	★	x	x	Chevron	-	-	x	50
012G	0	0	740	120	Yes	No	★★	x	x	Chevron	-	-	x	45
012H	0	0	730	120	No	No	★	x	x	Chevron	-	-	x	45
012I	0	0	800	120	No	No	★	x	x	Chevron	-	-	x	45

*Curve numbering not consecutive, as some curves may have been removed from further analysis because a large radius, located on a gravel road, etc

Ranking Criteria

Criteria	Curves are selected for project if:
Severe Crashes > 0	- 3 or more ★s
Radius 500 to 1200	- x in Proximity or Existing Chevron column
ADT 350 to 650	- within Critical Radius
Intersection on Curve Yes	
Visual Trap Yes	

Describe Proposed Safety Improvements

Description	Type	Unit Cost	Quantity	Total cost	Notes
Chevrons	Proactive	\$3,300 per curve	4	\$13,200	
Arrow Board Only	Proactive	\$500 per curve	0	\$0	
Advance Warning Sign/Speed Advisory Plaque	Proactive	\$800 per curve	4	\$3,200	
Shoulder Rumble Strip	Proactive	\$3,000 per mile	.0 miles	\$0	
Shoulder Paving	Proactive	\$37,000 per mile	.0 miles	\$0	
				\$16,400	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$14,760
Local Match (10% of Total project cost)	\$1,640
Total Project Cost	\$16,400

NDDOT Central Office Only

Project Accepted?	<input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
-------------------	--	------------------	-----------

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Curves on Walsh 15 from Curve from 142nd Avenue to Intersection with US 81

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description (Corridor Containing Curves)

Start: Curve from 142nd Avenue End: Intersection with US 81 Facility Type: 2-Lane ADT: 611 Road Type Rural Paved County Road Walsh 15	Lane Width: 12' Speed Limit: High Shoulder Width: 2' Shoulder Type: None Length (miles): 8.6 Rumble Installed: No	SHSP Emphasis Area (check all that apply) <input type="checkbox"/> Reduce Alcohol Impaired Driving <input type="checkbox"/> Increase the Use of Safety Restraints for all Occupants <input type="checkbox"/> Younger Driver/Older Driver Safety <input type="checkbox"/> Curb Aggressive Driving <input checked="" type="checkbox"/> Improvements to Address Lane Departure Crashes <input type="checkbox"/> Enhancing Emergency Medical Capabilities to Increase Survivability <input type="checkbox"/> Improve Intersection Safety
--	--	---

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012 5 years

Curve ID	K	A	Radius (ft)	ADT	Intersection on Curve	Visual Trap	Risk Ranking	Proximity or Existing Chevrons	High Priority Segment + Critical Radius	Sign Improvement Project	Shoulder Paving Project	Shoulder Rumble Strip Project	Advance Horizontal Alignment Warning Sign	Advisory Speed Plaque
015A	0	1	960	611	Yes	Yes	*****	x	x	Chevron	-	-	x	50

*Curve numbering not consecutive, as some curves may have been removed from further analysis because a large radius, located on a gravel road, etc

Ranking Criteria

Criteria	Curves are selected for project if:
Severe Crashes > 0	- 3 or more *s
Radius 500 to 1200	- x in Proximity or Existing Chevron column
ADT 350 to 650	- within Critical Radius
Intersection on Curve Yes	
Visual Trap Yes	

Describe Proposed Safety Improvements

Description	Type	Unit Cost	Quantity	Total cost	Notes
Chevrons	Proactive	\$3,300 per curve	1	\$3,300	Notes - Segment and intersection projects suggested on other sheets.
Arrow Board Only	Proactive	\$500 per curve	0	\$0	
Advance Warning Sign/Speed Advisory Plaque	Proactive	\$800 per curve	1	\$800	
Shoulder Rumble Strip	Proactive	\$3,000 per mile	.0 miles	\$0	
Shoulder Paving	Proactive	\$37,000 per mile	.0 miles	\$0	
				\$4,100	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$3,690
Local Match (10% of Total project cost)	\$410
Total Project Cost	\$4,100

NDDOT Central Office Only

Project Accepted? <input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
--	------------------	-----------

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Curves on Walsh 19 from Fordville east city limit to End of second horizontal curve

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description (Corridor Containing Curves)

Start: Fordville east city limit End: End of second horizontal curve Facility Type: 2-Lane ADT: 250 Road Type Rural Paved County Road Walsh 19	Lane Width: 12' Speed Limit: High Shoulder Width: 2' Shoulder Type: Paved Length (miles): 1.0 Rumble Installed: No	SHSP Emphasis Area (check all that apply) <input type="checkbox"/> Reduce Alcohol Impaired Driving <input type="checkbox"/> Increase the Use of Safety Restraints for all Occupants <input type="checkbox"/> Younger Driver/Older Driver Safety <input type="checkbox"/> Curb Aggressive Driving <input checked="" type="checkbox"/> Improvements to Address Lane Departure Crashes <input type="checkbox"/> Enhancing Emergency Medical Capabilities to Increase Survivability <input type="checkbox"/> Improve Intersection Safety
---	---	---

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012 5 years

Curve ID	K	A	Radius (ft)	ADT	Intersection on Curve	Visual Trap	Risk Ranking	Proximity or Existing Chevrons	High Priority Segment + Critical Radius	Sign Improvement Project	Shoulder Paving Project	Shoulder Rumble Strip Project	Advance Horizontal Alignment Warning Sign	Advisory Speed Plaque
019E	0	0	1390	250	Yes	Yes	**	x	-	Chevron	-	-	-	-
019F	0	0	1440	250	Yes	Yes	**	x	-	Chevron	-	-	-	-

*Curve numbering not consecutive, as some curves may have been removed from further analysis because a large radius, located on a gravel road, etc

Ranking Criteria

Criteria	Curves are selected for project if:
Severe Crashes > 0	- 3 or more *s
Radius 500 to 1200	- x in Proximity or Existing Chevron column
ADT 350 to 650	- within Critical Radius
Intersection on Curve Yes	
Visual Trap Yes	

Describe Proposed Safety Improvements

Description	Type	Unit Cost	Quantity	Total cost	Notes
Chevrons	Proactive	\$3,300 per curve	2	\$6,600	
Arrow Board Only	Proactive	\$500 per curve	0	\$0	
Advance Warning Sign/Speed Advisory Plaque	Proactive	\$800 per curve	0	\$0	
Shoulder Rumble Strip	Proactive	\$3,000 per mile	.0 miles	\$0	
Shoulder Paving	Proactive	\$37,000 per mile	.0 miles	\$0	
				\$6,600	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$5,940
Local Match (10% of Total project cost)	\$660
Total Project Cost	\$6,600

NDDOT Central Office Only

Project Accepted? <input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
--	------------------	-----------

Notes

**Walsh County
Summary of Rural Intersection Projects**

Page	Intersection ID	Description	Risk Ranking	Mainline Dynamic Warning Sign	Install Street Lights	Signs & Markings	Project Cost (\$)
1	19.09	US 81 & 55th St NE (Walsh 19)	★★★★★	-	x	x	\$7,850
2	12.07	136th Ave NE (Walsh 12) & 68th St NE/Park St/ND 17	★★★★	-	x	x	\$9,000
3	9.1	73rd St NE (Walsh 9) & US 81	★★★★	-	x	x	\$9,700
4	15.04	US 81 & 61st St NE (Walsh 15)	★★★★	x	x	x	\$59,700
5	19.08	US 81 & 55th St NE (Walsh 19)	★★★★	x	x	x	\$57,850
6	4.06	70th St NE & 155th Ave NE (Walsh 4)	★★★	-	-	x	\$1,150
7	9.08	75th St NE (Walsh 9) & 140th Ave NE/ND 18	★★★	-	x	x	\$9,000
8	15.02	128th Ave NE/ND 32 & 62nd St NE (Walsh 15)	★★★	x	x	x	\$59,700
9	1.02	77th St NE (Walsh 1) & ND 18	★★★	-	x	x	\$9,000
10	6.02	55th St NE (Walsh 19) & 146th Ave NE (Walsh 6)	★★★	-	-	x	\$6,700
11	9.06	75th St NE (Walsh 9) & 129th Ave NE/ND 32	★★★	-	x	x	\$9,000
12	11.01	69th St NE/ND 17 & [Unnamed] (Walsh 11)	★★★★	x	x	x	\$57,850
13	14.03	126th Ave NE (Walsh 14) & 68th St NE/ND 17	★★★	-	-	x	\$1,150
14	504.02	149th Ave NE (Walsh 504) & US 81	★★★	-	x	x	\$7,850
				4	11	14	\$305,500

**Walsh County
Rural Intersection Listing**

Int #	Intersection Description	Skew	On/Near Curve	Development	RR Xing	ADT	Previous STOP (>5mi)	Total Crashes	ADT Cross Product >100,000	Crash Cost
1.01	77 1/2th St NE (Walsh 1) & ND 18	No	No	No	No	1340	No	3	Yes	\$ 848,000
1.02	77th St NE (Walsh 1) & ND 18	No	No	Yes	No	1443	Yes	0	Yes	\$ -
4.01	61st St NE (Walsh 15) & 156th Ave NE (Walsh 4)	No	No	Yes	No	580	Yes	0	No	\$ -
4.03	66th St NE & 155th Ave NE (Walsh 4)	No	No	No	No	114	No	0	No	\$ -
4.04	69th St NE/ND 17 & 156th Ave NE (Walsh 4)	No	No	No	No	1885	No	1	Yes	\$ 12,000
4.05	69th St NE/ND 17 & 155th Ave NE (Walsh 4)	No	No	No	No	2080	Yes	0	Yes	\$ -
4.06	70th St NE & 155th Ave NE (Walsh 4)	No	Yes	No	No	410	Yes	1	No	\$ 12,000
4.08	73rd St NE (Walsh 9) & 155th Ave NE (Walsh 4)	No	No	No	No	380	Yes	0	No	\$ -
6.02	55th St NE (Walsh 19) & 146th Ave NE (Walsh 6)	No	No	No	Yes	655	Yes	0	Yes	\$ -
6.03	61st St NE (Walsh 15) & 146th Ave NE (Walsh 6)	No	No	No	No	770	Yes	1	No	\$ 91,000
8.01	62nd St NE (Walsh 15) & 142nd Ave NE (Walsh 8)	No	No	No	No	422	Yes	0	No	\$ -
8.02	67th St NE & 142nd Ave NE (Walsh 8)	Yes	Yes	No	No	139	Yes	0	No	\$ -
8.03	62nd St NE & 144th Ave NE (Walsh 8)	No	No	No	No	139	Yes	0	No	\$ -
8.04	69th St NE/ND 17 & 144th Ave NE (Walsh 8)	No	No	No	No	2775	Yes	0	Yes	\$ -
8.05	73rd St NE (Walsh 9) & 144th Ave NE (Walsh 8)	No	No	No	No	505	No	0	No	\$ -
9.01	74th St NE (Walsh 9) & 112th Ave NE (Walsh 22)	No	No	No	No	375	Yes	0	No	\$ -
9.02	74th St NE (Walsh 9) & 119th Ave NE (Walsh 16)	No	No	No	No	330	Yes	0	No	\$ -
9.06	75th St NE (Walsh 9) & 129th Ave NE/ND 32	No	No	Yes	No	1280	Yes	0	Yes	\$ -
9.07	75th St NE (Walsh 9) & 135th Ave NE (Walsh 12)	No	No	No	No	660	Yes	0	Yes	\$ -
9.08	75th St NE (Walsh 9) & 140th Ave NE/ND 18	No	No	No	No	1427	Yes	1	Yes	\$ 12,000
9.09	73rd St NE (Walsh 9) & 140th Ave NE/ND 18	No	No	No	No	1265	Yes	0	Yes	\$ -
9.10	73rd St NE (Walsh 9) & US 81	Yes	No	No	Yes	1865	Yes	0	Yes	\$ -
11.01	69th St NE/ND 17 & [Unnamed] (Walsh 11)	Yes	Yes	No	Yes	668	No	0	Yes	\$ -
11.02	ND 17 & 120th Ave NE/69th St NE (Walsh 11)	No	Yes	No	No	483	No	1	No	\$ 12,000
11.03	122nd Ave NE (Walsh 11) & ND 17	Yes	No	No	Yes	630	No	0	No	\$ -
12.02	131st Ave NE (Walsh 12) & 62nd St NE (Walsh 15)	No	No	No	No	505	Yes	0	No	\$ -
12.05	136th Ave NE (Walsh 12) & 56th St NE (Walsh 19)	No	No	No	No	222	Yes	0	No	\$ -
12.06	135th Ave NE (Walsh 12) & 62nd St NE (Walsh 15)	No	No	No	No	770	Yes	0	Yes	\$ -
12.07	136th Ave NE (Walsh 12) & 68th St NE/Park St/ND 17	No	No	Yes	No	3223	Yes	1	Yes	\$ 12,000
14.01	125th Ave NE (Walsh 14) & 58th St NE (Walsh 19)	No	No	No	No	198	Yes	0	No	\$ -
14.02	125th Ave NE (Walsh 14) & 62nd St NE (Walsh 15)	No	No	No	No	725	Yes	0	Yes	\$ -
14.03	126th Ave NE (Walsh 14) & 68th St NE/ND 17	Yes	Yes	No	No	820	Yes	0	No	\$ -
15.01	116th Ave NE/ND 35 & 62nd St NE (Walsh 15)	No	No	No	No	263	Yes	1	No	\$ 136,000
15.02	128th Ave NE/ND 32 & 62nd St NE (Walsh 15)	No	No	No	No	1198	Yes	1	Yes	\$ 12,000
15.03	139th Ave NE/ND 18 & 62nd St NE (Walsh 15)	No	No	No	No	880	No	0	Yes	\$ -
15.04	US 81 & 61st St NE (Walsh 15)	Yes	Yes	No	No	3065	Yes	0	Yes	\$ -
16.01	119th Ave NE/Kongsberg St (Walsh 16) & 69th St NE/ND 17	No	No	No	No	290	Yes	0	No	\$ -
16.02	County Rd 16/119th Ave NE (Walsh 16) & 78th St NE (Walsh 32)	No	No	No	No	100	Yes	1	No	\$ 12,000
19.01	116th Ave NE/ND 35 & 57th St NE (Walsh 19)	No	No	No	No	175	Yes	0	No	\$ -
19.02	116th Ave NE/ND 35 & 58th St NE (Walsh 19)	No	No	No	No	170	Yes	0	No	\$ -
19.03	128th Ave NE/ND 32 & 58th St NE (Walsh 19)	No	No	No	No	698	No	0	No	\$ -
19.04	128th Ave NE/ND 32 & 55th St NE (Walsh 19)	No	No	No	No	857	No	0	Yes	\$ -
19.05	139th Ave NE/ND 18 & 56th St NE (Walsh 19)	No	No	No	No	715	Yes	0	No	\$ -
19.08	US 81 & 55th St NE (Walsh 19)	Yes	Yes	No	No	1738	Yes	0	Yes	\$ -
19.09	US 81 & 55th St NE (Walsh 19)	Yes	Yes	No	No	1743	Yes	1	Yes	\$ 12,000
22.01	112th Ave NE (Walsh 22) & 69th St NE/ND 17	No	No	No	No	238	Yes	0	No	\$ -
32.01	116th Ave NE (Walsh 39) & 78th St NE (Walsh 32)	No	No	No	No	70	Unknown	0	No	\$ -
32.02	123rd Ave NE (Walsh 45) & 78th St NE (Walsh 32)	No	No	No	No	45	Unknown	0	No	\$ -
503.01	Woodcrest Dr (Walsh 503) & 69th Pl NE/W 5th St/69 1/2th St NE (Walsh 504)	No	No	No	No	195	No	0	No	\$ -
504.01	149th Ave NE (Walsh 504) & 61st St NE (Walsh 15)	Yes	Yes	No	No	375	No	0	No	\$ -
504.02	149th Ave NE (Walsh 504) & US 81	Yes	Yes	No	No	870	No	0	Yes	\$ -

Walsh County
Rural Intersection Prioritization

Rank	Int #	Intersection Description	Skew	On/Near Curve	Development	RR Xing	Previous STOP (>5mi)	Total Crashes	ADT Cross Product >100,000	Priority	Crash Cost
1	19.09	US 81 & 55th St NE (Walsh 19)	*	*			*	*	*	*****	\$ 12,000
2	12.07	136th Ave NE (Walsh 12) & 68th St NE/Park St/ND 17			*		*	*	*	*****	\$ 12,000
3	9.10	73rd St NE (Walsh 9) & US 81	*				*		*	*****	\$ -
4	11.01	69th St NE/ND 17 & [Unnamed] (Walsh 11)	*	*		*			*	*****	\$ -
5	15.04	US 81 & 61st St NE (Walsh 15)	*	*			*		*	*****	\$ -
6	19.08	US 81 & 55th St NE (Walsh 19)	*	*			*		*	*****	\$ -
7	4.06	70th St NE & 155th Ave NE (Walsh 4)		*			*	*	*	***	\$ 12,000
8	9.08	75th St NE (Walsh 9) & 140th Ave NE/ND 18					*	*	*	***	\$ 12,000
9	15.02	128th Ave NE/ND 32 & 62nd St NE (Walsh 15)					*	*	*	***	\$ 12,000
10	1.02	77th St NE (Walsh 1) & ND 18			*		*	*	*	***	\$ -
11	6.02	55th St NE (Walsh 19) & 146th Ave NE (Walsh 6)				*	*	*	*	***	\$ -
12*	8.02	67th St NE & 142nd Ave NE (Walsh 8)	*	*			*	*	*	***	\$ -
13	9.06	75th St NE (Walsh 9) & 129th Ave NE/ND 32			*		*	*	*	***	\$ -
14	14.03	126th Ave NE (Walsh 14) & 68th St NE/ND 17	*	*			*		*	***	\$ -
15	504.02	149th Ave NE (Walsh 504) & US 81	*	*				*	*	***	\$ -
16	1.01	77 1/2th St NE (Walsh 1) & ND 18						*	*	**	\$ 848,000
17	15.01	116th Ave NE/ND 35 & 62nd St NE (Walsh 15)					*	*	*	**	\$ 136,000
18	6.03	61st St NE (Walsh 15) & 146th Ave NE (Walsh 6)					*	*	*	**	\$ 91,000
19	4.04	69th St NE/ND 17 & 156th Ave NE (Walsh 4)					*	*	*	**	\$ 12,000
20	11.02	ND 17 & 120th Ave NE/69th St NE (Walsh 11)		*			*	*	*	**	\$ 12,000
21	16.02	County Rd 16/119th Ave NE (Walsh 16) & 78th St NE (Walsh 32)					*	*	*	**	\$ 12,000
22	4.01	61st St NE (Walsh 15) & 156th Ave NE (Walsh 4)			*		*		*	**	\$ -
23	4.05	69th St NE/ND 17 & 155th Ave NE (Walsh 4)					*	*	*	**	\$ -
24	8.04	69th St NE/ND 17 & 144th Ave NE (Walsh 8)					*	*	*	**	\$ -
25	9.07	75th St NE (Walsh 9) & 135th Ave NE (Walsh 12)					*	*	*	**	\$ -
26	9.09	73rd St NE (Walsh 9) & 140th Ave NE/ND 18					*	*	*	**	\$ -
27	11.03	122nd Ave NE (Walsh 11) & ND 17	*			*			*	**	\$ -
28	12.06	135th Ave NE (Walsh 12) & 62nd St NE (Walsh 15)					*	*	*	**	\$ -
29	14.02	125th Ave NE (Walsh 14) & 62nd St NE (Walsh 15)					*	*	*	**	\$ -
30	504.01	149th Ave NE (Walsh 504) & 61st St NE (Walsh 15)	*	*				*	*	**	\$ -
31	4.08	73rd St NE (Walsh 9) & 155th Ave NE (Walsh 4)					*		*	*	\$ -
32	8.01	62nd St NE (Walsh 15) & 142nd Ave NE (Walsh 8)					*		*	*	\$ -
33	8.03	62nd St NE & 144th Ave NE (Walsh 8)					*		*	*	\$ -
34	9.01	74th St NE (Walsh 9) & 112th Ave NE (Walsh 22)					*		*	*	\$ -
35	9.02	74th St NE (Walsh 9) & 119th Ave NE (Walsh 16)					*		*	*	\$ -
36	12.02	131st Ave NE (Walsh 12) & 62nd St NE (Walsh 15)					*		*	*	\$ -
37	12.05	136th Ave NE (Walsh 12) & 56th St NE (Walsh 19)					*		*	*	\$ -
38	14.01	125th Ave NE (Walsh 14) & 58th St NE (Walsh 19)					*		*	*	\$ -
39	15.03	139th Ave NE/ND 18 & 62nd St NE (Walsh 15)						*	*	*	\$ -
40	16.01	119th Ave NE/Kongsberg St (Walsh 16) & 69th St NE/ND 17					*		*	*	\$ -
41	19.01	116th Ave NE/ND 35 & 57th St NE (Walsh 19)					*		*	*	\$ -
42	19.02	116th Ave NE/ND 35 & 58th St NE (Walsh 19)					*		*	*	\$ -
43	19.04	128th Ave NE/ND 32 & 55th St NE (Walsh 19)						*	*	*	\$ -
44	19.05	139th Ave NE/ND 18 & 56th St NE (Walsh 19)					*		*	*	\$ -
45	22.01	112th Ave NE (Walsh 22) & 69th St NE/ND 17					*		*	*	\$ -
46	4.03	66th St NE & 155th Ave NE (Walsh 4)								*	\$ -
47	8.05	73rd St NE (Walsh 9) & 144th Ave NE (Walsh 8)								*	\$ -
48	19.03	128th Ave NE/ND 32 & 58th St NE (Walsh 19)								*	\$ -
49	32.01	116th Ave NE (Walsh 39) & 78th St NE (Walsh 32)								*	\$ -
50	32.02	123rd Ave NE (Walsh 45) & 78th St NE (Walsh 32)								*	\$ -
58	503.01	Woodcrest Dr (Walsh 503) & 69th Pl NE/W 5th St/69 1/2th St NE (Walsh 504)								*	\$ -

Totals	#	%
*****	0	0%
*****	0	0%
*****	1	2%
****	5	10%
***	9	18%
**	15	29%
*	15	29%
-	6	12%
	51	100%

Total Stars -- 10 10 4 4 36 11 22
20% 20% 8% 8% 71% 22% 43%

- Stars
- Skew - If intersection is skewed at an angle of 20 degrees or greater.
 - On/Near Curve - If intersection is on or within 1,000 feet of curve.
 - Development - If intersection aerial shows a commercial development with access near intersection.
 - RR Xing - If intersection has a railroad crossing on any approach within 500 feet.
 - Previous STOP (>5 mi) - If vehicles approaching the stop control have not had a previous stop along the roadway within 5 miles.
 - Total Crashes - If intersection has at least 1 crash.
 - ADT Cross Product - If intersection has an ADT cross product >100,000.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

US 81 & 55th St NE (Walsh 19)

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project

Location Description

Configuration: T Traffic Control Device: thru-STOP
Configuration (2): Undivided Street Lights: No
Urban/Rural: Rural Flashers: No
County: Walsh Major Entering ADT: 1648
Entering ADT: 1743 Minor Entering ADT: 190

- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota TBD, 2008 - 2012

5 years

	Total	Angle	K+A
Crashes	1	0	0.00
Rate (per MVM)	0.3	0.0	0.0

	Value	Critical	Risk Ranking
Skew	Yes	Yes	★
On/Near Curve	Yes	Yes	★
Development	No	Yes	
Near RR Crossing	No	Yes	
Distance from previous STOP	Yes	Yes	★
Volume Cross Product	Yes	≥ 100,000	★
Total Crashes	1	>0	★

★★★★★



Describe Proposed Safety Improvements

Description	Unit Cost	Units	Cost	Notes -
Roundabout	\$1,000,000 per intersection	0	\$0.00	
Directional Median	\$750,000 per intersection	0	\$0.00	
Mainline Dynamic Warning Sign	\$50,000 per intersection	0	\$0.00	
Close Median	\$25,000 per intersection	0	\$0.00	
Installing Street Lights	\$6,000 per street light	1	\$6,000.00	
Upgrade Stop Sign	\$350 per sign	1	\$350.00	
Upgrade Junction Sign	\$350 per sign	1	\$350.00	
Upgrade Stop Ahead Sign	\$450 per sign	1	\$450.00	
Upgrade Stop Ahead Marking	\$450 per marking	1	\$450.00	
Upgrade Stop Bar	\$250 per marking	1	\$250.00	
Review Signs and CST	\$2,450 per intersection	0	\$0.00	
			\$7,850.00	

Signs and Markings and Street Light project costs vary by the number of minor legs associated with the intersection.

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$7,065
Local Match (10% of Total project cost)	\$785
Total Project Cost	\$7,850

NDDOT Central Office Only

Project Accepted? Yes No Reference Number ID Number

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

136th Ave NE (Walsh 12) & 68th St NE/Park St/ND 17

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project

Location Description

Configuration: X Traffic Control Device: thru-STOP
Configuration (2): Undivided Street Lights: No
Urban/Rural: Rural Flashers: No
County: Walsh Major Entering ADT: 2938
Entering ADT: 3223 Minor Entering ADT: 285

- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota TBD, 2008 - 2012

5 years

	Total	Angle	K+A
Crashes	1	0	0.00
Rate (per MVM)	0.2	0.0	0.0

	Value	Critical	Risk Ranking
Skew	No	Yes	
On/Near Curve	No	Yes	
Development	Yes	Yes	★
Near RR Crossing	No	Yes	
Distance from previous STOP	Yes	Yes	★
Volume Cross Product	Yes	≥ 100,000	★
Total Crashes	1	>0	★
			★★★★



Describe Proposed Safety Improvements

Description	Unit Cost	Units	Cost	Notes -
Roundabout	\$1,000,000 per intersection	0	\$0.00	
Directional Median	\$750,000 per intersection	0	\$0.00	
Mainline Dynamic Warning Sign	\$50,000 per intersection	0	\$0.00	
Close Median	\$25,000 per intersection	0	\$0.00	
Installing Street Lights	\$6,000 per street light	1	\$6,000.00	
Upgrade Stop Sign	\$350 per sign	2	\$700.00	
Upgrade Junction Sign	\$350 per sign	2	\$700.00	
Upgrade Stop Ahead Sign	\$450 per sign	2	\$900.00	
Upgrade Stop Ahead Marking	\$450 per marking	1	\$450.00	
Upgrade Stop Bar	\$250 per marking	1	\$250.00	
Review Signs and CST	\$2,450 per intersection	0	\$0.00	
			\$9,000.00	

Signs and Markings and Street Light project costs vary by the number of minor legs associated with the intersection.

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$8,100
Local Match (10% of Total project cost)	\$900
Total Project Cost	\$9,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number ID Number

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

73rd St NE (Walsh 9) & US 81

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project

Location Description

Configuration: X Traffic Control Device: thru-STOP
Configuration (2): Undivided Street Lights: No
Urban/Rural: Rural Flashers: No
County: Walsh Major Entering ADT: 1593
Entering ADT: 1865 Minor Entering ADT: 273

- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota TBD, 2008 - 2012 5 years

	Total	Angle	K+A
Crashes	0	0	0.00
Rate (per MVM)	0.0	0.0	0.0

	Value	Critical	Risk Ranking
Skew	Yes	Yes	★
On/Near Curve	No	Yes	
Development	No	Yes	
Near RR Crossing	Yes	Yes	★
Distance from previous STOP	Yes	Yes	★
Volume Cross Product	Yes	≥ 100,000	★
Total Crashes	0	>0	

★★★★



Describe Proposed Safety Improvements

Description	Unit Cost	Units	Cost	Notes - .
Roundabout	\$1,000,000 per intersection	0	\$0.00	
Directional Median	\$750,000 per intersection	0	\$0.00	
Mainline Dynamic Warning Sign	\$50,000 per intersection	0	\$0.00	
Close Median	\$25,000 per intersection	0	\$0.00	
Installing Street Lights	\$6,000 per street light	1	\$6,000.00	
Upgrade Stop Sign	\$350 per sign	2	\$700.00	
Upgrade Junction Sign	\$350 per sign	2	\$700.00	
Upgrade Stop Ahead Sign	\$450 per sign	2	\$900.00	
Upgrade Stop Ahead Marking	\$450 per marking	2	\$900.00	
Upgrade Stop Bar	\$250 per marking	2	\$500.00	
Review Signs and CST	\$2,450 per intersection	0	\$0.00	
			\$9,700.00	

Signs and Markings and Street Light project costs vary by the number of minor legs associated with the intersection.

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$8,730
Local Match (10% of Total project cost)	\$970
Total Project Cost	\$9,700

NDDOT Central Office Only

Project Accepted? Yes No Reference Number ID Number

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

69th St NE/ND 17 & [Unnamed] (Walsh 11)

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project

Location Description

Configuration: T Traffic Control Device: thru-STOP
Configuration (2): Undivided Street Lights: No
Urban/Rural: Rural Flashers: No
County: Walsh Major Entering ADT: 478
Entering ADT: 668 Minor Entering ADT: 380

- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota TBD, 2008 - 2012 5 years

	Total	Angle	K+A
Crashes	0	0	0.00
Rate (per MVM)	0.0	0.0	0.0

	Value	Critical	Risk Ranking
Skew	Yes	Yes	★
On/Near Curve	Yes	Yes	★
Development	No	Yes	
Near RR Crossing	Yes	Yes	★
Distance from previous STOP	No	Yes	
Volume Cross Product	Yes	≥ 100,000	★
Total Crashes	0	>0	

★★★★



Describe Proposed Safety Improvements

Description	Unit Cost	Units	Cost	Notes - .
Roundabout	\$1,000,000 per intersection	0	\$0.00	
Directional Median	\$750,000 per intersection	0	\$0.00	
Mainline Dynamic Warning Sign	\$50,000 per intersection	1	\$50,000.00	
Close Median	\$25,000 per intersection	0	\$0.00	
Installing Street Lights	\$6,000 per street light	1	\$6,000.00	
Upgrade Stop Sign	\$350 per sign	1	\$350.00	
Upgrade Junction Sign	\$350 per sign	1	\$350.00	
Upgrade Stop Ahead Sign	\$450 per sign	1	\$450.00	
Upgrade Stop Ahead Marking	\$450 per marking	1	\$450.00	
Upgrade Stop Bar	\$250 per marking	1	\$250.00	
Review Signs and CST	\$2,450 per intersection	0	\$0.00	
			\$57,850.00	

Signs and Markings and Street Light project costs vary by the number of minor legs associated with the intersection.

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$52,065
Local Match (10% of Total project cost)	\$5,785
Total Project Cost	\$57,850

NDDOT Central Office Only

Project Accepted? Yes No Reference Number ID Number

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

US 81 & 61st St NE (Walsh 15)

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project

Location Description

Configuration: X Traffic Control Device: Thru-Stop
Configuration (2): Undivided Street Lights: No
Urban/Rural: Rural Flashers: No
County: Walsh Major Entering ADT: 2225
Entering ADT: 3065 Minor Entering ADT: 840

- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota TBD, 2008 - 2012

5 years

	Total	Angle	K+A
Crashes	0	0	0.00
Rate (per MVM)	0.0	0.0	0.0

	Value	Critical	Risk Ranking
Skew	Yes	Yes	★
On/Near Curve	Yes	Yes	★
Development	No	Yes	
Near RR Crossing	No	Yes	
Distance from previous STOP	Yes	Yes	★
Volume Cross Product	Yes	≥ 100,000	★
Total Crashes	0	>0	

★★★★



Describe Proposed Safety Improvements

Description	Unit Cost	Units	Cost	Notes - Segment and curve projects suggested on other sheets.
Roundabout	\$1,000,000 per intersection	0	\$0.00	
Directional Median	\$750,000 per intersection	0	\$0.00	
Mainline Dynamic Warning Sign	\$50,000 per intersection	1	\$50,000.00	
Close Median	\$25,000 per intersection	0	\$0.00	
Installing Street Lights	\$6,000 per street light	1	\$6,000.00	
Upgrade Stop Sign	\$350 per sign	2	\$700.00	
Upgrade Junction Sign	\$350 per sign	2	\$700.00	
Upgrade Stop Ahead Sign	\$450 per sign	2	\$900.00	
Upgrade Stop Ahead Marking	\$450 per marking	2	\$900.00	
Upgrade Stop Bar	\$250 per marking	2	\$500.00	
Review Signs and CST	\$2,450 per intersection	0	\$0.00	
			\$59,700.00	

Signs and Markings and Street Light project costs vary by the number of minor legs associated with the intersection.

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$53,730
Local Match (10% of Total project cost)	\$5,970
Total Project Cost	\$59,700

NDDOT Central Office Only

Project Accepted? Yes No Reference Number ID Number

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

US 81 & 55th St NE (Walsh 19)

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project

Location Description

Configuration: T Traffic Control Device: thru-STOP
Configuration (2): Undivided Street Lights: No
Urban/Rural: Rural Flashers: No
County: Walsh Major Entering ADT: 1585
Entering ADT: 1738 Minor Entering ADT: 305

- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota TBD, 2008 - 2012 5 years

	Total	Angle	K+A
Crashes	0	0	0.00
Rate (per MVM)	0.0	0.0	0.0

	Value	Critical	Risk Ranking
Skew	Yes	Yes	★
On/Near Curve	Yes	Yes	★
Development	No	Yes	
Near RR Crossing	No	Yes	
Distance from previous STOP	Yes	Yes	★
Volume Cross Product	Yes	≥ 100,000	★
Total Crashes	0	>0	

★★★★



Describe Proposed Safety Improvements

Description	Unit Cost	Units	Cost	Notes -
Roundabout	\$1,000,000 per intersection	0	\$0.00	
Directional Median	\$750,000 per intersection	0	\$0.00	
Mainline Dynamic Warning Sign	\$50,000 per intersection	1	\$50,000.00	
Close Median	\$25,000 per intersection	0	\$0.00	
Installing Street Lights	\$6,000 per street light	1	\$6,000.00	
Upgrade Stop Sign	\$350 per sign	1	\$350.00	
Upgrade Junction Sign	\$350 per sign	1	\$350.00	
Upgrade Stop Ahead Sign	\$450 per sign	1	\$450.00	
Upgrade Stop Ahead Marking	\$450 per marking	1	\$450.00	
Upgrade Stop Bar	\$250 per marking	1	\$250.00	
Review Signs and CST	\$2,450 per intersection	0	\$0.00	
			\$57,850.00	

Signs and Markings and Street Light project costs vary by the number of minor legs associated with the intersection.

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$52,065
Local Match (10% of Total project cost)	\$5,785
Total Project Cost	\$57,850

NDDOT Central Office Only

Project Accepted? Yes No Reference Number ID Number

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

70th St NE & 155th Ave NE (Walsh 4)

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project

Location Description

Configuration: T Traffic Control Device: Yield
Configuration (2): Undivided Street Lights: No
Urban/Rural: Rural Flashers: No
County: Walsh Major Entering ADT: 305
Entering ADT: 410 Minor Entering ADT: 210

- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota TBD, 2008 - 2012 5 years

	Total	Angle	K+A
Crashes	1	0	0.00
Rate (per MVM)	1.3	0.0	0.0

	Value	Critical	Risk Ranking
Skew	No	Yes	
On/Near Curve	Yes	Yes	★
Development	No	Yes	
Near RR Crossing	No	Yes	
Distance from previous STOP	Yes	Yes	★
Volume Cross Product	No	≥ 100,000	
Total Crashes	1	>0	★
			★★★



Describe Proposed Safety Improvements

Description	Unit Cost	Units	Cost	Notes - Qualifies for a street light. Option to replace yield signs instead of STOP signs. Segment and curve projects suggested on other sheets.
Roundabout	\$1,000,000 per intersection	0	\$0.00	
Directional Median	\$750,000 per intersection	0	\$0.00	
Mainline Dynamic Warning Sign	\$50,000 per intersection	0	\$0.00	
Close Median	\$25,000 per intersection	0	\$0.00	
Installing Street Lights	\$6,000 per street light	0	\$0.00	
Upgrade Stop Sign	\$350 per sign	1	\$350.00	
Upgrade Junction Sign	\$350 per sign	1	\$350.00	
Upgrade Stop Ahead Sign	\$450 per sign	1	\$450.00	
Upgrade Stop Ahead Marking	\$450 per marking	0	\$0.00	
Upgrade Stop Bar	\$250 per marking	0	\$0.00	
Review Signs and CST	\$2,450 per intersection	0	\$0.00	
			\$1,150.00	

Signs and Markings and Street Light project costs vary by the number of minor legs associated with the intersection.

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$1,035
Local Match (10% of Total project cost)	\$115
Total Project Cost	\$1,150

NDDOT Central Office Only

Project Accepted?	<input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
-------------------	--	------------------	-----------

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

75th St NE (Walsh 9) & 140th Ave NE/ND 18

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project

Location Description

Configuration: X Traffic Control Device: thru-STOP
Configuration (2): Undivided Street Lights: No
Urban/Rural: Rural Flashers: No
County: Walsh Major Entering ADT: 1175
Entering ADT: 1427 Minor Entering ADT: 252

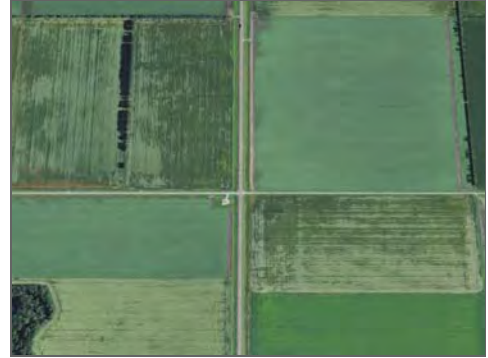
- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota TBD, 2008 - 2012 5 years

	Total	Angle	K+A
Crashes	1	0	0.00
Rate (per MVM)	0.4	0.0	0.0

	Value	Critical	Risk Ranking
Skew	No	Yes	
On/Near Curve	No	Yes	
Development	No	Yes	
Near RR Crossing	No	Yes	
Distance from previous STOP	Yes	Yes	★
Volume Cross Product	Yes	≥ 100,000	★
Total Crashes	1	>0	★★★



Describe Proposed Safety Improvements

Description	Unit Cost	Units	Cost	Notes - Segment and curve projects suggested on other sheets.
Roundabout	\$1,000,000 per intersection	0	\$0.00	
Directional Median	\$750,000 per intersection	0	\$0.00	
Mainline Dynamic Warning Sign	\$50,000 per intersection	0	\$0.00	
Close Median	\$25,000 per intersection	0	\$0.00	
Installing Street Lights	\$6,000 per street light	1	\$6,000.00	
Upgrade Stop Sign	\$350 per sign	2	\$700.00	
Upgrade Junction Sign	\$350 per sign	2	\$700.00	
Upgrade Stop Ahead Sign	\$450 per sign	2	\$900.00	
Upgrade Stop Ahead Marking	\$450 per marking	1	\$450.00	
Upgrade Stop Bar	\$250 per marking	1	\$250.00	
Review Signs and CST	\$2,450 per intersection	0	\$0.00	
			\$9,000.00	

Signs and Markings and Street Light project costs vary by the number of minor legs associated with the intersection.

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$8,100
Local Match (10% of Total project cost)	\$900
Total Project Cost	\$9,000

NDDOT Central Office Only

Project Accepted?	<input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
Notes			

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

128th Ave NE/ND 32 & 62nd St NE (Walsh 15)

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project

Location Description

Configuration: X Traffic Control Device: thru-STOP
Configuration (2): Undivided Street Lights: No
Urban/Rural: Rural Flashers: No
County: Walsh Major Entering ADT: 820
Entering ADT: 1198 Minor Entering ADT: 378

- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota TBD, 2008 - 2012 5 years

	Total	Angle	K+A
Crashes	1	0	0.00
Rate (per MVM)	0.5	0.0	0.0



	Value	Critical	Risk Ranking
Skew	No	Yes	
On/Near Curve	No	Yes	
Development	No	Yes	
Near RR Crossing	No	Yes	
Distance from previous STOP	Yes	Yes	★
Volume Cross Product	Yes	≥ 100,000	★
Total Crashes	1	>0	★
			★★★

Describe Proposed Safety Improvements

Description	Unit Cost	Units	Cost	Notes - Segment projects suggested on other sheets.
Roundabout	\$1,000,000 per intersection	0	\$0.00	
Directional Median	\$750,000 per intersection	0	\$0.00	
Mainline Dynamic Warning Sign	\$50,000 per intersection	1	\$50,000.00	
Close Median	\$25,000 per intersection	0	\$0.00	
Installing Street Lights	\$6,000 per street light	1	\$6,000.00	
Upgrade Stop Sign	\$350 per sign	2	\$700.00	
Upgrade Junction Sign	\$350 per sign	2	\$700.00	
Upgrade Stop Ahead Sign	\$450 per sign	2	\$900.00	
Upgrade Stop Ahead Marking	\$450 per marking	2	\$900.00	
Upgrade Stop Bar	\$250 per marking	2	\$500.00	
Review Signs and CST	\$2,450 per intersection	0	\$0.00	
			\$59,700.00	

Signs and Markings and Street Light project costs vary by the number of minor legs associated with the intersection.

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$53,730
Local Match (10% of Total project cost)	\$5,970
Total Project Cost	\$59,700

NDDOT Central Office Only

Project Accepted?	<input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
Notes			

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

77th St NE (Walsh 1) & ND 18

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project

Location Description

Configuration: X Traffic Control Device: thru-STOP
Configuration (2): Undivided Street Lights: No
Urban/Rural: Rural Flashers: No
County: Walsh Major Entering ADT: 1223
Entering ADT: 1443 Minor Entering ADT: 220

- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota TBD, 2008 - 2012

5 years

	Total	Angle	K+A
Crashes	0	0	0.00
Rate (per MVM)	0.0	0.0	0.0

	Value	Critical	Risk Ranking
Skew	No	Yes	
On/Near Curve	No	Yes	
Development	Yes	Yes	★
Near RR Crossing	No	Yes	
Distance from previous STOP	Yes	Yes	★
Volume Cross Product	Yes	≥ 100,000	★
Total Crashes	0	>0	★★★



Describe Proposed Safety Improvements

Description	Unit Cost	Units	Cost	Notes -
Roundabout	\$1,000,000 per intersection	0	\$0.00	
Directional Median	\$750,000 per intersection	0	\$0.00	
Mainline Dynamic Warning Sign	\$50,000 per intersection	0	\$0.00	
Close Median	\$25,000 per intersection	0	\$0.00	
Installing Street Lights	\$6,000 per street light	1	\$6,000.00	
Upgrade Stop Sign	\$350 per sign	2	\$700.00	
Upgrade Junction Sign	\$350 per sign	2	\$700.00	
Upgrade Stop Ahead Sign	\$450 per sign	2	\$900.00	
Upgrade Stop Ahead Marking	\$450 per marking	1	\$450.00	
Upgrade Stop Bar	\$250 per marking	1	\$250.00	
Review Signs and CST	\$2,450 per intersection	0	\$0.00	
			\$9,000.00	

Signs and Markings and Street Light project costs vary by the number of minor legs associated with the intersection.

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$8,100
Local Match (10% of Total project cost)	\$900
Total Project Cost	\$9,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number ID Number

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

55th St NE (Walsh 19) & 146th Ave NE (Walsh 6)

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project

Location Description

Configuration: X Traffic Control Device: All-way STOP
Configuration (2): Undivided Street Lights: No
Urban/Rural: Rural Flashers: No
County: Walsh Major Entering ADT: 345
Entering ADT: 655 Minor Entering ADT: 310

- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota TBD, 2008 - 2012 5 years

	Total	Angle	K+A
Crashes	0	0	0.00
Rate (per MVM)	0.0	0.0	0.0

	Value	Critical	Risk Ranking
Skew	No	Yes	
On/Near Curve	No	Yes	
Development	No	Yes	
Near RR Crossing	Yes	Yes	★
Distance from previous STOP	Yes	Yes	★
Volume Cross Product	Yes	≥ 100,000	★
Total Crashes	0	>0	★★★



Describe Proposed Safety Improvements

Description	Unit Cost	Units	Cost	Notes - Qualifies for a street light..
Roundabout	\$1,000,000 per intersection	0	\$0.00	
Directional Median	\$750,000 per intersection	0	\$0.00	
Mainline Dynamic Warning Sign	\$50,000 per intersection	0	\$0.00	
Close Median	\$25,000 per intersection	0	\$0.00	
Installing Street Lights	\$6,000 per street light	0	\$0.00	
Upgrade Stop Sign	\$350 per sign	4	\$1,400.00	
Upgrade Junction Sign	\$350 per sign	4	\$1,400.00	
Upgrade Stop Ahead Sign	\$450 per sign	4	\$1,800.00	
Upgrade Stop Ahead Marking	\$450 per marking	3	\$1,350.00	
Upgrade Stop Bar	\$250 per marking	3	\$750.00	
Review Signs and CST	\$2,450 per intersection	0	\$0.00	
			\$6,700.00	

Signs and Markings and Street Light project costs vary by the number of minor legs associated with the intersection.

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$6,030
Local Match (10% of Total project cost)	\$670
Total Project Cost	\$6,700

NDDOT Central Office Only

Project Accepted?	<input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
Notes			

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

75th St NE (Walsh 9) & 129th Ave NE/ND 32

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project

Location Description

Configuration: X Traffic Control Device: thru-STOP
Configuration (2): Undivided Street Lights: No
Urban/Rural: Rural Flashers: No
County: Walsh Major Entering ADT: 1150
Entering ADT: 1280 Minor Entering ADT: 130

- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota TBD, 2008 - 2012 5 years

	Total	Angle	K+A
Crashes	0	0	0.00
Rate (per MVM)	0.0	0.0	0.0

	Value	Critical	Risk Ranking
Skew	No	Yes	
On/Near Curve	No	Yes	
Development	Yes	Yes	★
Near RR Crossing	No	Yes	
Distance from previous STOP	Yes	Yes	★
Volume Cross Product	Yes	≥ 100,000	★
Total Crashes	0	>0	★★★



Describe Proposed Safety Improvements

Description	Unit Cost	Units	Cost	Notes - Segment and curve projects suggested on other sheets.
Roundabout	\$1,000,000 per intersection	0	\$0.00	
Directional Median	\$750,000 per intersection	0	\$0.00	
Mainline Dynamic Warning Sign	\$50,000 per intersection	0	\$0.00	
Close Median	\$25,000 per intersection	0	\$0.00	
Installing Street Lights	\$6,000 per street light	1	\$6,000.00	
Upgrade Stop Sign	\$350 per sign	2	\$700.00	
Upgrade Junction Sign	\$350 per sign	2	\$700.00	
Upgrade Stop Ahead Sign	\$450 per sign	2	\$900.00	
Upgrade Stop Ahead Marking	\$450 per marking	1	\$450.00	
Upgrade Stop Bar	\$250 per marking	1	\$250.00	
Review Signs and CST	\$2,450 per intersection	0	\$0.00	
			\$9,000.00	

Signs and Markings and Street Light project costs vary by the number of minor legs associated with the intersection.

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$8,100
Local Match (10% of Total project cost)	\$900
Total Project Cost	\$9,000

NDDOT Central Office Only

Project Accepted?	<input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
Notes			

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

126th Ave NE (Walsh 14) & 68th St NE/ND 17

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project

Location Description

Configuration: T Traffic Control Device: thru-STOP
Configuration (2): Undivided Street Lights: No
Urban/Rural: Rural Flashers: No
County: Walsh Major Entering ADT: 800
Entering ADT: 820 Minor Entering ADT: 40

- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota TBD, 2008 - 2012 5 years

	Total	Angle	K+A
Crashes	0	0	0.00
Rate (per MVM)	0.0	0.0	0.0

	Value	Critical	Risk Ranking
Skew	Yes	Yes	★
On/Near Curve	Yes	Yes	★
Development	No	Yes	
Near RR Crossing	No	Yes	
Distance from previous STOP	Yes	Yes	★
Volume Cross Product	No	≥ 100,000	
Total Crashes	0	>0	
			★★★



Describe Proposed Safety Improvements

Description	Unit Cost	Units	Cost	Notes -
Roundabout	\$1,000,000 per intersection	0	\$0.00	
Directional Median	\$750,000 per intersection	0	\$0.00	
Mainline Dynamic Warning Sign	\$50,000 per intersection	0	\$0.00	
Close Median	\$25,000 per intersection	0	\$0.00	
Installing Street Lights	\$6,000 per street light	0	\$0.00	
Upgrade Stop Sign	\$350 per sign	1	\$350.00	
Upgrade Junction Sign	\$350 per sign	1	\$350.00	
Upgrade Stop Ahead Sign	\$450 per sign	1	\$450.00	
Upgrade Stop Ahead Marking	\$450 per marking	0	\$0.00	
Upgrade Stop Bar	\$250 per marking	0	\$0.00	
Review Signs and CST	\$2,450 per intersection	0	\$0.00	
			\$1,150.00	

Signs and Markings and Street Light project costs vary by the number of minor legs associated with the intersection.

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$1,035
Local Match (10% of Total project cost)	\$115
Total Project Cost	\$1,150

NDDOT Central Office Only

Project Accepted? Yes No Reference Number ID Number

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

149th Ave NE (Walsh 504) & US 81

Agency Name: Walsh County
Contact Name: Sharon Lipsh
Email Address: slipsh@nd.gov

ND DOT District: 6
Telephone Number: 701-352-1530

Please attach a location map(s). You may use additional sheets to further describe your project

Location Description

Configuration: T Traffic Control Device: Thru Stop
Configuration (2): Undivided Street Lights: No
Urban/Rural: Rural Flashers: No
County: Walsh Major Entering ADT: 1740
Entering ADT: 870 Minor Entering ADT: 160

- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota TBD, 2008 - 2012

5 years

	Total	Angle	K+A
Crashes	0	0	0.00
Rate (per MVM)	0.0	0.0	0.0

	Value	Critical	Risk Ranking
Skew	Yes	Yes	★
On/Near Curve	Yes	Yes	★
Development	No	Yes	
Near RR Crossing	No	Yes	
Distance from previous STOP	No	Yes	
Volume Cross Product	Yes	≥ 100,000	★
Total Crashes	0	>0	★★★



Describe Proposed Safety Improvements

Description	Unit Cost	Units	Cost	Notes -
Roundabout	\$1,000,000 per intersection	0	\$0.00	
Directional Median	\$750,000 per intersection	0	\$0.00	
Mainline Dynamic Warning Sign	\$50,000 per intersection	0	\$0.00	
Close Median	\$25,000 per intersection	0	\$0.00	
Installing Street Lights	\$6,000 per street light	1	\$6,000.00	
Upgrade Stop Sign	\$350 per sign	1	\$350.00	
Upgrade Junction Sign	\$350 per sign	1	\$350.00	
Upgrade Stop Ahead Sign	\$450 per sign	1	\$450.00	
Upgrade Stop Ahead Marking	\$450 per marking	1	\$450.00	
Upgrade Stop Bar	\$250 per marking	1	\$250.00	
Review Signs and CST	\$2,450 per intersection	0	\$0.00	
			\$7,850.00	

Signs and Markings and Street Light project costs vary by the number of minor legs associated with the intersection.

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$7,065
Local Match (10% of Total project cost)	\$785
Total Project Cost	\$7,850

NDDOT Central Office Only

Project Accepted?	<input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
Notes			