

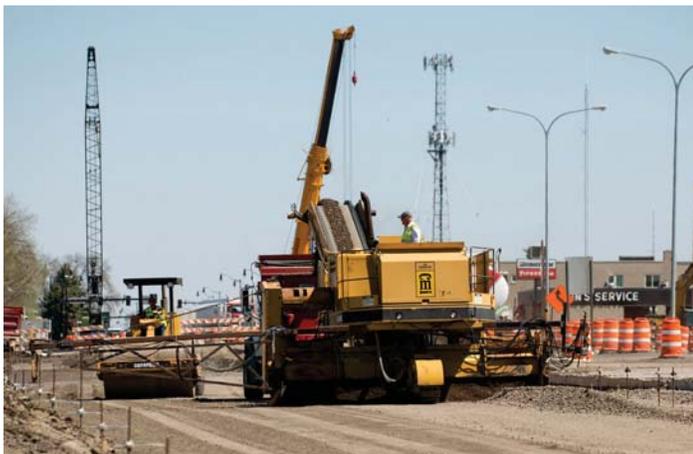


North Dakota Statewide Transportation Improvement Program



Final Document

2017-2020



On the cover:

Construction taking place in Bismarck District on North Washington Street turning the rural roadway into an urban thoroughfare.

The roundabout at the intersection of ND 200 and ND 22 south of Killdeer is the first roundabout on a state highway in North Dakota. The traffic in the area is bustling due to growing economic activity and the roundabout serves as a safe alternative for cars and trucks alike.

A grinding operation is underway during construction on Main Avenue through West Fargo.

Traffic moves through a work zone as concrete paving is taking place along Columbia Road in Grand Forks.

prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

Bismarck, North Dakota
dot.nd.gov

October 2016



North Dakota Department of Transportation

Grant Levi, P.E.
Director

Jack Dalrymple
Governor

October 14, 2016

Mr. Wendall L. Meyer
Division Administrator
Federal Highway Administration
4503 Coleman Street, Suite 205
Bismarck, ND 58503

Mr. David Beckhouse
Acting Regional Administrator
Federal Transit Administration
1961 Stout Street, Suite 13-301
Denver, CO 80202

2017-2020 FINAL STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Enclosed is North Dakota's 2017-2020 Final Statewide Transportation Improvement Program (STIP). It has been developed in accordance with the applicable guidance and regulations; and is a financially constrained Final STIP based upon the best projections of federal funds and construction costs available at this time. The North Dakota Department of Transportation (NDDOT) takes a great deal of pride in overseeing and coordinating the development of our state's transportation system as it plays a vital role in enhancing economic competitiveness at the local, state, and national level.

We believe this Final STIP complies with the intent of our current transportation plan and will assist in carrying out the purpose, scope, and use provided in TransAction III. In addition, the Final STIP supports the NDDOT mission to "Safely move people and goods."

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

There have been significant challenges in the development of the STIP including the adoption of the "Fixing America's Surface Transportation" (FAST) Act, expiration of the Moving Ahead for Progress in the 21st Century Act (MAP-21) at the end of Fiscal Year 2015, and fluctuations to highway construction costs.

GRANT LEVI, P.E., DIRECTOR

56/sas
Enclosure

Table of Contents

| | |
|---|-----------|
| INTRODUCTION..... | 1 |
| NDDOT Organization Chart..... | 4 |
| STIP Development..... | 5 |
| Public Involvement Process..... | 6 |
| LEGEND..... | 10 |
| Definitions..... | 11 |
| Funding Sources..... | 13 |
| NDDOT Roadway Miles..... | 14 |
| Bismarck District..... | 15 |
| Valley City District..... | 20 |
| Devils Lake District..... | 24 |
| Minot District..... | 29 |
| Dickinson District..... | 34 |
| Grand Forks District..... | 39 |
| Williston District..... | 44 |
| Fargo District..... | 48 |
| Statewide..... | 53 |
| PROGRAMS..... | 59 |
| State Funding Programs..... | 59 |
| Federal Funding Programs..... | 59 |
| National Highway Performance Program..... | 60 |
| Surface Transportation Program..... | 60 |
| Congestion Mitigation and Air Quality Improvement Program..... | 61 |
| Highway Safety Improvement Program..... | 61 |
| Railroad-Highway Crossings Program..... | 61 |
| Metropolitan Planning Program..... | 61 |
| Transportation Alternatives Program..... | 62 |
| Highway Bridge Program..... | 63 |
| Emergency Relief Program..... | 63 |
| Discretionary Program..... | 64 |
| Federal Lands and Tribal Transportation Program..... | 64 |
| Urban Streets and Highways..... | 64 |
| County Roads and Bridges..... | 65 |
| Public Transit Programs..... | 66 |
| FUNDING..... | 70 |
| 2017 Program Summary..... | 70 |
| 2018 Program Summary..... | 71 |
| 2019 Program Summary..... | 72 |
| 2020 Program Summary..... | 73 |
| CERTIFICATIONS..... | 74 |
| NDDOT Certification..... | 74 |
| FHWA/FTA Approval Letter..... | 76 |

Table of Contents

| | |
|---|-----------|
| MPO Transportation Improvement Plans | 89 |
| APPENDIX | 95 |
| News Release NDDOT Draft STIP Ready for Comment..... | 95 |
| Tribal Meetings..... | 96 |

INTRODUCTION

In December of 2015 President Obama signed into law the “Fixing America’s Surface Transportation” (FAST) Act which provides long-term funding for fiscal years 2016 through 2020. The FAST Act replaces the expired "Moving Ahead for Progress in the 21st Century” (MAP-21) Act which provided funding for fiscal years 2014 and 2015.

The STIP is a four-year approved program of projects for fiscal years 2017, 2018, 2019 and 2020. The financial budget for these projects is financially constrained based on the projected federal funding levels provided by the FAST Act. The federal apportionment is estimated at \$257, \$263, \$269, and \$275 million for fiscal years 2017 through 2020, respectively.

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

The STIP report and an Excel version of projects are also on the North Dakota Department of Transportation (NDDOT) web site at <http://www.dot.nd.gov/> by clicking on “Publications” on the top of the page, then clicking on “2017-2020 Final STIP (Statewide Transportation Improvement Program)” link under the Plans and Reports section.

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

Steve Salwei
Transportation Programs Director
North Dakota Department of Transportation
608 E Boulevard Ave
Bismarck, ND 58505-0700
Phone: (701)328-3689
Fax: (701)328-0310

Jane E. Berger
Programming Engineer
North Dakota Department of Transportation
608 E Boulevard Ave
Bismarck, ND 58505-0700
Phone: (701)328-2607
Fax: (701)328-0310

NDDOT will consider every request for reasonable accommodation to provide:

- accommodation for people with disabilities,
- language interpretation for people with limited English proficiency (LEP), and
- translations of written material necessary to access NDDOT programs and information.

To request accommodations, please call the ADA/504 Compliance Officer at 701-328-2978 or email: civilrights@nd.gov. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

Title VI/Nondiscrimination and ADA Information

It is the NDDOT's policy to assure that no person or groups of persons shall, on the grounds of race, color, national origin, sex, age, disability, limited English proficiency, or income status be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Anyone who believes that he or she has been discriminated against should contact Ramona Bernard, NDDOT Title VI Liaison Officer and ADA Coordinator, NDDOT 608 E. Boulevard Ave., Bismarck, ND at 701-328-2576. TTY Users may call Relay North Dakota at 711 or 1-800-366-6888 (toll free).

The preparation of this document has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 of Title 23, U.S. Code. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.



Darcy Rosendahl
Deputy Director
For Business Support



Grant Levi
Director



Ronald J. Henke
Deputy Director
For Engineering

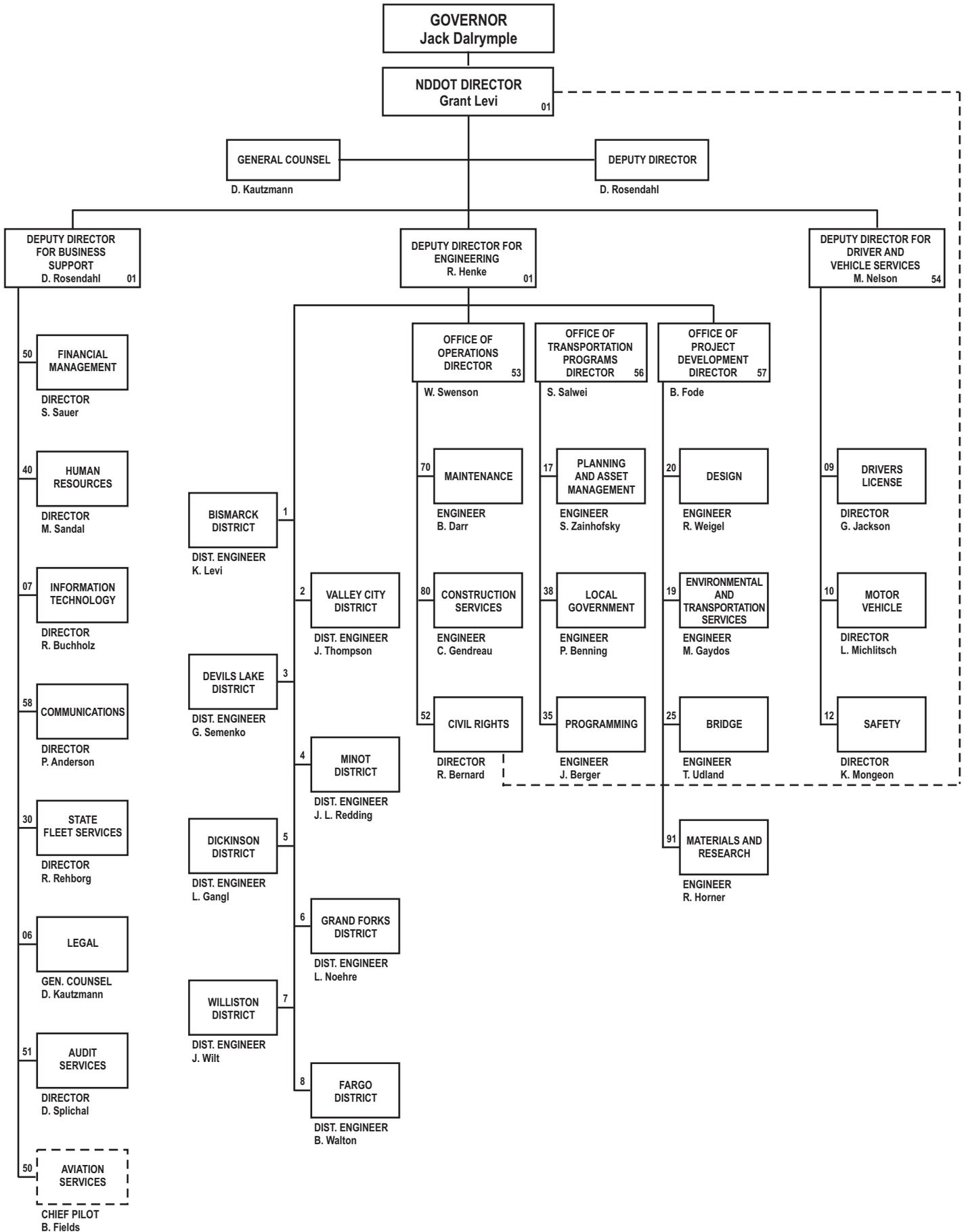


Steve Salwei
Transportation Programs Director



Jane Berger
Programming Engineer

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
ORGANIZATION CHART
July 12, 2016**



STIP Development

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

North Dakota develops a Statewide Transportation Plan. The development of the 2017-2020 STIP includes consideration of elements and policies contained in the Statewide Transportation Plan.

The development of the 2017-2020 STIP includes the TIPS developed by designated MPO areas. The NDDOT Local Government Division sends each area MPO the proposed urban/regional program for its review and comments. The MPOs are provided with a copy of the draft STIP, after which, each MPO submits their final TIP. The Governor and each respective MPO approve the TIPS prior to incorporating them into the STIP.

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

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

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

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

The safety projects will be prioritized through the Highway Safety Improvement Program (HSIP), which is consistent with the Strategic Highway Safety Plan. This includes a solicitation of projects from the districts, as well as, from city, county and tribal entities.

The BMS provides information to assist in selecting bridge projects. The PMS provides information pertaining to ride, surface conditions, maintenance costs, and a suggested list of roadway sections to be improved. This data along with sound engineering judgment and other considerations is used to develop and program the projects for each year.

Public Involvement Process

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

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

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

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

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

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

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

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

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

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

Federal Transit Administration (FTA) offered the following comments:

Page 65: The USC reference should read “FTA Section 5311(b)(3) Rural Transit Assistance Program (RTAP)” (Subparagraph 3 is specific to RTAP.)

Response: This has been corrected.

Page 66: The USC reference should read “FTA Funded Section 5311(j), Public Transportation on Indian Reservations” (Subparagraph c has to do with apportionments, in general, for the entire §5311 program, whereas subparagraph j is specific to the Tribal Transit Program.)

Response: This has been corrected.

Federal Highway Administration (FHWA) offered the following comments:

Page 1: The bold text at the bottom of the page should be moved to the end of the Introduction, after the language on reasonable accommodations, as the bold text seems to signify the end of the Introduction.

Response: This has been changed.

Page 2: FHWA staff is suggesting the language for accommodating requests for alternative formats may be missed and/or misunderstood. I have attached a copy of an example that may be more “obvious” for persons reading the STIP. This is an example only and not a required format.

Response: FHWA and the NDDOT Civil Rights Division drafted some new language that will be incorporated into the Final STIP.

Page 6: The table at the top of the page is somewhat confusing. What are the percentages under Interstate/Interregional, etc.? More explanation of the table would be helpful. Also, in the last column, under Major Rehab you have CATEX listed twice. Is this a duplication?

Response: The table and explanation of the table on page 5 has been removed from the Final STIP as the NDDOT is currently revisiting the Investment Strategy.

Page 10: For “Projects of Division Interest” please remove the “phases of a project” and replace it with “specific aspects of a project.” The PODI may consider things such as change orders or work zone safety, which are not project phases.

Response: This has been changed.

Page 11-12: Given the changes in authorization, are all of the abbreviations in the table still correct?

Response: We update the funding sources each year while developing the Draft and Final STIP. We will see if any funding sources can be removed or if others need to be added prior to the Final STIP.

Page 68-71: The program summary tables are somewhat confusing without any divisions between expenditures and revenues. Is it possible to use some dividing lines to facilitate reading and understanding of these tables?

Response: Dividing lines have been added.

Page 69: In the Program Summary, the County Highway Construction Program funding for bridges in 2018 is about three times more than any of the other years. Is this correct?

Response: This is a result of the Little Missouri River Crossing project on page 34. This is how NDDOT and FHWA agreed it should be shown in the STIP.

The orange and red coloring on the maps for structures and illustrative respectively are very similar and difficult to distinguish between each. Perhaps use a red with black outline for the illustrative projects.

Response: The color has been changed.

Bernard Wanzek from Courtenay offered the following comments:

I live right on Hwy 20 which is 5 miles west of Courtenay and a half mile south on Hwy 20 or 21, or 22 miles straight north of Jamestown. I have lived along this highway all my life and see the volume of traffic that goes by here every day. This is one of the narrowest roads in the state I have been on. It is very dangerous to try and move equipment on, as it is so narrow. If you are going to resurface it is there a chance you would consider at least putting a wider shoulder on it? I try to respect oncoming traffic when I am moving machinery, but I have encountered many

larger farmers who do not get over when I have met their equipment because the edge of the road is so steep.

I am under the understanding that the road will be widened from Jamestown to the Spiritwood Lake Road, there is as much traffic north of there also. Many times in the winter that portion, (to the Spiritwood Lake Road), gets plowed much earlier than to the junction of Hwy 9 and Hwy 20 until 8 or 9 o'clock in the morning except on the weekend then we see them go by at 6-7 o'clock in the morning.

I and everyone living north of the Spiritwood Lake Road would appreciate anything you could do to remedy this problem.

Response: The NDDOT Valley City District Engineer had a discussion with Mr. Wanzek. He discussed that various options were considered during the development of the project but ultimately based on available funding, roadway classification, traffic counts, and other considerations it was decided to limit the widening up to Spiritwood Lake Road.

Earl Haugen with the Grand Forks - East Grand Forks MPO offered the following comment:

Page 39: Traffic Signal at N.55th and US 2 in the draft STIP shows City match yet it is on the Regional Primary which should have no City match. Is the TIP correct or is the STIP for this project?

Response: The Draft STIP is incorrect, the draft Urban Program you received had the correct match splits. There is no local match on that project. The Final STIP will be updated to correct this.

Justin Froseth with the city of Mandan offered the following comment:

Page 14: The MPO approved swapping our 27th Street with our McKenzie Drive projects at June's policy board meeting. At this morning's TAC meeting, the MPO staff had a hand-out to summarize the 2017-2020 TIP that included that change. That change isn't included within this document that you've directed us to. Can you confirm that the final will have those projects swapped?

Response: The Final STIP will be updated to reflect the swap.

LEGEND

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

| | <u>MAP KEY DESIGNATION</u> |
|--------------------------------------|----------------------------|
| • #1 Bismarck | 1000's |
| • #2 Valley City | 2000's |
| • #3 Devils Lake | 3000's |
| • #4 Minot | 4000's |
| • #5 Dickinson | 5000's |
| • #6 Grand Forks | 6000's |
| • #7 Williston | 7000's |
| • #8 Fargo | 8000's |
| • #9 Various and Statewide Locations | 9000's |

Projects are assigned a unique map key number and are located on the maps by color corresponding to improvement type. The pages in the STIP list the information below:

- PCN
- Map Key
- Funding Sources
- Pending Obligation Limitation
- Highway
- Direction
- Location
- Length of the Project
- Work Type (description of the type of improvement)
- Total Cost of the Project
- Federal Funds
- State Funds
- Local Funds
- Other Funds

Definitions

| | |
|-----------------------------------|--|
| New Construction | Constructing a new highway on a new location or corridor, example is new grading. |
| Reconstruction | Regrading or restoring the roadbed and surface, or widening an existing roadbed on the existing highway location. |
| Surfacing | Placing asphalt or concrete on a previous surface or roadbed includes Portland Concrete Cement (PCC), Hot Bituminous Pavement (HBP), milling, grinding, etc. |
| Structural | Construction of new structures or reconstruction of existing structures or structural features; such as, substructure, piers and bridge rails. |
| Maintenance | Work which would include concrete pavement repair (CPR), joint seal replacement, drain pipe repairs, seal coats, slurry seals, striping, etc. |
| Safety | Work activities that would provide for improved traffic control operations, guidance, upgrading of obsolete roadside features, or improvement of roadside geometrics related to safety. |
| Miscellaneous Improvements | Construction of new buildings or preservation or reconstruction of existing buildings, and other building, construction, or rehabilitation of transportation related projects funded with Transportation Alternatives funds; such as depots, trail facilities, etc. Activities in this category would also be those activities constructed off the traveled roadway but within or near the right-of-way intended to either improve the roadside environment right-of-way or provide for alternative modes of transportation; such as, bikeways, drainage repair, fencing, etc. |
| Municipal | Any construction activities within the urban city limits (new construction, reconstruction, surfacing, curb & gutter, structural, etc.) |
| Funding Source | An alpha code is used to designate which category of federal funds or state funds will be used with each funding source. |
| Advance Construction | Project designated with “AC” as part of their funding source implies that the funds for these projects will be bid in the outlying years; however, the federal funds will not be obligated until the following year. Federal Highway allows the state to “borrow” on their next year’s obligation limitation as long as the State meets the requirements for doing so. |

| | |
|---|--|
| Pending | Projects designed as pending; shown with a P2017 or P, are projects that are programmed for the pending fiscal year shown. These are the first projects that would be shifted to the following fiscal year if Congress does not provide sufficient obligation authority. |
| Apportionment | The distribution of federal funds as prescribed by a statutory formula. It establishes an upper limit of available funds. Funds not used in the year they were distributed carryover from year to year. |
| Obligational Limitation | This is the total amount of federal funds that may be obligated in a year. The purpose is to limit highway spending each year. It is provided by an Appropriations Act by Congress. These funds must be obligated by the end of the fiscal year they were provided or they are returned to FHWA. |
| Illustrative | Projects scheduled if specific funds are received. |
| Bonded Projects | Funds are bonded, and they will be repaid with federal funds in future years. North Dakota sold bonds for several projects on US 2 and the Liberty Memorial Bridge project to enable the State to move forward with these projects. |
| Projects of Division Interest (PODI) | A risk-based approach by FHWA to select projects or specific aspects of a project that they will have involvement in. A list of PODI will be developed annually by FHWA and provided to NDDOT based on the current ND Stewardship Agreement. A current list of PODI is available upon request. PODI will replace Full Involvement Projects. |
| Direction | The way in which a road or highway goes, i.e. north, south, etc. |
| Map Key | Every project in the STIP is assigned a unique four digit map key. The first digit represents the district where the work will occur. The second digit indicates the fiscal year of the project, with 0 representing the current STIP year. The last two digits are a unique number assigned sequentially to each project within a year of each district. In summary, map key 1011 means it is a project in the Bismarck District within the current STIP or fiscal year of 2017 and it is the 11 th project in 2017. |

FUNDING SOURCES

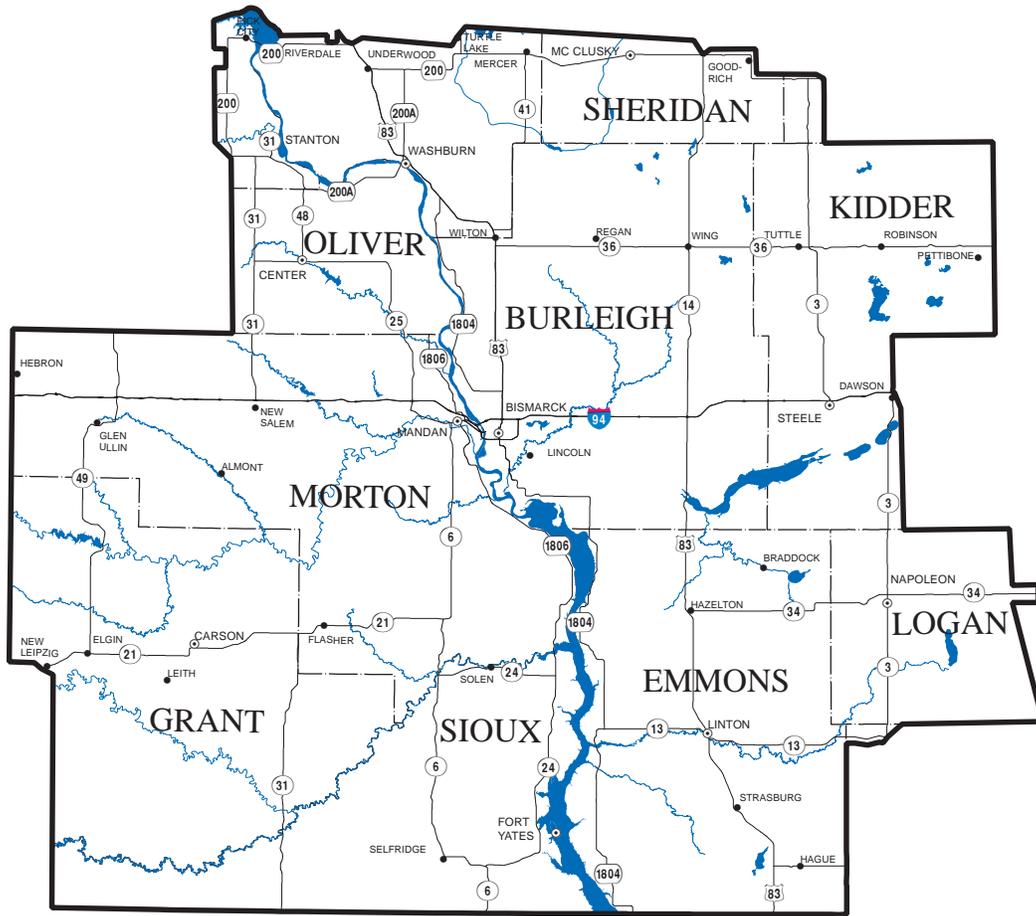
| PROJECT PREFIX | | |
|----------------|---|---|
| IM | = | Interstate Maintenance - State Project |
| NH | = | National Highway System - State Project |
| NHU | = | National Highway System - State Urban Project |
| AC | = | Advance Construction |
| SS | = | Non-National Highway System - State Rural Project |
| SU | = | Non-National Highway System - State or City Urban Project |
| CPU | = | Non-National Highway System - City Urban Project |
| STP | = | Transportation Improvement - Non-National Highway System - State Rural Project |
| STU | = | Transportation Improvement - Non-National Highway System State or City Urban Project |
| SC | = | Non-National Highway System - County Rural Project |
| BRI | = | Bridge Replacement - State Project - Interstate System |
| BRN | = | Bridge Replacement - State Project - National Highway System |
| U-BRN | = | Urban Bridge Replacement - State Project - National Highway System |
| BRS | = | Bridge Replacement - State Project - Non-National Highway System |
| BRU | = | Bridge Replacement - State or City Urban Project - Non-National Highway System |
| BRC | = | Bridge Replacement - County Project - Non-National Highway System |
| BRO | = | Bridge Replacement - County Off-System Project |
| HRR | = | High Risk Rural Roads - State Safety Project - Non-National Highway System |
| HEN | = | High Hazard Elimination - State Safety Project - National Highway System |
| SHE | = | High Hazard Elimination - "Small" State Safety Project - National Highway System |
| HES | = | High Hazard Elimination - State Safety Project - Non-National Highway System |
| HEU | = | High Hazard Elimination - State or City Urban Safety Project - Non-National Highway System |
| HEC | = | High Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector) |
| HEO | = | High Hazard Elimination - County Off-System Safety Project |
| HLS | = | High Hazard Elimination - State Safety Project |
| HLU | = | High Hazard Elimination - Urban Safety Project |
| HLC | = | High Hazard Elimination - County Safety Project |
| RSN | = | Railroad Crossing Hazard Elimination - State Safety Project - National Highway System |
| RSS | = | Railroad Crossing Hazard Elimination - State Safety Project - Non-National Highway System |
| RSU | = | Railroad Crossing Hazard Elimination - State or City Urban Safety Project - Non-National Highway System |
| RSC | = | Railroad Crossing Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector) |
| RSO | = | Railroad Crossing Hazard Elimination - County Off-System Safety Project |
| RPN | = | Railroad Crossing Protection Device - State Safety Project - National Highway System |
| RPS | = | Railroad Crossing Protection Device - State Safety Project - Non-National Highway System |
| RPU | = | Railroad Crossing Protection Device - State or City Urban Safety Project - Non-National Highway System |
| RPC | = | Railroad Crossing Protection Device - County Safety Project - Non-National Highway System - (County major collector) |
| RPO | = | Railroad Crossing Protection Device - County Off-System Safety Project |
| TAU | = | Transportation Alternatives - State or City Urban Project - National or Non-National Highway System |
| TAC | = | Transportation Alternatives - County Project - Non-National Highway System |
| TCAP | = | Transit - Section 5339 Bus & Bus Facilities |
| TE/D | = | Transit - Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities |
| TPL | = | Transit - Section 5303/4 Metropolitan and Statewide Planning |
| TRUR | = | Transit - Section 5311 Formula Grants for other than Urbanized Areas |
| TURB | = | Transit - Section 5307 Urbanized Area Formula Program |
| FHS | = | Forest Highway - State Project |
| FHC | = | Forest Highway - County Project |
| FHO | = | Forest Highway - County Off-System Project |
| SOIA | = | State Oil Infrastructure - Projects funded with special legislative funding for the 2013-2015 Biennium |
| SOIB | = | State Oil Infrastructure - Projects funded with special legislative funding for the 2015-2017 Biennium |
| TBD | = | Project Funding will be determined at a future date |
| ROM | = | Regraveling Project - U.S. Air Force Transporter-Erector System - (FHWA project designation = OM-AD) |
| SER | = | State Emergency Relief - State projects on any federal aid highway that uses funds from the Emergency Relief Program |
| SIB | = | State Infrastructure Bank - Projects funded using the State Infrastructure Bank program |
| TRP | = | Transportation Research Innovation Projects - State projects using innovation |

North Dakota Roadway Miles per District and HPCS

| | Interstate | Interregional | State Corridor | District Corridor | District Collector | TOTAL |
|--------------|---------------|---------------|----------------|-------------------|--------------------|---------------|
| Bismarck | 224.8 | 214.3 | 224.3 | 348.2 | 367.2 | 1378.8 |
| Valley City | 212.2 | 114.5 | 194.9 | 272.1 | 187.8 | 981.5 |
| Devils Lake | 0 | 376.1 | 176.4 | 506.7 | 90.3 | 1149.5 |
| Minot | 0 | 444.8 | 186.6 | 121.9 | 396.6 | 1149.9 |
| Dickinson | 194.6 | 211.1 | 177.1 | 205.2 | 211.7 | 999.7 |
| Grand Forks | 198.9 | 147.7 | 219.1 | 348.9 | 76.1 | 990.7 |
| Williston | 0 | 422.0 | 236.5 | 303.4 | 95.2 | 1057.1 |
| Fargo | 311.2 | 65.8 | 271.4 | 222.7 | 34.4 | 905.5 |
| TOTAL | 1141.7 | 1996.3 | 1686.3 | 2329.1 | 1459.3 | 8612.7 |

Bismarck District

District 1



Kevin Levi, District Engineer
North Dakota Department of Transportation
218 South Airport Road
Bismarck, ND 58504-6003
Phone: (701) 328-6950
Fax: (701) 328-6933

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------------|---------|------------|------|-------------|--------------------------------------|--------|--|--------------|--------------|-------------|-------------|------------|
| Fiscal Year: 2017 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| 20975 | 1001 | SS | | 14 N | WING N TO 1 MI S CO LN | 12.2 | Asp Ol>2"<Or=3", Pipe Replacement | 2246 | 1818 | 428 | 0 | 0 |
| 20976 | 1002 | SS | | 14 N | 1 MI S CO LN N TO JCT ND 200 | 12.3 | Asp Ol>2"<Or=3" | 2165 | 1752 | 413 | 0 | 0 |
| 21654 | 1003 | SS | | 25 N | JCT I-94 N TO E OF CENTER | 28.3 | Thin Overlay | 5092 | 4121 | 971 | 0 | 0 |
| 21654 | 1004 | SS | | 25 N | E OF CENTER TO JCT 48 CENTER | 0.4 | Thin Overlay | 64 | 52 | 12 | 0 | 0 |
| 20677 | 1005 | NHSS | | 49 N | GLEN ULLIN E & N TO CO LN | 14.6 | Hot Bit Pave, Lighting, Widening | 6867 | 5558 | 1309 | 0 | 0 |
| 21655 | 1006 | NH | | 83 N | JCT ND 34 N TO JCT I-94 | 24.3 | Mill/OI 2" Max | 4860 | 3933 | 927 | 0 | 0 |
| 21517 | 1007 | NH | | 83 N | WILTON N TO WASHBURN N | 16.7 | Microsurfacing | 1252 | 1013 | 239 | 0 | 0 |
| 21517 | 1008 | NH | | 83 S | WILTON N TO WASHBURN | 16.4 | Microsurfacing | 1228 | 994 | 234 | 0 | 0 |
| 21573 | 1009 | IM | | 94 E | VARIOUS LOCATIONS - BISMARCK/MANDAN | 0.0 | Lighting | 1713 | 1542 | 171 | 0 | 0 |
| 21507 | 1013 | NH | | 200 E | MCCLUSKY E TO JCT 14 | 9.2 | Mill/OI>2<Or=3", Riprap, Sliver Grading | 6788 | 5494 | 1294 | 0 | 0 |
| 17719 | 1031 | SS | | 1804 N | ST LN N 10 MI | 9.8 | Thin Overlay | 1767 | 1430 | 337 | 0 | 0 |
| Subtotal | | | | | | | | 34042 | 27707 | 6335 | 0 | 0 |
| Urban | | | | | | | | | | | | |
| 17917 | 1014 | NHU | | 6 N | 10TH AV SW (HEART RIVER BRIDGE-MAIN) | 0.7 | CPR | 250 | 202 | 48 | 0 | 0 |
| 21573 | 1015 | NHU | | 810 E | VARIOUS LOCATIONS - MANDAN | 0.0 | Lighting | 201 | 163 | 18 | 20 | 0 |
| | 1032 | SU | | 988 E | MCKENZIE DR (WB RAMP - 46TH AV) | 0.0 | Reconstruction | 1300 | 809 | 0 | 491 | 0 |
| Subtotal | | | | | | | | 1751 | 1174 | 66 | 511 | 0 |
| Transportation Alternatives | | | | | | | | | | | | |
| 21688 | 1033 | TAU | | | BISMARCK SERTOMA PARK | 0.0 | Bikeway/Walkway | 206 | 139 | 0 | 67 | 0 |
| Subtotal | | | | | | | | 206 | 139 | 0 | 67 | 0 |
| Safety | | | | | | | | | | | | |
| 21039 | 1023 | HEU | | 6 N | INTERSECTION OF ND 6 AND 19TH ST SW | 0.0 | Turn Lanes, Signing, Lighting | 530 | 477 | 53 | 0 | 0 |
| 21519 | 1024 | HEN | | 94 E | STERLING & NEW SALEM INTER LIGHTING | 0.0 | Lighting | 364 | 328 | 36 | 0 | 0 |
| 21516 | 1025 | HES | | | FAMILY DOLLAR STORE TURN LANES | 0.0 | Turn Lanes | 425 | 425 | 0 | 0 | 0 |
| 21626 | 1026 | HLS | | | ND 6, 24 & 1806 ON SRST STATE LRSP | 0.0 | Lighting, Signing, Pave Mark | 107 | 107 | 0 | 0 | 0 |
| 21611 | 1027 | HLS | | | BURLEIGH COUNTY STATE LRSP | 0.0 | Lighting, Signing, Marking | 70 | 63 | 7 | 0 | 0 |
| | 1028 | HLC | | | SRST ROAD PROJECTS | 0.0 | Rumble Stripes, Lighting, Signing, Pave Mark | 301 | 301 | 0 | 0 | 0 |
| Subtotal | | | | | | | | 1797 | 1701 | 96 | 0 | 0 |
| Transit | | | | | | | | | | | | |
| | 1029 | TURB | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Op Assist | 2900 | 1006 | 150 | 1744 | 0 |
| | 1030 | TURB | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Prev Maint | 313 | 250 | 0 | 63 | 0 |
| Subtotal | | | | | | | | 3213 | 1256 | 150 | 1807 | 0 |
| Total | | | | | | | | 41009 | 31977 | 6647 | 2385 | 0 |

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|---------|------------|------|-------------|-------------------------------------|--------|--|--------------|--------------|--------------|-------------|------------|
| Fiscal Year: 2018-2020 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| 18810 | 1101 | NH | | 3 N | STEELE N TO TUTTLE | 20.2 | Asp Ol>2"<Or=3", Pipe Repair, Sliver Grading | 12993 | 10515 | 2478 | 0 | 0 |
| 21509 | 1102 | NH | | 3 N | W JCT 200 E TO HURDSFIELD | 2.0 | Asp Ol>2"<Or=3", Riprap, Sliver Grading | 1730 | 1400 | 330 | 0 | 0 |
| | 1103 | IM | P | 94 E | E ND 25 E TO GRANT MARSH BRIDGE | 8.8 | CPR, Mill/OI 2" Max | 3246 | 2921 | 325 | 0 | 0 |
| | 1104 | IM | | 94 E | GRANT MARSH BRIDGE TO E BIS INTR E | 5.6 | Microsurfacing | 468 | 421 | 47 | 0 | 0 |
| | 1105 | IM | P | 94 W | E ND 25 E TO GRANT MARSH BRIDGE | 8.8 | CPR, Mill/OI 2" Max | 3233 | 2910 | 323 | 0 | 0 |
| | 1106 | IM | | 94 W | GRANT MARSH BR E TO E BIS INTR | 5.6 | Microsurfacing | 463 | 417 | 46 | 0 | 0 |
| 21508 | 1107 | NH | | 200 E | JCT 14 E TO W JCT 3 | 15.8 | Intersect Imp, Mill/OI>2<Or=3", Pipe Replacemt, Sliver Grading | 8469 | 6854 | 1615 | 0 | 0 |
| 17378 | 1201 | NH | P | 83 N | BIS-57TH AVE NW N TO WILTON | 19.8 | Mill/OI>2<Or=3", Turn Lanes | 10487 | 8487 | 2000 | 0 | 0 |
| 21627 | 1202 | NH | P | 83 S | BIS-57TH AVE NW N TO WILTON | 19.8 | Mill/OI>2<Or=3", Turn Lanes | 7929 | 6417 | 1512 | 0 | 0 |
| | 1203 | IM | | 94 E | E BIS INTR E TO STERLING | 20.1 | Struct/Incid, Subcut | 500 | 450 | 50 | 0 | 0 |
| | 1204 | IM | | 94 W | E BIS INTR E TO STERLING | 20.1 | Struct/Incid, Subcut | 500 | 450 | 50 | 0 | 0 |
| | 1205 | NH | | 200 E | JCT 200A N TO JCT 1806 | 12.2 | Asp Ol>2"<Or=3", Sliver Grading | 6785 | 5491 | 1294 | 0 | 0 |
| 21510 | 1206 | NH | | 200 E | E JCT 41-MERCER-E TO MCCLUSKY | 13.2 | Mill/OI>2<Or=3", Riprap, Sliver Grading | 9628 | 7792 | 1836 | 0 | 0 |
| 18811 | 1301 | NH | P | 3 N | TUTTLE N TO W JCT 200 | 21.1 | Asp Ol>2"<Or=3", Pipe Repair, Sliver Grading | 12679 | 10261 | 2418 | 0 | 0 |
| 17415 | 1302 | NH | | 6 N | JCT 21 N TO HEART RIVER-MANDAN | 24.5 | Thin Overlay | 3386 | 2740 | 646 | 0 | 0 |
| | 1303 | NH | | 83 N | JCT ND 34 N TO JCT I-94 | 24.3 | Microsurfacing | 2050 | 1659 | 391 | 0 | 0 |
| | 1304 | IM | | 94 E | E ND 25 E TO GRANT MARSH BRIDGE | 8.8 | Microsurfacing | 794 | 715 | 79 | 0 | 0 |
| | 1305 | IM | | 94 W | E ND 25 E TO GRANT MARSH BRIDGE | 8.8 | Microsurfacing | 791 | 712 | 79 | 0 | 0 |
| Subtotal | | | | | | | | 86131 | 70612 | 15519 | 0 | 0 |
| Urban | | | | | | | | | | | | |
| 21173 | 1108 | S-NHU | | 94B E | MAIN ST (ND 6 - ND 1806) | 1.1 | Signals | 1500 | 1200 | 150 | 150 | 0 |
| | 1109 | S-NHU | | | INTERSECTION OF 66TH ST & HWY 10 | 0.0 | Intersect Imp | 825 | 660 | 0 | 165 | 0 |
| 17378 | 1207 | NHU | P | 83 N | US 83 (CALGARY AVE TO 57TH AVE) -NB | 1.5 | Asp Ol>2"<Or=3" | 1200 | 971 | 229 | 0 | 0 |
| 21627 | 1208 | NHU | P | 83 S | US 83 (CALGARY AVE TO 57TH AVE) -SB | 1.5 | Asp Ol>2"<Or=3" | 1250 | 1012 | 238 | 0 | 0 |
| 21728 | 1209 | SU | | 981 N | WASHINGTON ST (57TH AVE - 71ST AVE) | 0.0 | Reconstruction | 4350 | 3487 | 0 | 863 | 0 |
| | 1310 | SU | | 988 N | 27TH ST (1806 TO 8TH AVE NW) | 0.0 | Reconstruction | 2000 | 1052 | 0 | 948 | 0 |
| | 1307 | NHU | | 1806 N | ND 1806 (I-94 RAMPS-27TH ST NW) | 4.2 | Reconstruction | 7500 | 6000 | 750 | 750 | 0 |
| Subtotal | | | | | | | | 18625 | 14382 | 1367 | 2876 | 0 |
| Bridge | | | | | | | | | | | | |
| | 1210 | IM | | 94 E | 5 EAST OF US 83 NORTH | 0.0 | Struct Replace | 1989 | 1790 | 199 | 0 | 0 |
| Subtotal | | | | | | | | 1989 | 1790 | 199 | 0 | 0 |
| ND Street | | | | | | | | | | | | |
| 20808 | 1110 | NH | | 83 N | LINTON - S OF 6TH ST TO HICKORY AVE | 0.2 | Aggr Base, Hot Bit Pave, Lighting | 374 | 303 | 34 | 37 | 0 |
| Subtotal | | | | | | | | 374 | 303 | 34 | 37 | 0 |
| Safety | | | | | | | | | | | | |
| | 1111 | HLU | | | BISMARCK TRAFFIC SIGNALS | 0.0 | Signal Revision | 518 | 466 | 26 | 26 | 0 |
| | 1311 | HESHLS | | | BISMARCK DIST VAR STATE HIGHWAYS | 0.0 | Lighting, Signing, Pave Mark | 500 | 450 | 50 | 0 | 0 |
| Subtotal | | | | | | | | 1018 | 916 | 76 | 26 | 0 |

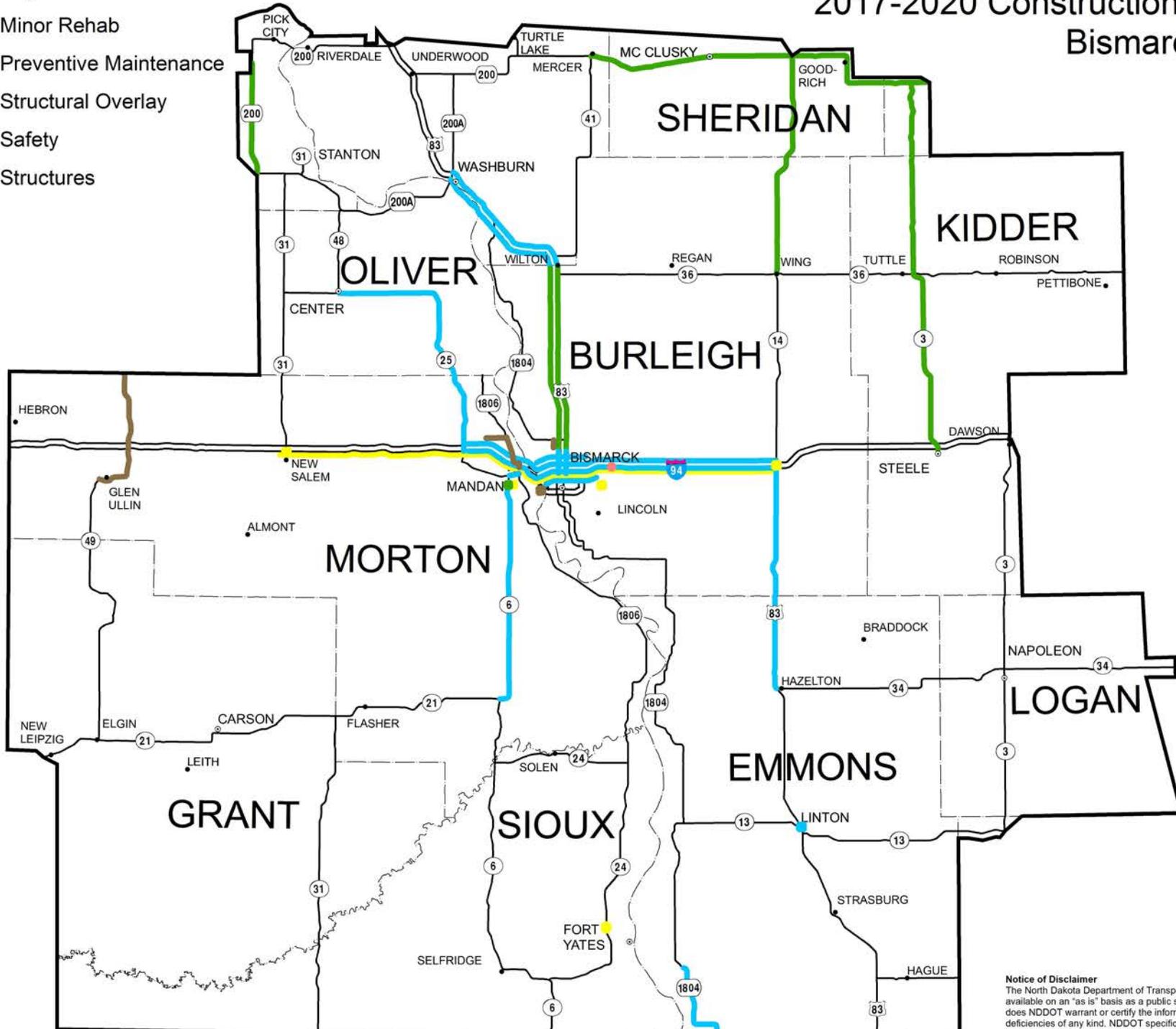
Map Key 1307 is a Workzone Safety and Mobility Significant Project

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

| | | | | | | | | (In Thousands) | | | | |
|--------------------|-------|------|------|---------|------------------------|--------|---------------|----------------|---------------|--------------|--------------|----------|
| PCN | Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total | Fed | State | Local | Other |
| Key | Sourc | | | CMC | | | | Cost | Fund | Fund | Fund | Fund |
| Transit | | | | | | | | | | | | |
| 1112 | TURB | | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Prev Maint | 413 | 330 | 0 | 83 | 0 |
| 1113 | TURB | | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Op Assist | 3000 | 951 | 150 | 1899 | 0 |
| 1211 | TURB | | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Prev Maint | 413 | 330 | 0 | 83 | 0 |
| 1212 | TURB | | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Op Assist | 3000 | 977 | 150 | 1873 | 0 |
| 1308 | TURB | | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Prev Maint | 413 | 330 | 0 | 83 | 0 |
| 1309 | TURB | | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Op Assist | 3000 | 1003 | 150 | 1847 | 0 |
| Subtotal | | | | | | | | 10239 | 3921 | 450 | 5868 | 0 |
| Total | | | | | | | | 118376 | 91924 | 17645 | 8807 | 0 |
| Grand Total | | | | | | | | 159385 | 123901 | 24292 | 11192 | 0 |

2017-2020 Construction Program Bismarck District

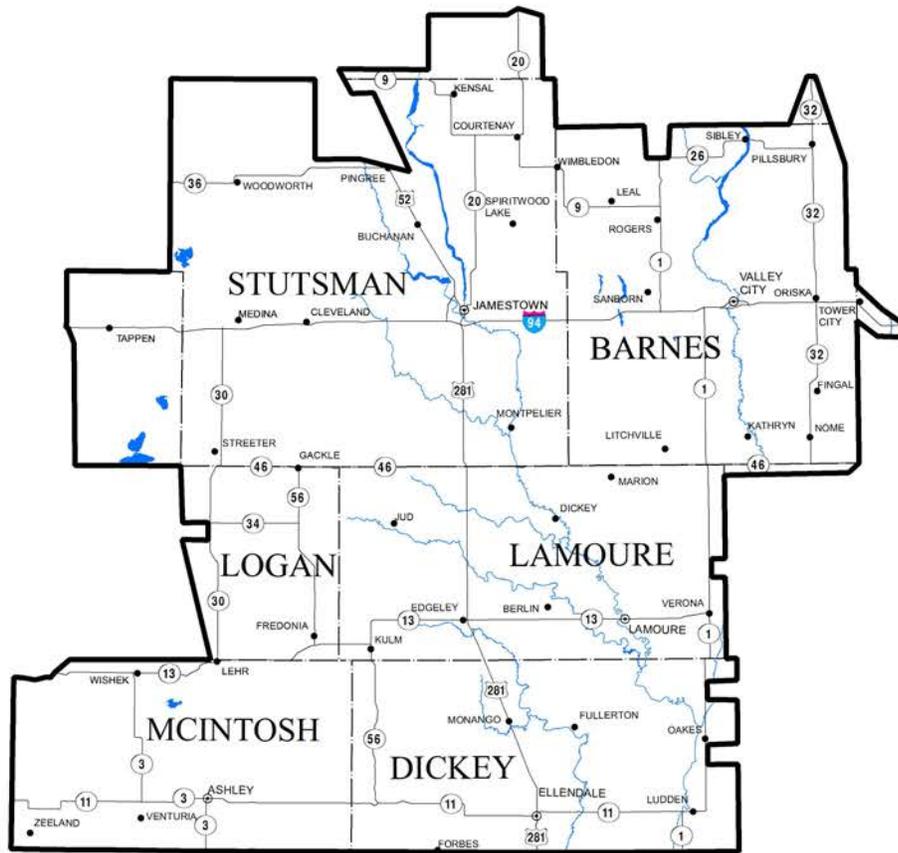
- Major Rehab
- Minor Rehab
- Preventive Maintenance
- Structural Overlay
- Safety
- Structures



Notice of Disclaimer
 The North Dakota Department of Transportation (NDDOT) makes this map available on an "as is" basis as a public service. Under no circumstances does NDDOT warrant or certify the information to be free of errors or deficiencies of any kind. NDDOT specifically disclaims all warranties, express or implied, including but not limited to the warranties of merchantability and fitness for a particular purpose.

Valley City District

District 2



John Thompson, District Engineer
North Dakota Department of Transportation
1524 8th Avenue Southwest
Valley City, ND 58072-4200
Phone: (701) 845-8800
Fax: (701) 845-8804

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

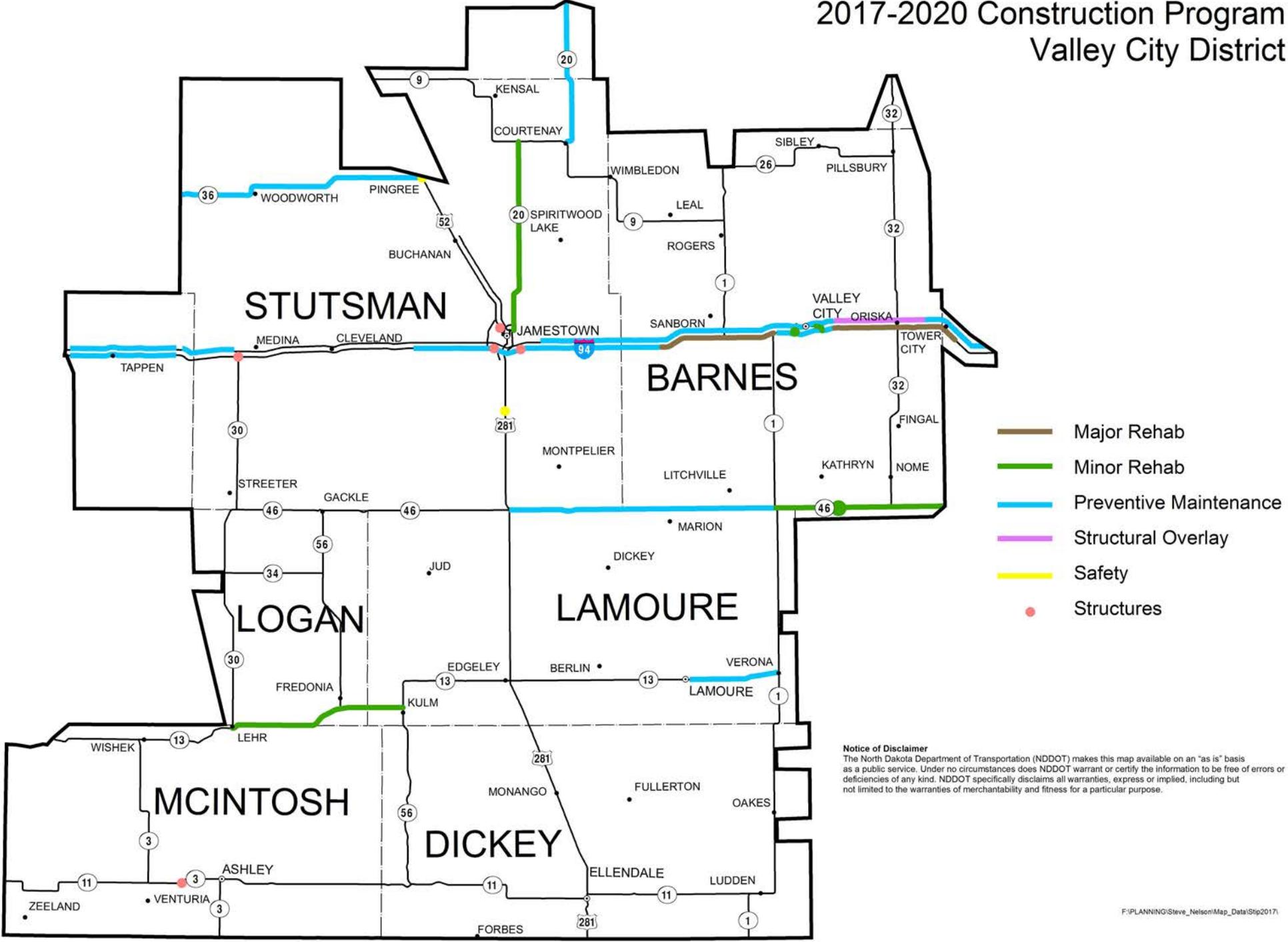
| PCN | Map Key | Fund Sourc | Pend | Hwy Dir | Location CMC | Length | Work Type | (In Thousands) | | | | |
|--------------------------|---------|------------|------|---------|--------------|-----------------------------------|---|----------------|--------------|-------------|------------|------------|
| | | | | | | | | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Fiscal Year: 2017 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| 18853 | 2002 | SS | | 20 | N | URBAN LIMITS N TO W JCT 9 | 19.8 Asp Ol>2"<Or=3", Milling, Sliver Grading | 7793 | 6307 | 1486 | 0 | 0 |
| 21578 | 2003 | SS | | 46 | E | JCT 281 E TO JCT 1 HASTINGS | 29.8 Thin Overlay | 5366 | 4343 | 1023 | 0 | 0 |
| 19714 | 2004 | SS | | 46 | E | SLIDE REPAIR AT RP 67.54 | 0.0 Slide Repair | 1437 | 1163 | 274 | 0 | 0 |
| 21572 | 2005 | IM | | 94 | E | VARIOUS LOCATIONS - VALLEY CITY | 0.0 Lighting | 183 | 165 | 18 | 0 | 0 |
| 21656 | 2006 | IM | | 94 | E | E BLOOM TO W ECKELSON | 13.5 CPR | 750 | 675 | 75 | 0 | 0 |
| 20834 | 2019 | IM | | 94 | W | MEDINA REST AREA | 0.0 Bld/Fcity Imp | 561 | 505 | 56 | 0 | 0 |
| 21656 | 2007 | IM | | 94 | W | E BLOOM TO W ECKELSON | 13.5 CPR, Grinding | 1896 | 1706 | 190 | 0 | 0 |
| 21518 | 2008 | IM | | 94 | W | W ECKELSON E TO E ND 1-OAKES | 13.2 Microsurfacing | 656 | 590 | 66 | 0 | 0 |
| 20688 | 2009 | IM | | 94 | W | E OF VALLEY CITY E TO TOWER CITY | 10.1 Concrete Over, HBP on Ramps, Milling, Struct/Incid | 19700 | 17730 | 1970 | 0 | 0 |
| Subtotal | | | | | | | | 38342 | 33184 | 5158 | 0 | 0 |
| Urban | | | | | | | | | | | | |
| 18853 | 2010 | NHU | | 20 | N | JAMESTOWN N TO URBAN LIMITS | 1.5 Thin Overlay, Sliver Grading | 563 | 456 | 107 | 0 | 0 |
| 21542 | 2011 | NHU | | 94 | E | VC MAIN ST (CITY LIMITS TO I=94) | 1.6 Microsurfacing | 214 | 173 | 41 | 0 | 0 |
| 20009 | 2012 | NHU | | 987 | N | CITYWIDE STORMWATER OUTFALL REHAB | 0.0 Drainage Impr. | 100 | 80 | 0 | 20 | 0 |
| 21095 | 2013 | SU | | 990 | E | WINTERSHOW RD & 8TH AVE SW | 0.0 Storm Sewer | 1075 | 600 | 0 | 475 | 0 |
| | 2014 | SU | | 990 | N | VALLEY CITY - 5 SITES | 0.0 CPR | 400 | 165 | 0 | 235 | 0 |
| Subtotal | | | | | | | | 2352 | 1474 | 148 | 730 | 0 |
| Bridge | | | | | | | | | | | | |
| | 2015 | IM | | 94 | E | 1 WEST OF US 281 | 0.0 Structur Repair, Structure Paint | 359 | 323 | 36 | 0 | 0 |
| 21398 | 2016 | IM | | 94 | W | SE JAMESTOWN INTERCHANGE | 0.0 Struct Replace | 4582 | 4124 | 458 | 0 | 0 |
| Subtotal | | | | | | | | 4941 | 4447 | 494 | 0 | 0 |
| Safety | | | | | | | | | | | | |
| 21040 | 2017 | HEN | | 52 | E | US 52 & ND 36 IN PINGREE | 0.0 Turn Lanes, Lighting, Signing | 573 | 516 | 57 | 0 | 0 |
| 21160 | 2018 | HEN | | 281 | N | US 281&43RD ST SE (YPSILANTI) | 0.0 Turn Lanes, Lighting | 510 | 459 | 51 | 0 | 0 |
| Subtotal | | | | | | | | 1083 | 975 | 108 | 0 | 0 |
| Total | | | | | | | | 46718 | 40080 | 5908 | 730 | 0 |

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

(In Thousands)

| PCN Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|------------|------|-------------|--------------------------------------|--------|-----------------------------------|---------------|---------------|--------------|-------------|------------|
| Fiscal Year: 2018-2020 | | | | | | | | | | | |
| Rural | | | | | | | | | | | |
| 2101 NH | | P | 13 E | LAMOURE E TO N JCT 1-VERONA | 10.0 | Mill/OI 2" Max | 6781 | 5488 | 1293 | 0 | 0 |
| 18854 2102 SS | | | 20 N | E JCT 9 N TO JCT 200 | 16.8 | Thin Overlay | 3147 | 2547 | 600 | 0 | 0 |
| 21514 2103 SS | | | 32 N | E JCT 46 TO W JCT 46-ENDERLIN | 6.0 | Asp OI>2"<Or=3" | 2069 | 1674 | 395 | 0 | 0 |
| 21515 2104 SS | | | 46 E | JCT 1 HASTINGS E TO W JCT 32 | 12.9 | Asp OI>2"<Or=3", Grd rail Upgrade | 4788 | 3875 | 913 | 0 | 0 |
| 2105 IM | | | 94 E | W LIPPERT E TO EAST BLOOM INTER | 14.8 | Microsurfacing | 1228 | 1105 | 123 | 0 | 0 |
| 21511 2106 IM | | | 94 E | W ECKELSON E TO E ND 1-OAKES | 12.8 | Median X-Overs, Ramp Conn | 1272 | 1145 | 127 | 0 | 0 |
| 2107 IM | | | 94 E | E OAKES INTR TO E VALLEY CITY | 6.6 | CPR | 960 | 864 | 96 | 0 | 0 |
| 2108 IM | | | 94 W | E OAKES INTR TO E VALLEY CITY | 6.6 | CPR | 962 | 866 | 96 | 0 | 0 |
| 2109 IM | | | 94 W | W OF TOWER CITY E TO BUFFALO | 9.8 | CPR, Grinding | 1430 | 1287 | 143 | 0 | 0 |
| 21701 2201 NH | | | 13 E | JCT 30-LEHR E TO E JCT 56-KULM | 19.8 | Mill/OI>2<Or=3", Sliver Grading | 11415 | 9238 | 2177 | 0 | 0 |
| 2202 IM | | | 94 E | E DAWSON INTR TO CRYSTAL SPRINGS | 11.9 | Thin Overlay | 2310 | 2079 | 231 | 0 | 0 |
| 21512 2203 IM | | P | 94 E | W ECKELSON E TO E ND 1-OAKES | 12.8 | HBP on Ramps, PCC Pave | 27399 | 24659 | 2740 | 0 | 0 |
| 2301 SS | | | 36 E | COUNTY LINE E TO WOODWORTH | 9.0 | Thin Overlay | 1825 | 1477 | 348 | 0 | 0 |
| 2302 SS | | | 36 E | WOODWORTH E TO JCT 52 | 19.1 | Thin Overlay | 3868 | 3130 | 738 | 0 | 0 |
| 2303 IM | | P | 94 E | E VALLEY CITY E TO HILL INTR | 14.0 | Median X-Overs, Ramp Conn | 880 | 792 | 88 | 0 | 0 |
| 2304 IM | | P | 94 W | E DAWSON INTR TO CRYSTAL SPRINGS | 11.9 | CPR, Mill/OI 2" Max | 3594 | 3235 | 359 | 0 | 0 |
| 2305 IM | | | 94 W | CRYSTAL SPRINGS TO ND 30-STREETER | 6.1 | CPR | 962 | 866 | 96 | 0 | 0 |
| Subtotal | | | | | | | 74890 | 64327 | 10563 | 0 | 0 |
| Urban | | | | | | | | | | | |
| 2110 SU | | | 990 E | 7TH ST SE (5TH AV SE-12TH AV SE) | 0.0 | Mill/OI>2<Or=3" | 325 | 200 | 0 | 125 | 0 |
| 2111 SU | | | 990 N | 3RD AVE SE (4TH ST SE-MAIN ST E) | 0.0 | Reconstruction | 650 | 400 | 0 | 250 | 0 |
| 2204 NHU | | | 987 W | 17TH ST (WB I-94 - US 281) | 0.0 | Reconstruction | 5000 | 4000 | 0 | 1000 | 0 |
| 2205 NHU | | | 987 W | 17TH ST (WB I-94 - US 281) | 0.0 | Reconstruction | 5000 | 4000 | 500 | 500 | 0 |
| 2206 SU | | | 990 N | 5TH AVE NW (MAIN - 12TH ST NW) | 0.0 | Reconstruction | 2500 | 1500 | 0 | 1000 | 0 |
| 2306 NHU | | | 52 E | 5TH ST NW OVER JAMES RIVER | 0.2 | Approach Slabs, Expan Joint Mod | 125 | 100 | 25 | 0 | 0 |
| 2307 NHU | | | 94 E | MAIN ST W (WB I-94 RAMP-3RD ST SW) | 1.2 | Mill/OI>2<Or=3" | 900 | 720 | 90 | 90 | 0 |
| 2308 SU | | | 987 N | 4TH AVE NW OVER JAMES RIVER | 0.0 | Struct Replace | 700 | 567 | 0 | 133 | 0 |
| 2309 SU | | | 990 E | FRONTAGE RD (I-94 WB RAMP-5TH ST SW) | 0.0 | Mill/OI>2<Or=3" | 400 | 320 | 0 | 80 | 0 |
| Subtotal | | | | | | | 15600 | 11807 | 615 | 3178 | 0 |
| Bridge | | | | | | | | | | | |
| 2112 SS | | | 3 N | 4 EAST OF ND 11 WEST | 0.0 | Struct Replace | 176 | 141 | 35 | 0 | 0 |
| 2113 IM | | | 94 E | JCT. ND 30 | 0.0 | Struct Replace | 2812 | 2531 | 281 | 0 | 0 |
| Subtotal | | | | | | | 2988 | 2672 | 316 | 0 | 0 |
| Safety | | | | | | | | | | | |
| 2114 HLU | | | | VALLEY CITY SIGNAL REVISIONS | 0.0 | Signals | 144 | 130 | 0 | 14 | 0 |
| 2207 HES | | | | US 281 AND ND 46 - EMS LOCATIONS | 0.0 | Hot Bit Pave, Widening, Lighting | 166 | 149 | 17 | 0 | 0 |
| 2208 HESHLS | | | | VALLEY CITY DIST VAR STATE HIGHWAYS | 0.0 | Lighting, Signing, Pave Mark | 500 | 450 | 50 | 0 | 0 |
| Subtotal | | | | | | | 810 | 729 | 67 | 14 | 0 |
| Total | | | | | | | 94288 | 79535 | 11561 | 3192 | 0 |
| Grand Total | | | | | | | 141006 | 119615 | 17469 | 3922 | 0 |

2017-2020 Construction Program Valley City District

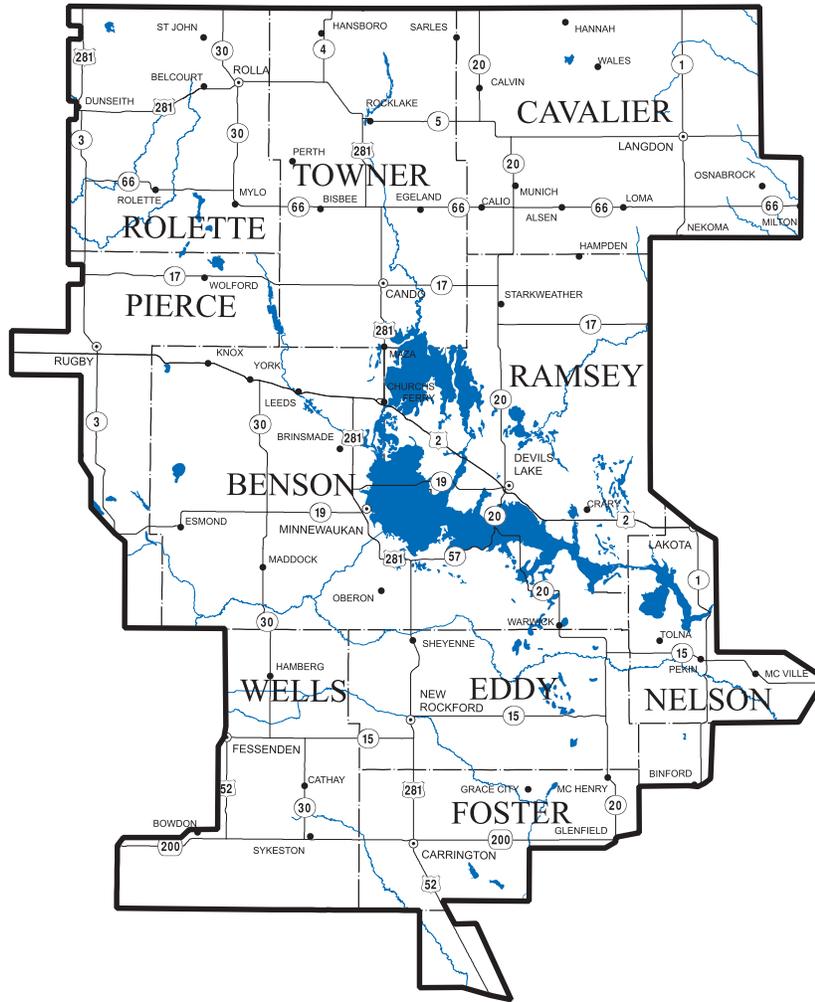


- Major Rehab
- Minor Rehab
- Preventive Maintenance
- Structural Overlay
- Safety
- Structures

Notice of Disclaimer
 The North Dakota Department of Transportation (NDDOT) makes this map available on an "as is" basis as a public service. Under no circumstances does NDDOT warrant or certify the information to be free of errors or deficiencies of any kind. NDDOT specifically disclaims all warranties, express or implied, including but not limited to the warranties of merchantability and fitness for a particular purpose.

Devils Lake District

District 3



Greg Semenko, District Engineer
North Dakota Department of Transportation
316 6th Street South
Devils Lake, ND 58301-3628
Phone: (701) 665-5100
Fax: (701) 665-5101

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

| | | | | | | | | | (In Thousands) | | | | |
|------------------------------------|------|------|-------|-----|-----|--------------------------------------|--------|---|----------------|--------------|-------------|------------|----------|
| PCN | Map | Fund | Pend | Hwy | Dir | Location | Length | Work Type | Total | Fed | State | Local | Other |
| | | Key | Sourc | CMC | | | | | Cost | Fund | Fund | Fund | Fund |
| Fiscal Year: 2017 | | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | |
| 21657 | 3001 | NH | | 2 | E | 1 MI W TO 1 MI E RUGBY-EB | 1.9 | Thin Overlay | 342 | 277 | 65 | 0 | 0 |
| 21659 | 3002 | NH | | 2 | W | W RUGBY E TO W OF KNOX | 14.2 | Mill/OI 2" Max | 2847 | 2304 | 543 | 0 | 0 |
| 21658 | 3003 | NH | | 2 | W | RUGBY FRONTAGE ROADS | 2.0 | Mill/OI 2" Max | 680 | 550 | 62 | 68 | 0 |
| | 3004 | NH | | 2 | W | DEVILS LAKE - FRONTAGE ROADS | 1.0 | Drainage Impr., Mill/OI>2<Or=3", Subcut | 1000 | 809 | 191 | 0 | 0 |
| 21500 | 3005 | NH | P2017 | 3 | N | JCT 19 N TO JCT 2-RUGBY | 24.2 | Asp OI>2"<Or=3", Pipe Replacem, Selectiv Grade, | 19812 | 16034 | 3778 | 0 | 0 |
| 21530 | 3006 | NH | | 3 | N | JCT 66 N TO JCT 281-DUNSEITH | 9.2 | Mill/OI 2" Max | 2159 | 1747 | 412 | 0 | 0 |
| 18871 | 3007 | NH | | 5 | E | LANGDON CITY - 4TH ST TO E ND 1 | 0.2 | CPR, Grinding | 400 | 324 | 36 | 40 | 0 |
| 18871 | 3008 | NH | | 5 | E | LANGDON CITY - JCT ND 1 | 0.0 | Mill/OI>2<Or=3" | 300 | 243 | 27 | 30 | 0 |
| 21672 | 3009 | NH | | 5 | E | JCT 1 LANGDON E TO DISTRICT BOUNDARY | 10.0 | Thin Overlay | 1799 | 1456 | 343 | 0 | 0 |
| 21539 | 3010 | SS | | 15 | E | 8 MI W OF JCT ND 20 | 0.2 | Inslope Widen, Pipe Replacem, Riprap, Selectiv Subcut | 245 | 198 | 47 | 0 | 0 |
| 21539 | 3011 | SS | | 15 | E | 5 MI W OF JCT ND 20 | 0.2 | Inslope Widen | 114 | 92 | 22 | 0 | 0 |
| 21539 | 3012 | SS | | 15 | E | 4 MI W OF JCT ND 20 | 0.7 | Inslope Widen, Pipe Replacem | 208 | 168 | 40 | 0 | 0 |
| 20973 | 3013 | SS | | 17 | E | 3 MI EAST OF JCT ND 3 | 0.2 | Riprap, Selectiv Subcut, Widening | 314 | 254 | 60 | 0 | 0 |
| 20974 | 3014 | SS | | 17 | E | 5 MI EAST OF JCT ND 3 | 0.2 | Selectiv Subcut | 280 | 227 | 53 | 0 | 0 |
| 20972 | 3015 | SS | | 17 | E | 9 MI EAST OF JCT ND 3 | 1.4 | Grade Raise, Hot Bit Pave, Riprap, Widening | 4211 | 3408 | 803 | 0 | 0 |
| 21673 | 3024 | SS | | 17 | E | 5 MILES W OF JCT 20 TO JCT 20 | 4.5 | Mill/OI 2" Max | 687 | 556 | 131 | 0 | 0 |
| | 3016 | SS | | 20 | N | DEVILS LAKE - FRONTAGE ROADS | 1.0 | Mill/OI 2" Max | 200 | 162 | 38 | 0 | 0 |
| 17787 | 3017 | SS | | 66 | E | ND 1 E TO NEAR MILTON (DIST BDRY) | 14.8 | Microsurfacing | 1113 | 901 | 212 | 0 | 0 |
| 21506 | 3018 | NH | | 281 | N | NEAR JCT 57 TO NEW US 281 | 5.8 | Full Depth Rec, Hot Bit Pave, Subcut, Widening | 7072 | 5723 | 1349 | 0 | 0 |
| 21660 | 3019 | NH | | 281 | N | NEW US 281 TO JCT US 2 | 20.2 | Thin Overlay | 3638 | 2944 | 694 | 0 | 0 |
| Subtotal | | | | | | | | | 47421 | 38377 | 8906 | 138 | 0 |
| Urban | | | | | | | | | | | | | |
| | 3020 | SU | | 2 | E | FRONTAGE RDS ON US 2 AND ND 20 | 0.6 | Subcut, Mill/OI>2<Or=3" | 1250 | 1000 | 0 | 250 | 0 |
| | 3025 | SU | | 982 | N | 5TH AV NE, 14TH ST NE | 0.0 | Mill/OI>2<Or=3" | 1291 | 1033 | 0 | 258 | 0 |
| | 3026 | SU | | 982 | N | 10TH AVE SE (US 2 - 17TH ST SE) | 0.0 | Mill/OI 2" Max | 392 | 314 | 0 | 78 | 0 |
| Subtotal | | | | | | | | | 2933 | 2347 | 0 | 586 | 0 |
| Transportation Alternatives | | | | | | | | | | | | | |
| 21155 | 3027 | SS | | | | BRICK MINE BRIDGE REHABILITATION | 0.0 | Structur Repair | 1092 | 884 | 208 | 0 | 0 |
| Subtotal | | | | | | | | | 1092 | 884 | 208 | 0 | 0 |
| Safety | | | | | | | | | | | | | |
| 21651 | 3021 | HLC | | | | SPIRIT LAKE - BIA 6 & 21 | 0.0 | Widening, Signing, Rumble Stripes, Recovery App | 430 | 430 | 0 | 0 | 0 |
| 21716 | 3023 | HLC | | | | SPIRIT LAKE PROJECTS | 0.0 | Signing, Marking, Lighting | 89 | 89 | 0 | 0 | 0 |
| Subtotal | | | | | | | | | 519 | 519 | 0 | 0 | 0 |
| Total | | | | | | | | | 51965 | 42127 | 9114 | 724 | 0 |

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

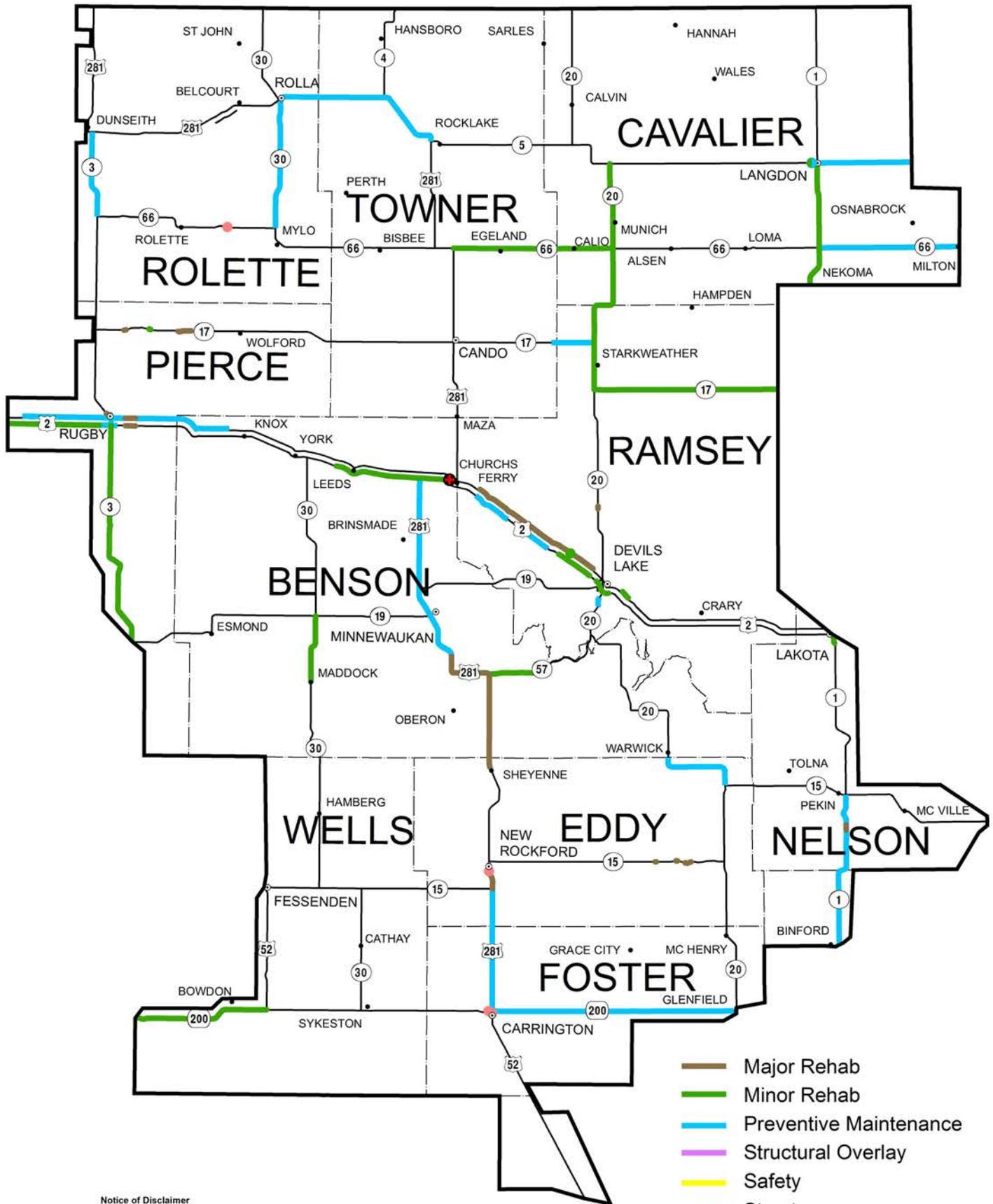
(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|---------|------------|------|-------------|------------------------------------|--------|--|--------------|--------------|--------------|------------|------------|
| Fiscal Year: 2018-2020 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| 21667 | 3101 | NH | | 1 N | 1 MI S JCT 2-LAKOTA-N TO JCT 2 | 1.0 | Asp Ol>2"<Or=3" | 309 | 250 | 59 | 0 | 0 |
| | 3102 | NH | | 57 E | JCT US 281 E TO FT TOTTEN | 6.2 | Selectiv Subcut, Thin Overlay | 2282 | 2282 | 0 | 0 | 0 |
| 21699 | 3114 | SS | | 66 E | E JCT 281 E TO JCT 20 | 16.9 | Thin Overlay | 3169 | 2565 | 604 | 0 | 0 |
| | 3201 | NH | | 1 N | JCT 65 N TO PEKIN | 16.7 | Microsurfacing | 1353 | 1095 | 258 | 0 | 0 |
| | 3202 | NH | | 1 N | 2 MI SOUTH SHEYENNE RIVER | 0.5 | Slope Flatten, Widening | 356 | 288 | 68 | 0 | 0 |
| | 3203 | NH | | 2 E | RUGBY EAST HIGH WATER AREA | 1.1 | Grade Raise, Hot Bit Pave | 812 | 657 | 155 | 0 | 0 |
| | 3204 | NH | | 2 W | RUGBY EAST HIGH WATER AREA | 1.1 | Grade Raise, Hot Bit Pave | 812 | 657 | 155 | 0 | 0 |
| | 3205 | NH | | 2 W | 1/4 WEST OF 79TH ST | 0.0 | Selectiv Subcut | 300 | 243 | 57 | 0 | 0 |
| | 3206 | NH | | 3 N | RUGBY - JCT US 2 TO CITY LIMITS | 1.5 | Mill/OI 2" Max | 421 | 341 | 80 | 0 | 0 |
| | 3207 | NH | | 3 N | RUGBY - 2ND ST SW TO 1ST ST NW | 0.1 | Aggr Base, Curb & Gutter, PCC Pave, Storm Sewer | 1354 | 1096 | 258 | 0 | 0 |
| | 3208 | NH | | 3 N | CITY OF RUGBY - NORTH CITY LIMITS | 0.2 | Intersect Imp, Signing, Turn Lanes | 468 | 379 | 42 | 47 | 0 |
| | 3209 | SS | | 17 E | N JCT 20 S TO STARKWEATHER | 2.0 | Culvert Rehab | 162 | 131 | 31 | 0 | 0 |
| | 3210 | SS | | 17 E | STARKWEATHER S TO EDMORE | 22.5 | Culvert Rehab | 292 | 236 | 56 | 0 | 0 |
| | 3211 | SS | | 20 N | MAGNUS SLOUGH | 0.3 | Culvert Rehab, Grade Raise | 1298 | 1050 | 248 | 0 | 0 |
| | 3212 | SS | | 20 N | N JCT 17 TO E JCT 5 - CLYDE | 20.8 | Culvert Rehab | 173 | 140 | 33 | 0 | 0 |
| 21562 | 3213 | SS | | 30 N | N EDGE MADDOCK TO JCT 19 | 7.2 | Culvert Rehab, Mill/OI>2<Or=3", Selectiv Subcut, Sliver Grading | 4739 | 3835 | 904 | 0 | 0 |
| | 3214 | SS | | 30 N | JCT 66 TO JCT US 281 | 13.8 | Microsurfacing | 1116 | 903 | 213 | 0 | 0 |
| 21503 | 3215 | NH | | 281 N | S JCT 15 N THRU NEW ROCKFORD | 2.6 | Full Depth Rec, Hot Bit Pave, Selectiv Subcut, Widening | 2327 | 1883 | 444 | 0 | 0 |
| | 3216 | NH | | 281 N | JCT 5 ROCK LAKE NW TO ROLLA | 18.4 | Microsurfacing | 1489 | 1205 | 284 | 0 | 0 |
| | 3301 | NH | P | 1 N | NEKOMA SPUR N TO JCT 5 LANGDON | 13.4 | Thin Overlay, Mill/OI>2<Or=3", Selectiv Subcut | 6261 | 5067 | 1194 | 0 | 0 |
| | 3302 | NH | | 2 E | BERWICK TO 1 MI W OF RUGBY | 9.7 | CPR, Grinding | 925 | 749 | 176 | 0 | 0 |
| | 3303 | NH | | 2 E | W LEEDS E TO CHURCHES FERRY | 12.2 | CPR, Grinding | 1377 | 1114 | 263 | 0 | 0 |
| | 3304 | NH | | 2 E | 2 MI E CHURCHES FERRY TO NEAR PENN | 4.3 | CPR, Grinding | 675 | 546 | 129 | 0 | 0 |
| | 3305 | NH | | 2 E | PENN GRADE RAISE TO CHANNEL A | 3.0 | CPR, Grinding | 480 | 388 | 92 | 0 | 0 |
| | 3306 | NH | | 2 E | CHANNEL A TO DEVILS LAKE | 4.0 | CPR, Grinding | 447 | 362 | 85 | 0 | 0 |
| | 3307 | NH | | 2 W | RP 201 TO 1 MI W OF RUGBY | 8.2 | CPR, Grinding | 1463 | 1184 | 279 | 0 | 0 |
| 17775 | 3308 | NH | P | 2 W | MAUVAIS COULEE TO W CITY LIMIT | 14.8 | Hot Bit Pave, Mine And Blend, Widening | 10078 | 8156 | 1922 | 0 | 0 |
| | 3309 | SS | | 20 N | N JCT 15 TO COUNTY LINE (WARWICK) | 8.6 | Microsurfacing | 728 | 589 | 139 | 0 | 0 |
| 21581 | 3310 | NH | | 200 E | E JCT 3-HURDSFIELD-E TO W JCT 52 | 14.4 | Mill/OI>2<Or=3", Pipe Replacemt, Selectiv Subcut, Sliver Grading | 9331 | 7552 | 1779 | 0 | 0 |
| | 3311 | NH | | 200 E | E JCT 52-CARRINGTON E TO JCT 20 | 25.9 | Mill/OI 2" Max | 5832 | 4720 | 1112 | 0 | 0 |
| | 3312 | NH | | 281 N | JCT 200 CARRINGTON TO S JCT ND 15 | 13.1 | Thin Overlay | 2662 | 2154 | 508 | 0 | 0 |
| 21505 | 3313 | NH | | 281 N | N OF SHEYENNE TO NEAR JCT 57 | 9.7 | Full Depth Rec, Hot Bit Pave, Subcut, Widening | 11059 | 8950 | 2109 | 0 | 0 |
| Subtotal | | | | | | | | 74550 | 60767 | 13736 | 47 | 0 |
| Urban | | | | | | | | | | | | |
| | 3115 | SU | | 982 N | DEVILS LAKE - 7 LOCATIONS | 0.0 | Mill/OI 2" Max | 1715 | 1372 | 0 | 343 | 0 |
| | 3217 | NHU | | 2 E | US 2 (ND 19 TO URBAN LIMITS) | 2.1 | Intersect Imp, CPR, Structur Repair | 2800 | 2240 | 560 | 0 | 0 |
| | 3220 | SU | | 982 E | SCHWAN AVENUE | 0.0 | Mill/OI>2<Or=3" | 1273 | 1018 | 0 | 255 | 0 |
| Subtotal | | | | | | | | 5788 | 4630 | 560 | 598 | 0 |
| Bridge | | | | | | | | | | | | |
| | 3108 | NH | | 52 E | WEST OF JUNCTION US 281 | 0.0 | Struct/Incid | 31 | 25 | 6 | 0 | 0 |
| | 3109 | NH | | 52 E | JCT US 52 & ND 200 | 0.0 | Struct/Incid | 31 | 25 | 6 | 0 | 0 |
| | 3110 | SS | | 66 N | 5 WEST OF ND 30 | 0.0 | Box Culv Ext | 234 | 189 | 45 | 0 | 0 |

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

| | | | | | | | | | | (In Thousands) | | | | |
|---------------------|------|--------|------|-----|-----|------------------------------------|--------|--|---------------|----------------|--------------|-------------|--------------|--|
| PCN | Map | Fund | Pend | Hwy | Dir | Location | Length | Work Type | Total | Fed | State | Local | Other | |
| | Key | Sourc | | CMC | | | | | Cost | Fund | Fund | Fund | Fund | |
| Bridge | | | | | | | | | | | | | | |
| | 3111 | NH | | 281 | N | NEW ROCKFORD SOUTH | 0.0 | Approach Slabs, Struct/Incid | 52 | 42 | 10 | 0 | 0 | |
| Subtotal | | | | | | | | | 348 | 281 | 67 | 0 | 0 | |
| ND Street | | | | | | | | | | | | | | |
| 21503 | 3219 | NH | | 281 | N | NEW ROCKFORD - US 281 FRONTAGE RDS | 0.3 | Aggr Base, Hot Bit Pave, Curb & Gutter | 1967 | 1592 | 178 | 197 | 0 | |
| Subtotal | | | | | | | | | 1967 | 1592 | 178 | 197 | 0 | |
| Safety | | | | | | | | | | | | | | |
| 21315 | 3112 | HLC | | | | CAVALIER COUNTY ROADS | 0.0 | Pave Mark, Signing | 73 | 66 | 0 | 7 | 0 | |
| | 3113 | HESHLS | | | | DEVILS LAKE DIST VAR STATE ROADS | 0.0 | Lighting, Signing, Pave Mark | 566 | 509 | 57 | 0 | 0 | |
| 21681 | 3116 | HLC | | | | EDDY COUNTY ROAD PROJECTS | 0.0 | Signing | 156 | 140 | 0 | 16 | 0 | |
| 21679 | 3117 | HLC | | | | RAMSEY CNTY-WOODS RUTTEN RD | 0.0 | Signing, Rumble Stripes | 26 | 23 | 0 | 3 | 0 | |
| Subtotal | | | | | | | | | 821 | 738 | 57 | 26 | 0 | |
| Illustrative | | | | | | | | | | | | | | |
| 18882 | 3315 | NH | | 281 | N | 1 NORTH US 2 | 0.0 | Struct Replace | 11704 | 0 | 0 | 0 | 11704 | |
| Subtotal | | | | | | | | | 11704 | 0 | 0 | 0 | 11704 | |
| Total | | | | | | | | | 95178 | 68008 | 14598 | 868 | 11704 | |
| Grand Total | | | | | | | | | 147143 | 110135 | 23712 | 1592 | 11704 | |

2017-2020 Construction Program - Devils Lake District

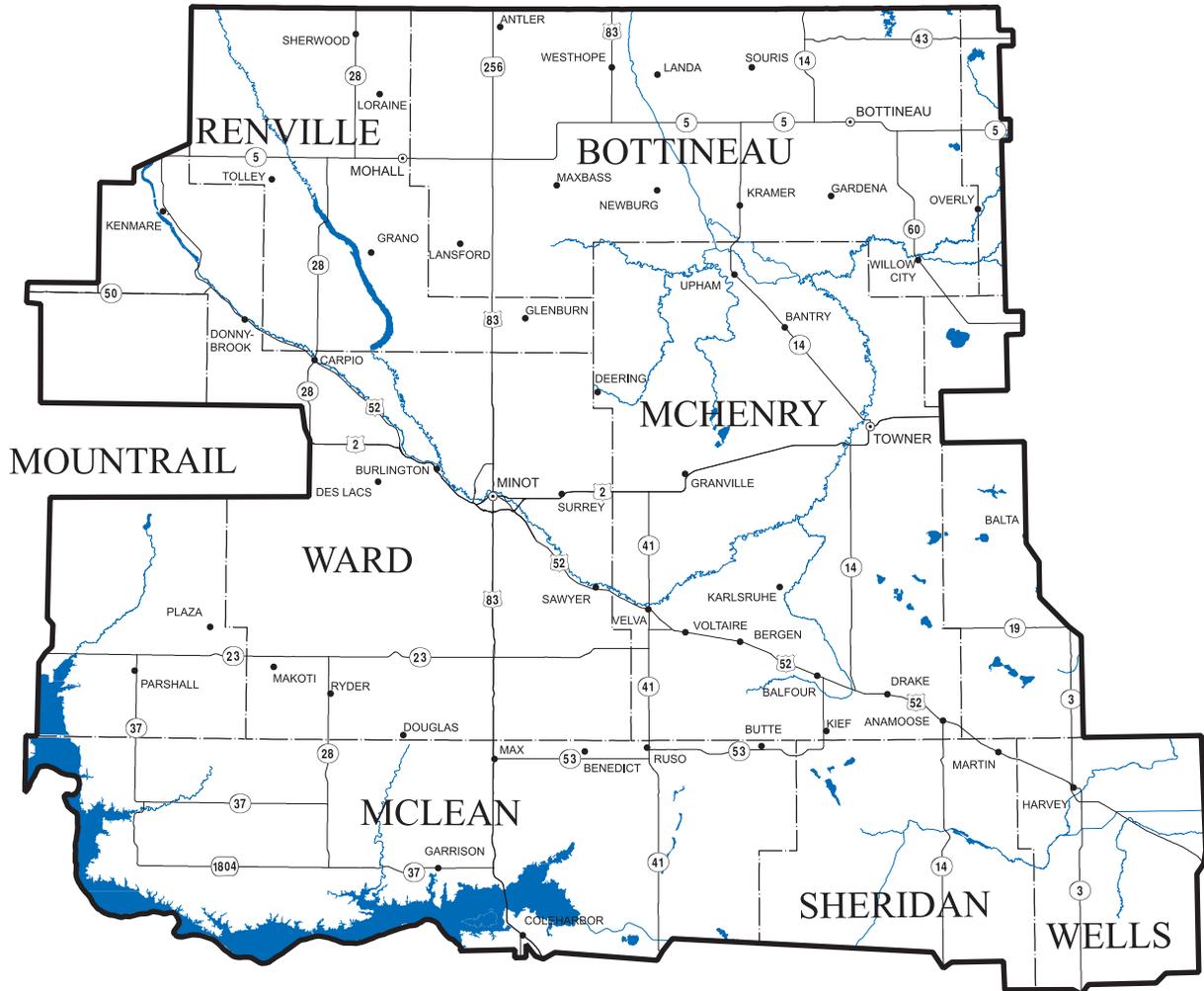


- Major Rehab
- Minor Rehab
- Preventive Maintenance
- Structural Overlay
- Safety
- Structures
- Illustrative

Notice of Disclaimer
 The North Dakota Department of Transportation (NDDOT) makes this map available on an "as is" basis as a public service. Under no circumstances does NDDOT warrant or certify the information to be free of errors or deficiencies of any kind. NDDOT specifically disclaims all warranties, express or implied, including but not limited to the warranties of merchantability and fitness for a particular purpose.

Minot District

District 4



Jim Redding, District Engineer
North Dakota Department of Transportation
1305 Highway 2 Bypass East
Minot, ND 58701-7922
Phone: (701) 837-7625
Fax: (701) 837-7632

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

| | | | | | | | | | (In Thousands) | | | | |
|------------------------------------|---------|------------|-------|---------|--------------------------------------|--------|---|--------------|----------------|--------------|-------------|------------|--|
| PCN | Map Key | Fund Sourc | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | |
| Fiscal Year: 2017 | | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | |
| 21128 | 4001 | NH | | 2 W | RP 137.9 TO RP 138.2 | 0.3 | Slide Repair | 1560 | 1263 | 297 | 0 | 0 | |
| 19236 | 4002 | NH | | 2 W | 1.7 MI E GRANVILLE TO 2 MI W JCT 14 | 16.0 | Mill/OI>2<Or=3", Sliver Grading, Subcut | 4669 | 3779 | 890 | 0 | 0 | |
| 21499 | 4003 | NH | | 5 E | W JCT 28 TO RR AVE - MOHALL | 8.2 | Mill/OI>2<Or=3", Sliver Grading, Structure Widen | 7356 | 5953 | 1403 | 0 | 0 | |
| 18188 | 4004 | SS | | 14 N | W JCT 52-DRAKE N TO W JCT 2 | 26.8 | Thin Overlay | 6500 | 5260 | 1240 | 0 | 0 | |
| 19796 | 4006 | SOIB | | 50 E | RP 99.5 TO RP 99.8 | 0.3 | Slide Repair | 2328 | 0 | 2328 | 0 | 0 | |
| 21522 | 4007 | NH | | 52 E | KENMARE TO S OF DONNYBROOK | 17.6 | Thin Overlay | 3164 | 2561 | 603 | 0 | 0 | |
| 21523 | 4008 | NH | P2017 | 52 E | S OF DONNYBROOK TO BROOKS JCT | 22.0 | Thin Overlay | 4115 | 3330 | 785 | 0 | 0 | |
| 18907 | 4009 | NH | P2017 | 52 W | NEAR JCT US 2 (BROOKS JCT) | 0.7 | Thin Overlay | 136 | 110 | 26 | 0 | 0 | |
| 21521 | 4011 | NH | | 83 N | SNAKE CREEK EMB TO N OF ND 37 | 2.4 | Microsurfacing | 129 | 104 | 25 | 0 | 0 | |
| 21521 | 4013 | NH | | 83 S | SNAKE CREEK EMB N TO JCT 37 | 2.3 | Microsurfacing | 129 | 104 | 25 | 0 | 0 | |
| 20749 | 4014 | SOIB | | 83B N | MINOT NW BYPASS (US 2 TO 4TH AVE) | 1.3 | Hot Bit Pave, Intersect Imp, Turn Lanes, Widening, Struct | 24570 | 0 | 24570 | 0 | 0 | |
| Subtotal | | | | | | | | 54656 | 22464 | 32192 | 0 | 0 | |
| Urban | | | | | | | | | | | | | |
| 21573 | 4015 | NHU | | 2 E | VARIOUS LOCATIONS - MINOT | 0.0 | Lighting | 870 | 704 | 166 | 0 | 0 | |
| 20597 | 4016 | NHU | | 2 E | US 2/52 INTERCHANGE | 0.0 | Lighting | 400 | 324 | 76 | 0 | 0 | |
| 21171 | 4017 | NHU | | 2B E | BURDICK EXPWY (9TH ST SE-15TH ST SE) | 0.5 | Reconstruction | 6047 | 3854 | 432 | 1761 | 0 | |
| Subtotal | | | | | | | | 7317 | 4882 | 674 | 1761 | 0 | |
| Bridge | | | | | | | | | | | | | |
| 21399 | 4019 | NH | | 2 W | 9 WEST OF N.D. HWY 41 | 0.0 | Struct Replace, Median X-Overs | 3863 | 3126 | 737 | 0 | 0 | |
| Subtotal | | | | | | | | 3863 | 3126 | 737 | 0 | 0 | |
| Transportation Alternatives | | | | | | | | | | | | | |
| 21156 | 4021 | SS | | | VELVA BRIDGE REHABILITATION | 0.0 | Structur Repair | 825 | 668 | 157 | 0 | 0 | |
| 21693 | 4022 | TAC | | | KENMARE SCENIC TRAIL - PHASE II | 0.0 | Bikeway/Walkway | 355 | 150 | 0 | 205 | 0 | |
| 21141 | 4023 | TAC | | | GARRISON WILDERNESS PARK TRAIL | 0.0 | Bikeway/Walkway | 100 | 80 | 0 | 20 | 0 | |
| Subtotal | | | | | | | | 1280 | 898 | 157 | 225 | 0 | |
| Total | | | | | | | | 67116 | 31370 | 33760 | 1986 | 0 | |

Map Key 4017 is a Workzone Safety and Mobility Significant Project

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

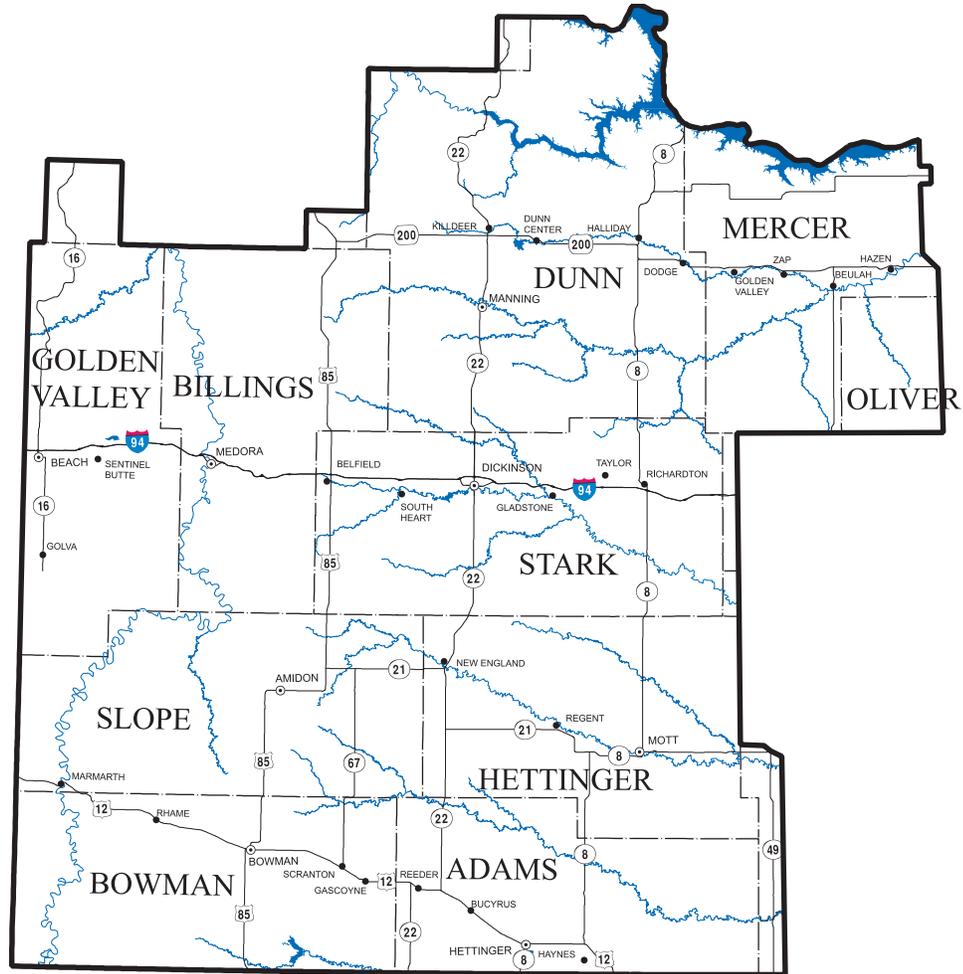
(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|---------|------------|------|-------------|--------------------------------------|--------|------------------------------------|--------------|--------------|--------------|-------------|------------|
| Fiscal Year: 2018-2020 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| 21520 | 4101 | NH | | 2 E | 55TH ST E TO 1.7 MI E GRANVILLE | 21.2 | Microsurfacing | 1811 | 1466 | 345 | 0 | 0 |
| | 4102 | NH | | 5 E | E JCT 83 E TO JCT 14 | 14.0 | Thin Overlay | 2626 | 2125 | 501 | 0 | 0 |
| | 4103 | SS | | 50 E | S JCT 8 E TO JCT 52 COULEE | 20.6 | Thin Overlay | 3863 | 3126 | 737 | 0 | 0 |
| 21524 | 4104 | NH | | 52 E | NE INSLOPE OF US 52 AT RP 47.2 | 0.0 | Slide Repair | 2000 | 1619 | 381 | 0 | 0 |
| | 4105 | NH | | 83 N | N OF ND 37 TO S OF JCT 23 | 22.6 | Microsurfacing | 1766 | 1429 | 337 | 0 | 0 |
| 21502 | 4106 | NH | | 83 N | 0.5 MI S JCT 23 TO URBAN LIMIT | 15.1 | Mill/Ol>2<Or=3" | 6267 | 5072 | 1195 | 0 | 0 |
| | 4107 | NH | | 83 N | W JCT 5 E TO E JCT 5-WESTHOPE | 16.6 | Microsurfacing | 1295 | 1048 | 247 | 0 | 0 |
| | 4201 | NH | | 2 W | 55TH ST E TO E GRANVILLE | 19.6 | Microsurfacing | 1594 | 1290 | 304 | 0 | 0 |
| | 4202 | NH | | 3 N | E JCT 200 NORTH TO 8 MI S-HARVEY | 13.4 | Thin Overlay | 2559 | 2071 | 488 | 0 | 0 |
| | 4203 | NH | | 3 N | APPROX 8 MI S-HARVEY NORTH TO JCT 52 | 7.6 | Thin Overlay | 1477 | 1195 | 282 | 0 | 0 |
| | 4204 | SS | | 14 N | E JCT 2-TOWNER N TO 3 MI S UPHAM | 18.7 | Microsurfacing | 1616 | 1308 | 308 | 0 | 0 |
| | 4205 | SS | | 14 N | 3 MI S UPHAM N TO W JCT 5 | 20.3 | Microsurfacing | 1757 | 1422 | 335 | 0 | 0 |
| | 4206 | SS | | 43 E | JCT ND 14 E TO JCT US 281 | 23.3 | Microsurfacing | 2015 | 1631 | 384 | 0 | 0 |
| 19748 | 4207 | NH | | 52 E | CO LN-SAWYER-SE TO 1 MI W BERGEN | 14.3 | Thin Overlay | 3627 | 2935 | 692 | 0 | 0 |
| | 4208 | NH | | 83 N | SNAKE CREEK EMBANKMENT | 2.9 | Microsurfacing | 232 | 188 | 44 | 0 | 0 |
| | 4209 | NH | | 83 N | MINOT TO AFB | 10.1 | Microsurfacing | 822 | 665 | 157 | 0 | 0 |
| | 4210 | NH | | 83 S | SNAKE CREEK EMBANKMENT | 2.9 | Microsurfacing | 232 | 188 | 44 | 0 | 0 |
| | 4211 | NH | | 83 S | MINOT TO AFB | 9.9 | Microsurfacing | 804 | 651 | 153 | 0 | 0 |
| | 4301 | NH | | 2 E | 2 MI W JCT 14 TO 1.5 MI E TOWNER | 7.7 | Microsurfacing | 648 | 524 | 124 | 0 | 0 |
| | 4302 | NH | | 2 W | 2 MI W JCT 14 TO 1.5 MI E TOWNER | 7.7 | Microsurfacing | 647 | 524 | 123 | 0 | 0 |
| 21666 | 4303 | NH | P | 5 E | E JCT 52-KENMARE TO W JCT 28 | 18.0 | Asp Ol>2"<Or=3", Sliver Grading | 13146 | 10639 | 2507 | 0 | 0 |
| 18225 | 4304 | SS | | 19 E | MCHENRY CO LINE E TO JCT ND 3 | 13.8 | Thin Overlay | 2798 | 2264 | 534 | 0 | 0 |
| | 4305 | SS | | 28 N | JCT 2 BERTHOLD N TO 1 MI N CARPIO | 9.1 | Thin Overlay | 1824 | 1476 | 348 | 0 | 0 |
| | 4306 | SS | | 28 N | CARPIO N TO W JCT ND 5 | 22.6 | Thin Overlay | 4574 | 3702 | 872 | 0 | 0 |
| | 4307 | SS | | 37 E | JCT 23-PARSHALL TO EMMET CORNER | 43.8 | Microsurfacing | 3942 | 3190 | 752 | 0 | 0 |
| | 4308 | NH | | 83 N | MINOT AFB TO W JCT 5-RENVILLE COR | 23.0 | Asp Ol>2"<Or=3" | 13765 | 11140 | 2625 | 0 | 0 |
| | 4309 | NH | P | 83 S | 0.6 MI N MAX TO 0.9 MI S JCT 23 | 8.9 | Thin Overlay | 1869 | 1513 | 356 | 0 | 0 |
| Subtotal | | | | | | | | 79576 | 64401 | 15175 | 0 | 0 |
| Urban | | | | | | | | | | | | |
| | 4113 | NHUSU | | 2 E | 1 MI W JCT 83-W OF 55TH ST (EB/WB) | 5.3 | Chip Seal Coat | 426 | 345 | 81 | 0 | 0 |
| 21174 | 4108 | NHU | | 2 E | US 2 & 42ND ST/14TH AVE SE | 0.3 | Intersect Imp | 4205 | 3403 | 381 | 421 | 0 |
| | 4114 | NHU | | 2 E | BURDICK EXPWY (42ND ST-W OF 55TH ST) | 0.3 | Chip Seal Coat | 23 | 19 | 2 | 2 | 0 |
| | 4310 | SU | | 989 E | 31ST AVE SE (BROADWAY - 13TH ST SE) | 0.0 | Reconstruction | 8620 | 6935 | 0 | 1685 | 0 |
| Subtotal | | | | | | | | 13274 | 10702 | 464 | 2108 | 0 |
| Bridge | | | | | | | | | | | | |
| | 4311 | NH | | 83 N | SOUTH OF U.S. HWY 2 | 0.0 | Struct Replace | 1170 | 947 | 223 | 0 | 0 |
| Subtotal | | | | | | | | 1170 | 947 | 223 | 0 | 0 |
| Safety | | | | | | | | | | | | |
| 21685 | 4109 | HEN | | 52 E | US 52 LOGAN INTERSECTION | 0.0 | Turn Lanes, Lighting | 408 | 367 | 41 | 0 | 0 |
| 21684 | 4110 | HEN | | 83 N | US 83 & ND 5 | 0.0 | Turn Lanes | 368 | 331 | 37 | 0 | 0 |
| 21316 | 4111 | HLC | | | MCLEAN COUNTY ROAD PROJECTS | 0.0 | Pave Mark, Rumble Stripes, Signing | 149 | 134 | 0 | 15 | 0 |
| | 4112 | HEU | | | MINOT SIGNAL UPGRADES | 0.0 | Intersect Imp | 38 | 34 | 2 | 2 | 0 |

Map Key 4108 is a Workzone Safety and Mobility Significant Project

Dickinson District

District 5



Larry Gangl, District Engineer
North Dakota Department of Transportation
1700 3rd Avenue West, Suite 101
Dickinson, ND 58601-3009
Phone: (701) 227-6500
Fax: (701) 227-6505

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy CMC | Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------------|---------|------------|------|---------|-----|-------------------------------------|--------|-----------------------------------|--------------|--------------|-------------|-------------|------------|
| Fiscal Year: 2017 | | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | |
| 21661 | 5001 | NH | | 12 | E | BOWMAN EAST TO SCRANTON | 12.2 | Thin Overlay | 2204 | 1784 | 420 | 0 | 0 |
| 21661 | 5002 | NH | | 12 | E | SCRANTON TO COUNTY LINE | 7.1 | Milling, Thin Overlay | 1285 | 1040 | 245 | 0 | 0 |
| 21662 | 5003 | SS | | 16 | N | 2 MI N BEAVER CR TO 5 MI N TROTTERS | 19.6 | Mill/OI 2" Max, Underseal | 3927 | 3178 | 749 | 0 | 0 |
| 21662 | 5004 | SS | | 16 | N | 5 MI N TROTTERS N TO CO RD 5 | 6.0 | Mill/OI 2" Max, Underseal | 1200 | 971 | 229 | 0 | 0 |
| 21613 | 5006 | IM | | 94 | E | FRYBURG TO BELFIELD | 7.2 | Thin Overlay | 1679 | 1511 | 168 | 0 | 0 |
| 21613 | 5007 | IM | | 94 | W | FRYBURG TO BELFIELD | 7.2 | Thin Overlay | 1679 | 1511 | 168 | 0 | 0 |
| 21612 | 5009 | NH | | 200 | E | E OF DUNN CENTER TO S JCT ND 8 | 14.6 | Mill/OI 2" Max | 2175 | 1760 | 415 | 0 | 0 |
| Subtotal | | | | | | | | | 14149 | 11755 | 2394 | 0 | 0 |
| Urban | | | | | | | | | | | | | |
| | 5014 | NHU | | 22 | N | ND 22 (HEART RIVER-15TH ST W) | 2.0 | Slurry Seal | 750 | 607 | 143 | 0 | 0 |
| 21723 | 5015 | SU | | 983 | E | 8TH ST S (2ND AVE SW-6TH AVE SE) | 0.0 | Reconstruction, Signals, Lighting | 5400 | 4240 | 0 | 1160 | 0 |
| Subtotal | | | | | | | | | 6150 | 4847 | 143 | 1160 | 0 |
| Bridge | | | | | | | | | | | | | |
| | 5011 | IM | | 94 | E | WEST MEDORA INT | 0.0 | Expan Joint Mod | 76 | 68 | 8 | 0 | 0 |
| 21702 | 5012 | IM | | 94 | E | EAST MEDORA INT | 0.0 | Deck Overlay | 359 | 323 | 36 | 0 | 0 |
| | 5013 | IM | | 94 | W | WEST MEDORA INT | 0.0 | Expan Joint Mod | 76 | 68 | 8 | 0 | 0 |
| Subtotal | | | | | | | | | 511 | 459 | 52 | 0 | 0 |
| Transportation Alternatives | | | | | | | | | | | | | |
| 21689 | 5016 | TAU | | | | DICKINSON - 21ST ST TO 10TH AVE | 0.0 | Bikeway/Walkway | 954 | 250 | 0 | 704 | 0 |
| 21695 | 5017 | TAC | | | | BEULAH, 2ND ST NW - 7TH ST NW | 0.0 | Bikeway/Walkway | 351 | 150 | 0 | 201 | 0 |
| Subtotal | | | | | | | | | 1305 | 400 | 0 | 905 | 0 |
| Total | | | | | | | | | 22115 | 17461 | 2589 | 2065 | 0 |

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

(In Thousands)

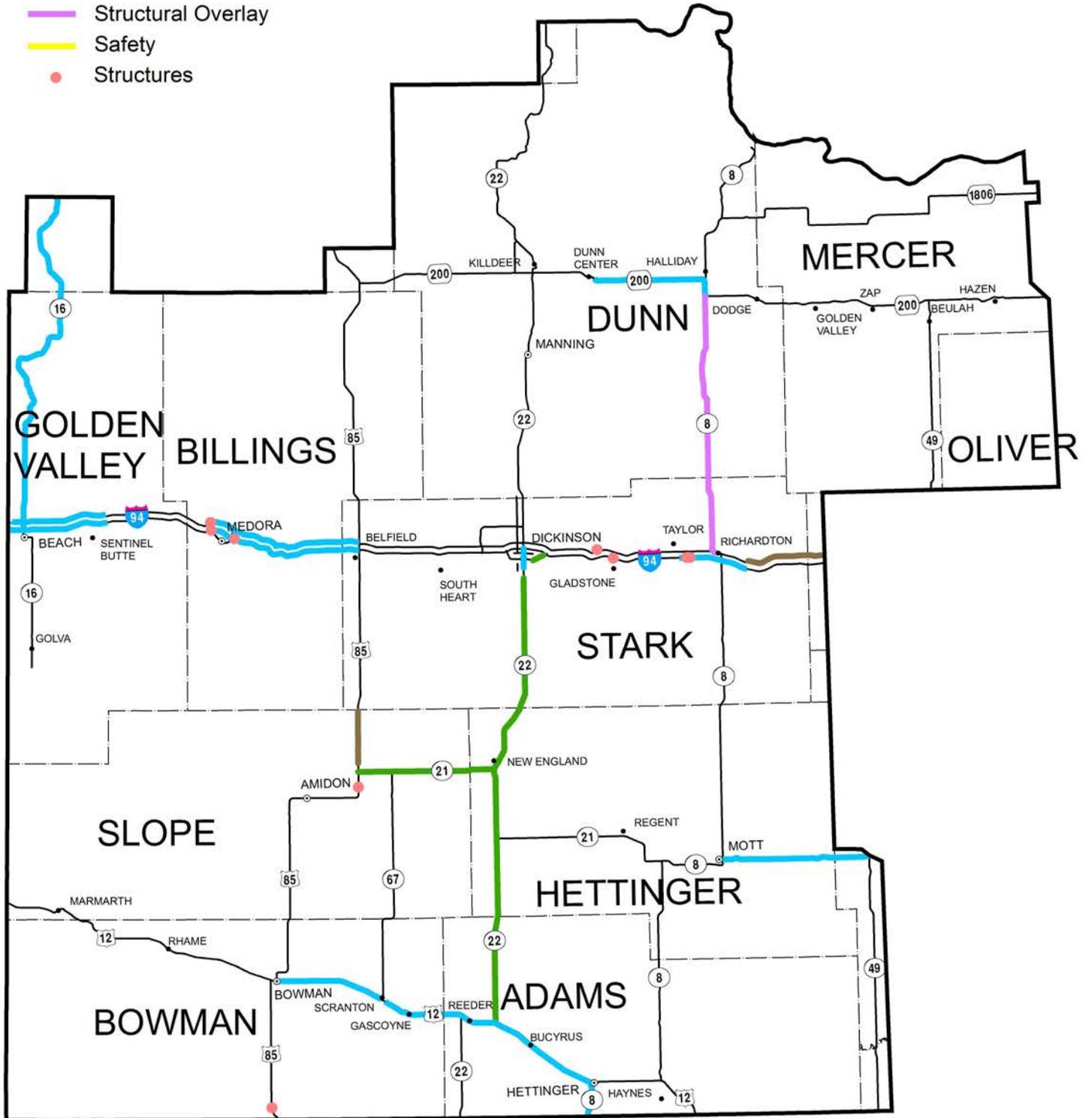
| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|---------|------------|------|-------------|-------------------------------------|--------|--|---------------|--------------|--------------|-------------|------------|
| Fiscal Year: 2018-2020 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| 21513 | 5101 | SS | | 8 N | RICHARDTON TO 12 MI N RICHARDTON | 12.0 | Guardrail, Hot Bit Pave, Milling, Struct Replace | 5206 | 4213 | 993 | 0 | 0 |
| 21700 | 5102 | SS | | 8 N | 12 MI N RICHARDTON TO S JCT 200 | 18.3 | Hot Bit Pave, Struct/Incid | 10226 | 8276 | 1950 | 0 | 0 |
| | 5103 | SS | | 16 N | I-94 N TO NEAR ODLAND DAM | 8.1 | Mill/OI 2" Max, Underseal | 1693 | 1370 | 323 | 0 | 0 |
| | 5104 | SS | | 16 N | NEAR ODLAND DAM TO 2 MI N BEAVER CR | 10.4 | Mill/OI 2" Max, Underseal | 2173 | 1759 | 414 | 0 | 0 |
| 21501 | 5105 | NH | P | 85 N | 9.7 MI N AMIDON TO 0.25 MI S CO LN | 6.0 | Full Depth Rec, Hot Bit Pave, Widening | 9909 | 8019 | 1890 | 0 | 0 |
| | 5106 | IM | | 94 E | LITTLE MISSOURI RIVER TO FRYBURG | 10.9 | Microsurfacing | 906 | 815 | 91 | 0 | 0 |
| | 5107 | IM | | 94 E | TAYLOR E TO YOUNGMANS BUTTE | 8.0 | Microsurfacing | 668 | 601 | 67 | 0 | 0 |
| | 5108 | IM | | 94 W | LITTLE MISSOURI RIVER TO FRYBURG | 10.9 | Microsurfacing | 908 | 817 | 91 | 0 | 0 |
| 21640 | 5109 | IM | | 94 W | YOUNGMANS BUTTE- 2 MI W EAGLES NEST | 13.0 | Median X-Overs, Ramp Conn | 924 | 832 | 92 | 0 | 0 |
| 21642 | 5110 | IM | P | 94 W | YOUNGMANS BUTTE- 2 MI W EAGLES NEST | 13.0 | Deck Overlay, HBP on Ramps, PCC Pave | 30810 | 27729 | 3081 | 0 | 0 |
| | 5201 | SS | | 8 N | STATE LINE N TO W JCT 12-HETTINGER | 4.0 | Thin Overlay | 786 | 636 | 150 | 0 | 0 |
| | 5202 | NH | | 12 E | COUNTY LINE TO HETTINGER | 19.4 | Gravel Shldr, Thin Overlay | 3779 | 3058 | 721 | 0 | 0 |
| | 5203 | IM | | 94 E | STATE LINE TO RP 11.7 | 11.7 | Microsurfacing | 1012 | 911 | 101 | 0 | 0 |
| | 5204 | IM | | 94 W | STATE LINE TO RP 11.7 | 11.7 | Microsurfacing | 1012 | 911 | 101 | 0 | 0 |
| 18244 | 5301 | NH | P | 21 E | JCT 85 TO N JCT 22-NEW ENGLAND | 15.7 | Asp Ol>2"<Or=3", Pipe Replacemt, Sliver Grading | 9627 | 7791 | 1836 | 0 | 0 |
| | 5302 | NH | | 21 E | E JCT 8 TO W JCT 49 | 17.0 | Thin Overlay | 3451 | 2793 | 658 | 0 | 0 |
| 21686 | 5303 | SS | | 22 N | E JCT US 12 N TO JCT ND 21 | 29.4 | Mill/OI>2<Or=3", Selectiv Subcut, Sliver Grading | 18326 | 14831 | 3495 | 0 | 0 |
| 21686 | 5304 | SS | | 22 N | JCT ND 21 TO N OF NEW ENGLAND | 2.0 | Mill/OI>2<Or=3", Sliver Grading | 1170 | 947 | 223 | 0 | 0 |
| | 5305 | SS | P | 22 N | N NEW ENGLAND N TO DICKINSON | 21.1 | Asp Ol>2"<Or=3", Sliver Grading | 7330 | 5932 | 1398 | 0 | 0 |
| Subtotal | | | | | | | | 109916 | 92241 | 17675 | 0 | 0 |
| Urban | | | | | | | | | | | | |
| 21175 | 5112 | NHU | | 94B E | E BUSINESS LOOP (10TH AV E-EXIT 64) | 1.7 | Widening, Asp Ol>2"<Or=3" | 9400 | 7520 | 940 | 940 | 0 |
| | 5120 | SU | | 983 N | DICKINSON - 8 SITES | 0.0 | Chip Seal Coat | 670 | 542 | 0 | 128 | 0 |
| Subtotal | | | | | | | | 10070 | 8062 | 940 | 1068 | 0 |
| Bridge | | | | | | | | | | | | |
| | 5114 | NH | | 85 N | 2 NORTH S.D. BORDER | 0.0 | Deck Replacemt | 394 | 319 | 75 | 0 | 0 |
| | 5115 | NH | | 85 N | 2 SOUTH OF JCT. ND 21 | 0.0 | Deck Overlay | 156 | 125 | 31 | 0 | 0 |
| 21287 | 5207 | IM | | 94 E | 13 WEST OF ND 8 | 0.0 | Deck Overlay | 351 | 316 | 35 | 0 | 0 |
| 21287 | 5208 | IM | | 94 W | 9 EAST OF JCT. 22 | 0.0 | Deck Overlay | 364 | 328 | 36 | 0 | 0 |
| | 5306 | IM | | 94 E | 4 MILES WEST OF ND 8 | 0.0 | Structur Repair, Pipe Replacemt | 147 | 132 | 15 | 0 | 0 |
| | 5307 | IM | | 94 E | 4 MILES WEST OF ND 8 | 0.0 | Struct/Incid, Pipe Replacemt | 154 | 139 | 15 | 0 | 0 |
| Subtotal | | | | | | | | 1566 | 1359 | 207 | 0 | 0 |
| County | | | | | | | | | | | | |
| 16970 | 5116 | ACSC | | | LITTLE MISSOURI RIVER CROSSING | 0.0 | Construction | 15000 | 12139 | 0 | 2861 | 0 |
| Subtotal | | | | | | | | 15000 | 12139 | 0 | 2861 | 0 |
| Safety | | | | | | | | | | | | |
| 21331 | 5117 | HLC | | | STARK COUNTY ROAD PROJECTS | 0.0 | Rumble Stripes | 86 | 77 | 0 | 9 | 0 |
| 21318 | 5118 | HLC | | | DUNN COUNTY ROAD PROJECTS | 0.0 | Rumble Stripes, Signing | 77 | 69 | 0 | 8 | 0 |
| 21317 | 5119 | HLC | | | GOLDEN VALLEY COUNTY PROJECTS | 0.0 | Rumble Stripes, Pave Mark | 38 | 34 | 0 | 4 | 0 |
| | 5308 | HESHLS | | | DICKINSON DIST VAR STATE HIGHWAYS | 0.0 | Lighting, Signing, Pave Mark | 500 | 450 | 50 | 0 | 0 |
| Subtotal | | | | | | | | 701 | 630 | 50 | 21 | 0 |

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

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | (In Thousands) | | | | |
|-----|------------|---------------|------|----------------|----------|--------|--------------------|----------------|---------------|---------------|---------------|---------------|
| | | | | | | | | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| | | | | | | | Total | 137253 | 114431 | 18872 | 3950 | 0 |
| | | | | | | | Grand Total | 159368 | 131892 | 21461 | 6015 | 0 |

2017-2020 Construction Program - Dickinson District

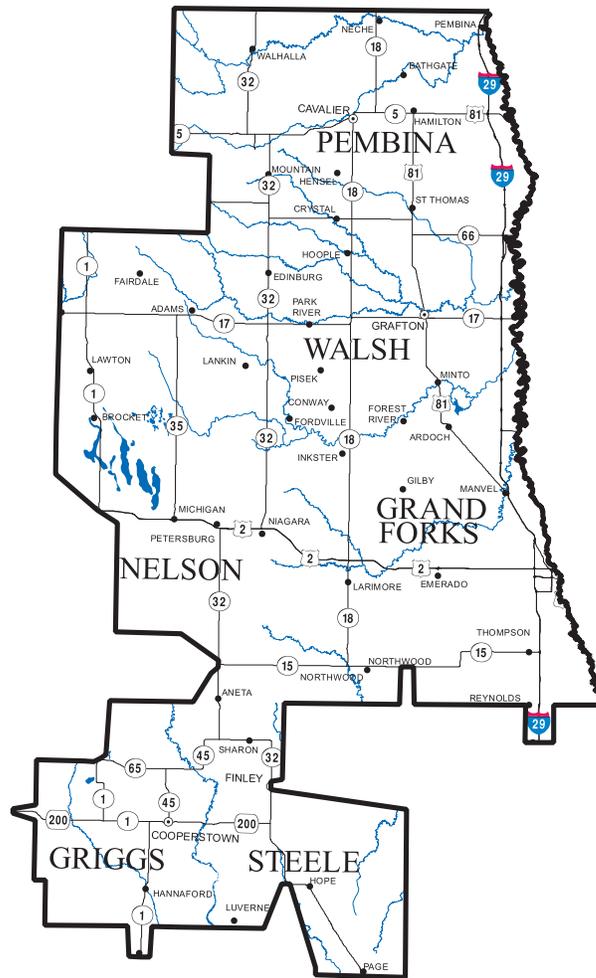
- Major Rehab
- Minor Rehab
- Preventive Maintenance
- Structural Overlay
- Safety
- Structures



Notice of Disclaimer
 The North Dakota Department of Transportation (NDDOT) makes this map available on an "as is" basis as a public service. Under no circumstances does NDDOT warrant or certify the information to be free of errors or deficiencies of any kind. NDDOT specifically disclaims all warranties, express or implied, including but not limited to the warranties of merchantability and fitness for a particular purpose.

Grand Forks District

District 6



Les Noehre, District Engineer
North Dakota Department of Transportation
1951 North Washington
Grand Forks, ND 58208-3077
Phone: (701) 787-6500
Fax: (701) 787-6515

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------------|---------|------------|-------|-------------|-------------------------------------|--------|---|--------------|--------------|-------------|-------------|------------|
| Fiscal Year: 2017 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| 21572 | 6001 | NH | | 2 E | GRAND FORKS AFB | 0.0 | Lighting | 68 | 55 | 13 | 0 | 0 |
| 21341 | 6002 | NH | P2017 | 2 E | DISTRICT BOUNDARY TO RP 295.95 | 0.5 | Concrete Over | 743 | 601 | 142 | 0 | 0 |
| 21346 | 6003 | NH | P2017 | 2 E | .5 MILES E LAKOTA TO MAPES X-OVER | 5.0 | CPR, Grinding | 900 | 728 | 172 | 0 | 0 |
| 21341 | 6004 | NH | P2017 | 2 E | 5.7 MI E ND 1 TO 0.8 MI W ND 35 | 3.9 | Concrete Over | 5381 | 4355 | 1026 | 0 | 0 |
| 21603 | 6006 | SS | | 17 E | JCT 32 E TO PARK RIVER | 5.0 | Milling, Thin Overlay | 822 | 665 | 157 | 0 | 0 |
| 21289 | 6007 | NH | | 17 E | GRAFTON MUNICIPAL STA 0 TO 61+00 | 1.2 | ADA Ramp Rev | 50 | 40 | 5 | 5 | 0 |
| 21572 | 6008 | IM | | 29 N | VARIOUS LOCATIONS - GRAND FORKS | 0.0 | Lighting | 239 | 215 | 24 | 0 | 0 |
| 21604 | 6010 | IM | | 29 N | N OF JCT ND 54 N TO FOREST RIVER | 6.9 | Mill/OI 2" Max | 1426 | 1283 | 143 | 0 | 0 |
| 20330 | 6011 | IM | | 29 N | PEMBINA BORDER CROSSING | 1.5 | Aggr Base, Bikeway/Walkway, ITS, PCC Pave | 14000 | 12600 | 1400 | 0 | 0 |
| 21664 | 6012 | SS | | 32 N | JCT 38 NORTH TO S JCT 200 | 8.8 | Milling, Thin Overlay | 1582 | 1280 | 302 | 0 | 0 |
| 21665 | 6013 | SS | | 32 N | JCT 15 N TO JCT 2-PETERSBURG | 18.0 | Mill/OI 2" Max | 3603 | 2916 | 687 | 0 | 0 |
| 21288 | 6014 | NH | | 81 N | GRAFTON-W JCT 17 TO BRIDGE | 0.9 | CPR, Grinding | 470 | 380 | 43 | 47 | 0 |
| 21605 | 6015 | NH | | 200 E | JCT 20-GLENFIELD E TO W JCT 1 | 12.4 | Mill/OI 2" Max | 2147 | 1738 | 409 | 0 | 0 |
| Subtotal | | | | | | | | 31431 | 26856 | 4523 | 52 | 0 |
| Urban | | | | | | | | | | | | |
| 21703 | 6016 | SU | | 29 N | UNIVERSITY AVE/I-29 SEPARATION | 0.0 | Deck Overlay | 250 | 202 | 48 | 0 | 0 |
| 21733 | 6026 | SU | | 81 N | JCT US 2 N TO URBAN LIMITS | 1.3 | Slurry Seal | 166 | 132 | 17 | 17 | 0 |
| 20734 | 6017 | NHU | | 986 N | COLUMBIA RD (40TH AVE S-47TH AVE S) | 0.0 | Construction | 5200 | 3920 | 0 | 1280 | 0 |
| 21589 | 6018 | SU | | 986 N | S WASHINGTON ST & 44TH AVE S | 0.0 | Signals | 880 | 640 | 0 | 240 | 0 |
| Subtotal | | | | | | | | 6496 | 4894 | 65 | 1537 | 0 |
| Bridge | | | | | | | | | | | | |
| 21703 | 6019 | IM | | 29 N | JUNCTION US 81 MANVEL | 0.0 | Deck Overlay | 379 | 341 | 38 | 0 | 0 |
| 21284 | 6027 | IM | | 29 N | 4 SOUTH OF ND 17 | 0.0 | Deck Replacment | 453 | 408 | 45 | 0 | 0 |
| Subtotal | | | | | | | | 832 | 749 | 83 | 0 | 0 |
| Transportation Alternatives | | | | | | | | | | | | |
| 21692 | 6028 | TAU | | | GRAND FORKS N 55TH STREET | 0.0 | Bikeway/Walkway | 262 | 172 | 0 | 90 | 0 |
| 21151 | 6029 | TAU | | | GRAND FORKS 55TH ST & DEMERS | 0.0 | Bikeway/Walkway | 360 | 290 | 0 | 70 | 0 |
| 21691 | 6030 | TAC | | | GRAFTON SAFE ROUTES TO SCHOOL | 0.0 | Bikeway/Walkway | 280 | 150 | 0 | 130 | 0 |
| Subtotal | | | | | | | | 902 | 612 | 0 | 290 | 0 |
| Safety | | | | | | | | | | | | |
| 21678 | 6021 | HLC | | | GRAND FORKS COUNTY RD PROJECTS | 0.0 | Signing, Marking, Rumble Stripes | 166 | 149 | 0 | 17 | 0 |
| 21002 | 6022 | HEU | | | GF VARIOUS INTERSECTION - PED HEADS | 0.0 | Signals | 128 | 116 | 6 | 6 | 0 |
| 21036 | 6023 | HEU | | | GF COLUMBIA RD AND 17TH AVE S | 0.0 | Turn Lanes | 597 | 537 | 0 | 60 | 0 |
| Subtotal | | | | | | | | 891 | 802 | 6 | 83 | 0 |
| Transit | | | | | | | | | | | | |
| | 6024 | TURB | | | GRAND FORKS-CITYWIDE | 0.0 | TR Op Assist | 3266 | 1030 | 200 | 1698 | 338 |
| | 6025 | TURB | | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Cap Purchase | 15 | 12 | 0 | 3 | 0 |
| Subtotal | | | | | | | | 3281 | 1042 | 200 | 1701 | 338 |
| Total | | | | | | | | 43833 | 34955 | 4877 | 3663 | 338 |

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|---------|------------|------|-------------|--------------------------------------|--------|---|--------------|--------------|--------------|-------------|------------|
| Fiscal Year: 2018-2020 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| | 6101 | SS | | 1 N | JCT 2-LAKOTA-N TO JCT CO RD 8 & 15 | 18.8 | Culvert Rehab, Pipe Replacem, Pipe Repair | 2600 | 2104 | 496 | 0 | 0 |
| | 6102 | SS | | 1 N | JCT CO RD 8 & 15 N TO NEKOMA SPUR | 19.0 | Culvert Rehab, Pipe Replacem, Pipe Repair | 2600 | 2104 | 496 | 0 | 0 |
| 21663 | 6115 | IM | | 29 N | MANVEL N TO JCT ND 54 | 9.4 | CPR, Grinding | 1628 | 1465 | 163 | 0 | 0 |
| | 6103 | SS | | 32 N | US 2 N TO 0.5 MI N JCT 17 | 27.3 | Mill/OI 2" Max | 5672 | 4590 | 1082 | 0 | 0 |
| | 6104 | SS | | 38 N | PAGE N TO JCT 32-HOPE | 16.8 | Mill/OI 2" Max | 4214 | 3410 | 804 | 0 | 0 |
| | 6201 | NH | | 2 W | MICHIGAN BYPASS E TO CO LN | 10.2 | Mill/OI 2" Max | 2204 | 1784 | 420 | 0 | 0 |
| | 6202 | NH | P | 2 W | NEAR ARVILLA TO W OF GF AFB | 5.5 | Mill/OI>2<Or=3" | 2631 | 2129 | 502 | 0 | 0 |
| | 6203 | NH | P | 2 W | W OF GF AFB TO 69TH ST | 11.0 | Milling, Structural OI>3, Struct Replace | 9069 | 7340 | 1729 | 0 | 0 |
| | 6204 | NH | | 17 E | GRAFTON MUNICIPAL STA 0 TO 61+00 | 1.2 | CPR, Microsurfacing | 377 | 305 | 34 | 38 | 0 |
| | 6205 | SS | | 18 N | E JCT 5 N TO PEMBINA CO 55 | 11.0 | Mill/OI>2<Or=3", Sliver Grading | 7599 | 6150 | 1449 | 0 | 0 |
| | 6206 | SS | | 18 N | PEMBINA CO 55 TO STATE LINE | 2.6 | Grade Raise, Hot Bit Pave | 5765 | 4666 | 1099 | 0 | 0 |
| | 6207 | SS | | 32 N | S JCT 200 N TO FINLEY | 4.5 | Mill/OI 2" Max | 969 | 784 | 185 | 0 | 0 |
| | 6208 | SS | | 32 N | FINLEY MUNICIPAL TO JCT 45-W SHARON | 13.4 | Milling, Thin Overlay | 2604 | 2107 | 497 | 0 | 0 |
| | 6301 | IM | | 29 N | N OF BATHGATE TO CANADIAN LINE | 10.9 | Asp OI>2"<Or=3" | 3790 | 3411 | 379 | 0 | 0 |
| | 6302 | SS | | 32 N | JCT ND 45 N TO JCT ND 15 | 10.0 | Milling, Thin Overlay | 2020 | 1635 | 385 | 0 | 0 |
| | 6303 | SS | | 32 N | W JCT 5 CONCRETE N TO STATE LINE | 17.1 | Mill/OI 2" Max | 3839 | 3107 | 732 | 0 | 0 |
| | 6306 | NH | | 81B N | S OF 40TH AVE N TO N OF 40TH AVE N | 0.3 | CPR, Grinding | 100 | 81 | 19 | 0 | 0 |
| Subtotal | | | | | | | | 57681 | 47172 | 10471 | 38 | 0 |
| Urban | | | | | | | | | | | | |
| 21590 | 6106 | SU | | 986 N | N 42ND ST (UNIVERSITY AVE - US 2) | 0.0 | Reconstruction | 7205 | 4880 | 0 | 2325 | 0 |
| | 6209 | SU | | 2 E | 5TH ST (US 2 TO DEMERS AVE) | 0.9 | Mill/OI>2<Or=3" | 1110 | 888 | 111 | 111 | 0 |
| | 6210 | NHU | | 2 E | DEMERS AVE (RED RIVER TO 5TH ST) | 0.2 | Reconstruction | 3290 | 2480 | 310 | 500 | 0 |
| | 6211 | NHU | | 297 E | DEMERS AV AT 30TH ST/COLUMBIA W RAMP | 0.2 | Signals, Turn Lanes | 600 | 480 | 60 | 60 | 0 |
| | 6212 | NHU | | 297 E | DEMERS AVE (6TH ST TO 5TH ST) | 0.1 | Reconstruction | 1000 | 800 | 100 | 100 | 0 |
| | 6307 | NHU | | 2 E | US 2 & 55TH ST INTERSECTION | 0.1 | Signals, Turn Lanes | 600 | 480 | 120 | 0 | 0 |
| | 6308 | NHUSU | | 81 N | US 81(S OF 8TH AV N-0.4 MI N OF US2) | 1.0 | CPR, Grinding, Dowel Retrofit | 1324 | 1058 | 133 | 133 | 0 |
| | 6309 | SU | | 986 E | UNIVERSITY AV (STATE ST-N 3RD ST) | 0.0 | Mill/OI>2<Or=3", ADA Ramp Rev | 3073 | 2459 | 0 | 614 | 0 |
| Subtotal | | | | | | | | 18202 | 13525 | 834 | 3843 | 0 |
| Bridge | | | | | | | | | | | | |
| | 6107 | IM | | 29 N | 7 SOUTH ND 17 | 0.0 | Deck Overlay | 283 | 255 | 28 | 0 | 0 |
| | 6108 | IM | | 29 S | 8 SOUTH OF ND 5 | 0.0 | Deck Overlay | 281 | 253 | 28 | 0 | 0 |
| | 6109 | SS | | 45 N | 4 EAST OF ND 65 | 0.0 | Deck Overlay | 450 | 405 | 45 | 0 | 0 |
| | 6213 | SS | | 45 N | 2 WEST OF ND 32 | 0.0 | Struct Replace | 191 | 155 | 36 | 0 | 0 |
| 21286 | 6214 | SS | | 89 N | 2 SOUTH OF JCT ND 5 | 0.0 | Deck Replacment | 506 | 405 | 101 | 0 | 0 |
| | 6310 | SS | | 15 N | 2 WEST OF NORTHWOOD | 0.0 | Deck Overlay | 169 | 135 | 34 | 0 | 0 |
| | 6311 | SS | | 18 N | 3 NORTH OF US 2 | 0.0 | Struct Replace | 1125 | 900 | 225 | 0 | 0 |
| | 6312 | IM | | 29 N | 4 NORTH ND 17 | 0.0 | Deck Overlay | 314 | 283 | 31 | 0 | 0 |
| Subtotal | | | | | | | | 3319 | 2791 | 528 | 0 | 0 |
| ND Street | | | | | | | | | | | | |
| 21209 | 6215 | SS | | 91B N | ST THOMAS - MAIN ST (1ST TO 7TH AVE) | 0.6 | Bikeway/Walkway | 417 | 337 | 38 | 42 | 0 |
| Subtotal | | | | | | | | 417 | 337 | 38 | 42 | 0 |

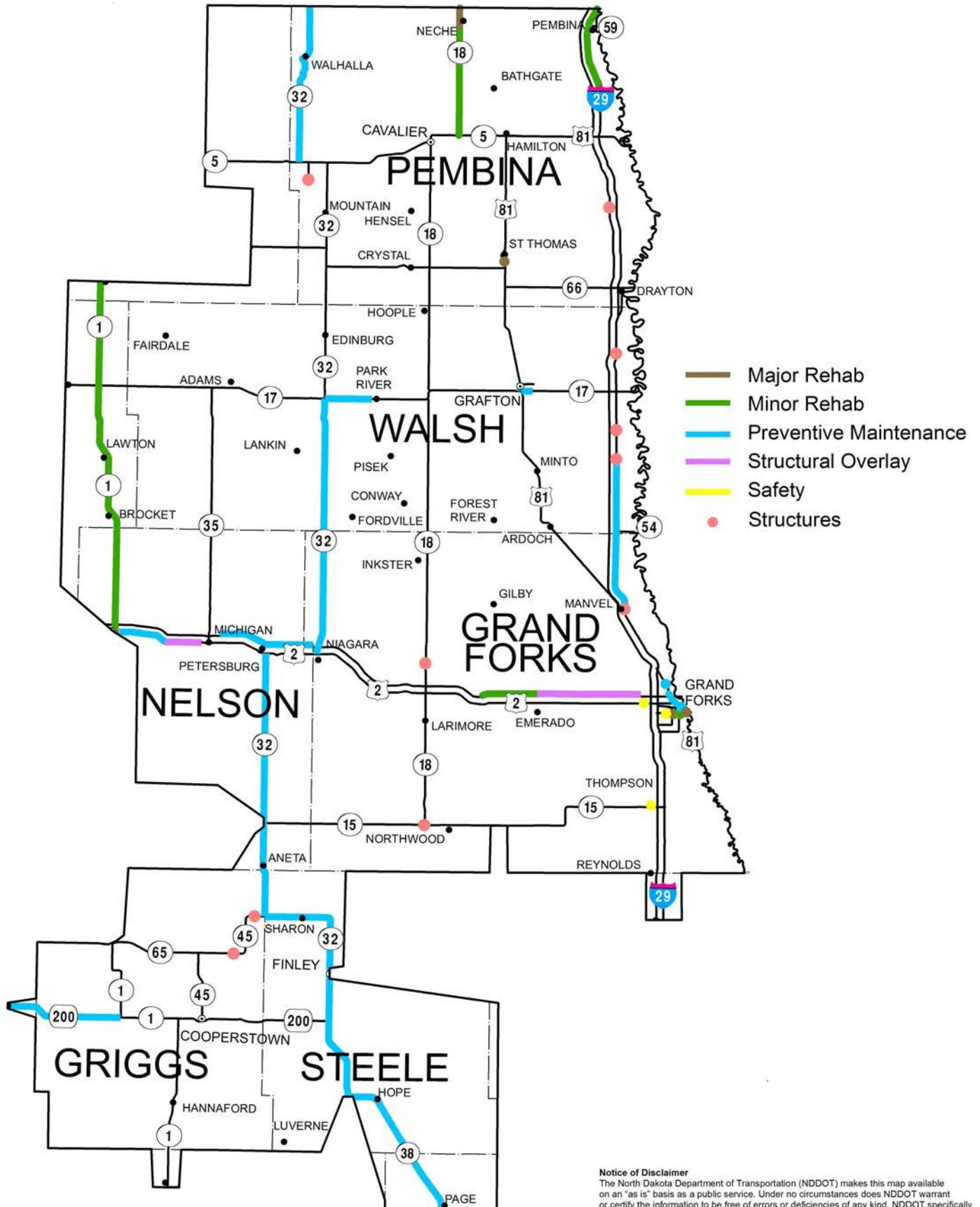
Map Key 6210 is a Workzone Safety and Mobility Significant Project

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|--------------------|---------|------------|------|-------------|-------------------------------------|--------|----------------------------------|---------------|---------------|--------------|--------------|-------------|
| Safety | | | | | | | | | | | | |
| | 6110 | HEU | | | GRAND FORKS SCHOOL SIGN REPLACEMENT | 0.0 | Signing | 46 | 41 | 0 | 5 | 0 |
| 21322 | 6111 | HLC | | | GRIGGS COUNTY ROAD PROJECTS | 0.0 | Signing, Pave Mark | 79 | 71 | 0 | 8 | 0 |
| 21320 | 6112 | HLC | | | WALSH COUNTY ROAD PROJECTS | 0.0 | Pave Mark, Signing | 259 | 233 | 0 | 26 | 0 |
| | 6116 | HESHL | | | GRAND FORKS DIST VAR STATE ROADS | 0.0 | Lighting, Signing, Pave Mark | 272 | 244 | 28 | 0 | 0 |
| 21677 | 6216 | HLC | | | STEELE COUNTY ROAD PROJECTS | 0.0 | Rumble Stripes, Signing, Marking | 96 | 86 | 0 | 10 | 0 |
| | 6217 | HEU | | | GRAND FORKS - URBAN & CITY RDS | 0.0 | Signal Revision | 102 | 92 | 0 | 10 | 0 |
| | 6218 | HEC | | | ND 15, CITY OF THOMPSON | 0.0 | Signing | 25 | 23 | 1 | 1 | 0 |
| | 6219 | HLU | | | GRAND FORKS - US 2 & DEMERS AVE | 0.0 | Signal Revision | 21 | 19 | 2 | 0 | 0 |
| 21319 | 6220 | HLC | | | PEMBINA COUNTY ROADS | 0.0 | Signing, Pave Mark, Lighting | 131 | 118 | 0 | 13 | 0 |
| Subtotal | | | | | | | | 1031 | 927 | 31 | 73 | 0 |
| Transit | | | | | | | | | | | | |
| | 6113 | TURB | | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Op Assist | 3365 | 1051 | 206 | 1759 | 349 |
| | 6114 | TURB | | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Cap Purchase | 15 | 12 | 0 | 3 | 0 |
| | 6221 | TURB | | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Op Assist | 3465 | 1072 | 212 | 1822 | 359 |
| | 6222 | TURB | | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Cap Purchase | 15 | 12 | 0 | 3 | 0 |
| | 6313 | TURB | | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Op Assist | 3569 | 1094 | 218 | 1887 | 370 |
| | 6314 | TURB | | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Cap Purchase | 15 | 12 | 0 | 3 | 0 |
| Subtotal | | | | | | | | 10444 | 3253 | 636 | 5477 | 1078 |
| Total | | | | | | | | 91094 | 68005 | 12538 | 9473 | 1078 |
| Grand Total | | | | | | | | 134927 | 102960 | 17415 | 13136 | 1416 |

2017-2020 Construction Program - Grand Forks District

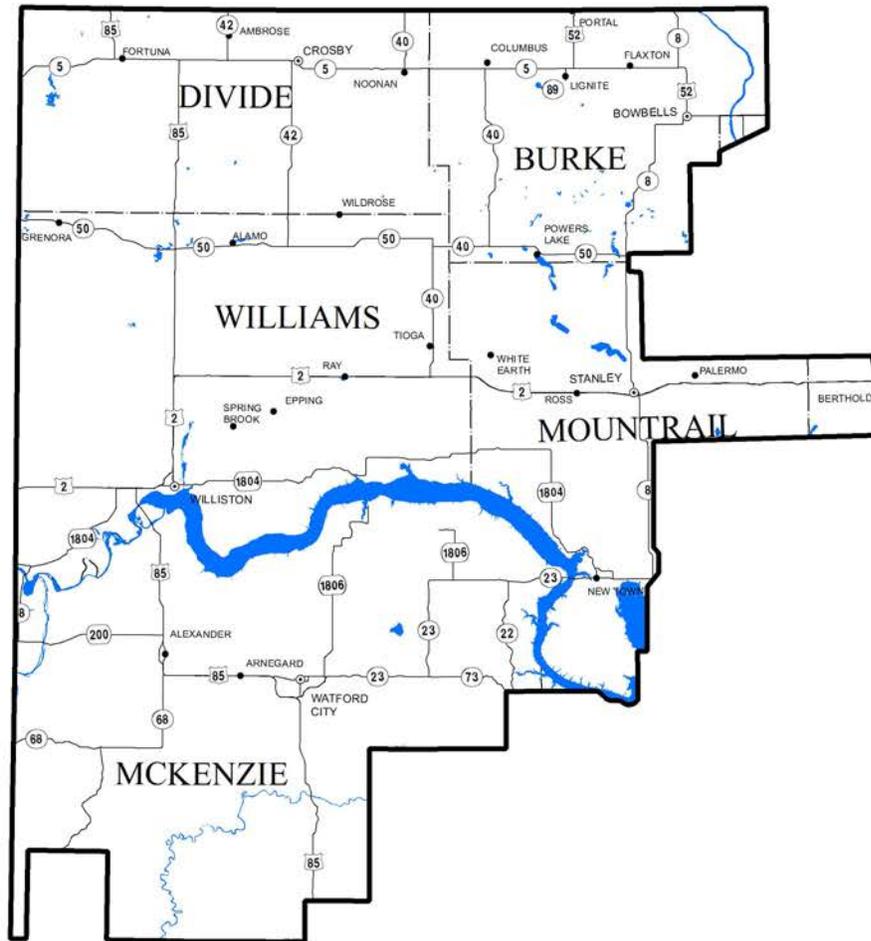


- Major Rehab
- Minor Rehab
- Preventive Maintenance
- Structural Overlay
- Safety
- Structures

Notice of Disclaimer
 The North Dakota Department of Transportation (NDDOT) makes this map available on an "as is" basis as a public service. Under no circumstances does NDDOT warrant or certify the information to be free of errors or deficiencies of any kind. NDDOT specifically disclaims all warranties, express or implied, including but not limited to the warranties of merchantability and fitness for a particular purpose.

Williston District

District 7



Joel Wilt, District Engineer
North Dakota Department of Transportation
605 Dakota Parkway West
Williston, ND 58802-0698
Phone: (701) 774-2700
Fax: (701) 774-2704

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

(In Thousands)

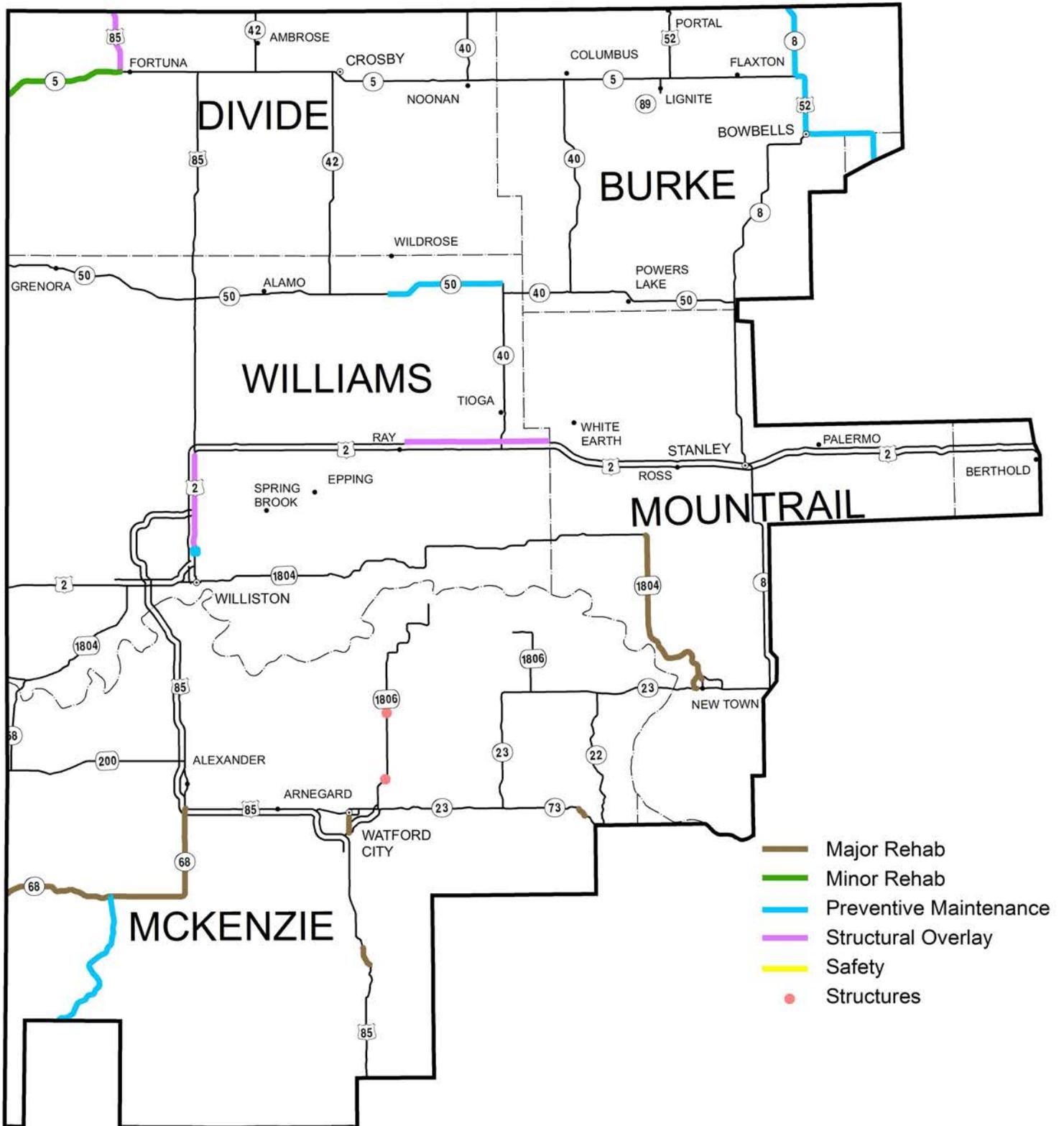
| PCN | Map Key | Fund Sourc | Pend | Hwy CMC | Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------------|---------|------------|-------|---------|-----|------------------------------------|--------|--|---------------|--------------|---------------|------------|------------|
| Fiscal Year: 2017 | | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | |
| 14798 | 7001 | NH | | 2 | | US 2 | 101.0 | Bonding Repayment | 5317 | 4303 | 1014 | 0 | 0 |
| 20845 | 7002 | NH | P2017 | 2 | E | 2 MI N WILLISTON N TO 63RD ST NW | 9.6 | Concrete Over, Turn Lanes | 16362 | 13242 | 3120 | 0 | 0 |
| 21639 | 7003 | SOIB | | 2 | W | RAY E TO COUNTY LINE | 15.0 | Concrete Over | 19112 | 0 | 19112 | 0 | 0 |
| 19492 | 7004 | SS | | 16 | N | CO RD 5 N TO JCT 68 | 16.7 | Thin Overlay | 3525 | 2853 | 672 | 0 | 0 |
| 19862 | 7005 | SOIBNHAC | | 23 | E | NEW TOWN - NW TRUCK RELIEVER ROUTE | 0.0 | Grade, Hot Bit Pave, Struct/Incid | 28750 | 627 | 28123 | 0 | 0 |
| 21614 | 7006 | SS | | 50 | E | WILDROSE JCT TO MCGREGOR | 12.3 | Thin Overlay | 2605 | 2108 | 497 | 0 | 0 |
| 21369 | 7010 | SS | P2017 | 68 | E | STATE LINE E TO JCT US 85 | 28.1 | Grade, Hot Bit Pave, Recovery App, Turn Lanes | 2225 | 1801 | 424 | 0 | 0 |
| | 7011 | SOIB | | 85 | N | LONG X BRIDGE | 2.0 | Aggr Base, Grade, Hot Bit Pave, Struct/Incid | 50310 | 0 | 50310 | 0 | 0 |
| 20326 | 7013 | SOIBSSAC | | 1804 | N | NEW TOWN TRR TO CNTY RD 5 | 19.2 | Grade, Hot Bit Pave, Passing Lanes, Struct/Incid, Turn Lanes | 41060 | 12 | 41048 | 0 | 0 |
| Subtotal | | | | | | | | | 169266 | 24946 | 144320 | 0 | 0 |
| Urban | | | | | | | | | | | | | |
| 20845 | 7018 | NHU | | 2 | E | US 2 & 58TH ST/FRONTAGE RD | 0.4 | Right Of Way | 1123 | 909 | 0 | 214 | 0 |
| 21741 | 7019 | SU | | 993 | N | 9TH AV W (2ND ST - 11TH ST) | 0.0 | Mill/OI>2<Or=3" | 850 | 680 | 0 | 170 | 0 |
| Subtotal | | | | | | | | | 1973 | 1589 | 0 | 384 | 0 |
| Transportation Alternatives | | | | | | | | | | | | | |
| 21694 | 7022 | TAC | | | | POWERS LAKE SAFE ROUTES TO SCHOOL | 0.0 | Bikeway/Walkway | 397 | 150 | 0 | 247 | 0 |
| Subtotal | | | | | | | | | 397 | 150 | 0 | 247 | 0 |
| Emergency Relief | | | | | | | | | | | | | |
| 20811 | 7020 | SER | | 73 | E | SLIDE REPAIR NEAR RP 8 | 1.0 | Slide Repair | 13373 | 13373 | 0 | 0 | 0 |
| Subtotal | | | | | | | | | 13373 | 13373 | 0 | 0 | 0 |
| Safety | | | | | | | | | | | | | |
| 21600 | 7021 | HLS | | | | VAR STATE HWYS IN MOUNTRAIL CNTY | 0.0 | Lighting, Signing, Pave Mark | 278 | 250 | 28 | 0 | 0 |
| Subtotal | | | | | | | | | 278 | 250 | 28 | 0 | 0 |
| Total | | | | | | | | | 185287 | 40308 | 144348 | 631 | 0 |

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|---------|------------|------|---------|---------------------------------------|--------|--|---------------|--------------|---------------|-------------|------------|
| Fiscal Year: 2018-2020 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| 14798 | 7001 | NH | | 2 | US 2 | 101.0 | Bonding Repayment | 5313 | 4300 | 1013 | 0 | 0 |
| | 7101 | SS | | 8 | N JCT 52 N TO STATE LINE | 7.4 | Thin Overlay | 1390 | 1125 | 265 | 0 | 0 |
| | 7102 | NH | | 52 | E N JCT 8 S TO E JCT 52 & 5 | 16.5 | Thin Overlay | 3088 | 2499 | 589 | 0 | 0 |
| 14798 | 7001 | NH | | 2 | US 2 | 101.0 | Bonding Repayment | 5314 | 4301 | 1013 | 0 | 0 |
| 20030 | 7201 | NH | | 85 | N W JCT 5-FORTUNA N TO STATE LINE | 6.4 | Hot Bit Pave, Turn Lanes | 3887 | 3146 | 741 | 0 | 0 |
| 14798 | 7001 | NH | | 2 | US 2 | 101.0 | Bonding Repayment | 5313 | 4300 | 1013 | 0 | 0 |
| 19705 | 7301 | SS | | 5 | E STATE LINE E TO W JCT 85-FORTUNA | 12.4 | Hot Bit Pave, Pipe Extension, Sliver Grading | 4786 | 3873 | 913 | 0 | 0 |
| Subtotal | | | | | | | | 29091 | 23544 | 5547 | 0 | 0 |
| Urban | | | | | | | | | | | | |
| 20845 | 7103 | NHNHU | | 2 | E US 2 & 58TH ST/FRONTAGE RD | 0.4 | Intersect Imp, Signals, Lighting | 1500 | 1214 | 96 | 190 | 0 |
| | 7104 | SU | | 993 | N 14TH AVE W (2ND ST - 11TH ST) | 0.0 | Mill/OI>2<Or=3" | 650 | 520 | 0 | 130 | 0 |
| | 7202 | SU | | 993 | N UNIVERSITY (BROADWAY - 26TH ST) | 0.0 | Mill/OI>2<Or=3" | 1070 | 856 | 0 | 214 | 0 |
| | 7302 | SU | | 993 | E 18TH ST (DAVIDSON DR-UNIVERISTY AV) | 0.0 | Mill/OI>2<Or=3" | 900 | 720 | 0 | 180 | 0 |
| Subtotal | | | | | | | | 4120 | 3310 | 96 | 714 | 0 |
| Bridge | | | | | | | | | | | | |
| | 7105 | SS | | 1806 | N 10 NORTH ND 23 | 0.0 | Struct Replace | 1350 | 1215 | 135 | 0 | 0 |
| | 7106 | SS | | 1806 | N 3 NORTH ND 23 | 0.0 | Struct Replace | 1688 | 1519 | 169 | 0 | 0 |
| Subtotal | | | | | | | | 3038 | 2734 | 304 | 0 | 0 |
| Safety | | | | | | | | | | | | |
| 21324 | 7107 | HLC | | | WILLIAMS COUNTY ROAD PROJECTS | 0.0 | Signing, Shldr Rehab, Rumble Stripes | 222 | 200 | 0 | 22 | 0 |
| 21323 | 7108 | HLC | | | DIVIDE COUNTY ROAD PROJECTS | 0.0 | Rumble Stripes, Signing | 80 | 72 | 0 | 8 | 0 |
| 21326 | 7109 | HLC | | | MOUNTRAIL COUNTY ROAD PROJECTS | 0.0 | Signing, Pave Mark, Rumble Stripes | 44 | 40 | 0 | 4 | 0 |
| | 7303 | HESHLS | | | WILLISTON DIST VAR STATE HIGHWAYS | 0.0 | Lighting, Signing, Pave Mark | 500 | 450 | 50 | 0 | 0 |
| Subtotal | | | | | | | | 846 | 762 | 50 | 34 | 0 |
| Total | | | | | | | | 37095 | 30350 | 5997 | 748 | 0 |
| Grand Total | | | | | | | | 222382 | 70658 | 150345 | 1379 | 0 |

2017-2020 Construction Program - Williston District



Notice of Disclaimer
 The North Dakota Department of Transportation (NDDOT) makes this map available on an "as is" basis as a public service. Under no circumstances does NDDOT warrant or certify the information to be free of errors or deficiencies of any kind. NDDOT specifically disclaims all warranties, express or implied, including but not limited to the warranties of merchantability and fitness for a particular purpose.

Fargo District

District 8



Robert Walton, District Engineer
North Dakota Department of Transportation
503 38th Street South
Fargo, ND 58103-1198
Phone: (701) 239-8900
Fax: (701) 239-8915

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------------|---------|------------|-------|-------------|--------------------------------------|--------|--|--------------|--------------|-------------|-------------|-------------|
| Fiscal Year: 2017 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| 21652 | 8001 | SS | | 18 N | BLANCHARD TO MAYVILLE | 14.8 | Thin Overlay | 2666 | 2158 | 508 | 0 | 0 |
| 21495 | 8002 | IM | P2017 | 29 N | RP 33.5 TO CHRISTINE INTERCHANGE | 10.6 | CPR, HBP on Ramps, PCC Pave, Struct/Incid | 22574 | 20317 | 2257 | 0 | 0 |
| 18987 | 8003 | IM | | 29 N | CHRISTINE INTR N TO WILD RICE RIVER | 9.3 | CPR | 204 | 184 | 20 | 0 | 0 |
| 21653 | 8004 | IM | | 29 N | N JCT 200 N TO RP 119.245 | 8.3 | CPR, Struct/Incid | 1163 | 1047 | 116 | 0 | 0 |
| 19711 | 8005 | IM | | 29 S | S OF STATE LINE N 11.3 MILES | 11.3 | Crack & Seat, Hot Bit Pave, PCC Pave, Struct/Incid | 8882 | 7994 | 208 | 0 | 680 |
| 21494 | 8006 | IM | | 29 S | RP 33.5 TO CHRISTINE INTERCHANGE | 10.6 | Median X-Overs, Ramp Conn | 1170 | 1053 | 117 | 0 | 0 |
| 21262 | 8007 | IM | | 29 S | 32ND AVE S INTERCHANGE | 1.0 | Reconstruction, Structure Widen, Deck Overlay, | 9828 | 8845 | 983 | 0 | 0 |
| 21653 | 8008 | IM | | 29 S | N JCT 200 N TO N OF BUXTON | 7.1 | CPR, Struct/Incid | 991 | 892 | 99 | 0 | 0 |
| 21169 | 8009 | IM | | 94 E | US 81/UNIVERSITY DR INTCHNGE-FARGO | 0.0 | Ramp Revisions, Signal Revision, Turn Lanes | 1400 | 1260 | 140 | 0 | 0 |
| 21572 | 8010 | IM | | | VARIOUS LOCATIONS - FARGO | 0.0 | Lighting | 3008 | 2707 | 301 | 0 | 0 |
| Subtotal | | | | | | | | 51886 | 46457 | 4749 | 0 | 680 |
| Urban | | | | | | | | | | | | |
| | 8011 | SU | | 984 N | CITYWIDE CAPITAL BUS PURCHASE | 0.0 | TR Cap Purchase | 1860 | 1488 | 0 | 372 | 0 |
| 21261 | 8012 | SU | | 984 W | 32ND AVE S (32ND TO 42ND ST) | 0.0 | Reconstruction, Structure Widen | 7927 | 2136 | 0 | 5791 | 0 |
| Subtotal | | | | | | | | 9787 | 3624 | 0 | 6163 | 0 |
| Bridge | | | | | | | | | | | | |
| 21704 | 8014 | IM | | 29 S | 7 NORTH OF ND 11 | 0.0 | Deck Overlay, Structur Repair | 312 | 281 | 31 | 0 | 0 |
| 20300 | 8015 | IM | | 94 W | ND-MINN BORDER | 0.0 | Structure Paint | 1560 | 702 | 78 | 0 | 780 |
| Subtotal | | | | | | | | 1872 | 983 | 109 | 0 | 780 |
| Transportation Alternatives | | | | | | | | | | | | |
| 21690 | 8023 | TAU | | | MEMORIAL PARKS PED LIFT BRDG | 0.0 | Struct/Incid | 1050 | 250 | 0 | 800 | 0 |
| Subtotal | | | | | | | | 1050 | 250 | 0 | 800 | 0 |
| ND Street | | | | | | | | | | | | |
| 20341 | 8016 | SS | | 18 N | CASSELTON - ND 18(LANGER AVE TO 4TH) | 0.2 | Reconstruction, PCC Pave | 1875 | 1517 | 170 | 188 | 0 |
| Subtotal | | | | | | | | 1875 | 1517 | 170 | 188 | 0 |
| Safety | | | | | | | | | | | | |
| 20999 | 8017 | HEU | | | WEST FARGO - 9TH ST E & 13TH AVE | 0.0 | Pave Mark, Turn Lanes, Intersect Imp | 1884 | 1696 | 0 | 188 | 0 |
| 21327 | 8018 | HEC | | | CASS COUNTY SCHOOL ZONE SIGNING | 0.0 | Signing | 41 | 37 | 0 | 4 | 0 |
| Subtotal | | | | | | | | 1925 | 1733 | 0 | 192 | 0 |
| Transit | | | | | | | | | | | | |
| | 8019 | TURB | | | FARGO-CITYWIDE-5307 | 0.0 | TR Planning | 56 | 45 | 0 | 11 | 0 |
| | 8020 | TURB | | | FARGO-CITYWIDE-5307 | 0.0 | TR Prev Maint | 1125 | 900 | 0 | 225 | 0 |
| | 8021 | TURB | | | FARGO-CITYWIDE-5307 | 0.0 | TR Cap Purchase | 281 | 225 | 0 | 56 | 0 |
| | 8022 | TURB | | | FARGO-CITYWIDE-5307 | 0.0 | TR Op Assist | 2836 | 1418 | 740 | 678 | 0 |
| Subtotal | | | | | | | | 4298 | 2588 | 740 | 970 | 0 |
| Total | | | | | | | | 72693 | 57152 | 5768 | 8313 | 1460 |

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|---------|------------|------|-------------|--------------------------------------|--------|--|---------------|---------------|--------------|--------------|------------|
| Fiscal Year: 2018-2020 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| 21496 | 8101 | IM | P | 29 S | RP 33.5 TO CHRISTINE INTERCHANGE | 10.6 | PCC Pave | 20998 | 18898 | 2100 | 0 | 0 |
| | 8102 | IM | | 29 S | CHRISTINE INTR N TO WILD RICE RIVER | 9.7 | Microsurfacing | 808 | 727 | 81 | 0 | 0 |
| 21570 | 8103 | IM | | 94 E | HORACE ROAD INTERCHANGE | 0.1 | Median X-Overs, PCC Pave, Ramp Revisions, Struct Replace | 14000 | 12600 | 1400 | 0 | 0 |
| | 8201 | NH | | 13 E | W JCT ND 32 E TO ND 18 | 25.1 | Mill/OI 2" Max | 5437 | 4400 | 1037 | 0 | 0 |
| | 8202 | NH | | 13 E | W OF I-29 JCT TO 1 MI W OF WAHPETON | 9.6 | CPR | 1448 | 1172 | 276 | 0 | 0 |
| | 8203 | NH | | 13 W | W JCT I-29 TO E JCT I-29 | 0.6 | CPR | 91 | 74 | 17 | 0 | 0 |
| | 8204 | NH | | 13 W | E JCT I-29 TO JCT OLD US 81 | 4.1 | Microsurfacing | 331 | 268 | 63 | 0 | 0 |
| | 8205 | NH | | 13 W | JCT OLD US-81 TO 2.1 M W WAHPETON | 4.1 | CPR | 625 | 506 | 119 | 0 | 0 |
| | 8206 | IM | | 29 N | NEAR BLANCHARD TO JCT 200 | 10.7 | Guardrail, Lighting | 102 | 92 | 10 | 0 | 0 |
| | 8207 | IM | | 94 W | WHEATLAND E TO E CASSELTON | 7.2 | CPR | 1354 | 1219 | 135 | 0 | 0 |
| 21570 | 8208 | IM | | 94 W | HORACE ROAD INTERCHANGE | 0.0 | PCC Pave, Ramp Revisions, Struct Replace | 11000 | 9900 | 1100 | 0 | 0 |
| | 8301 | SS | | 11 E | E JCT 1-OAKES-E TO CO LN | 4.0 | Mill/OI 2" Max | 900 | 728 | 172 | 0 | 0 |
| | 8302 | SS | | 11 E | COUNTY LINE E TO FORMAN | 18.1 | Mill/OI 2" Max | 4066 | 3291 | 775 | 0 | 0 |
| 17871 | 8303 | SS | | 18 N | N JCT 11 TO JCT 13 | 13.1 | Thin Overlay | 2648 | 2143 | 505 | 0 | 0 |
| | 8304 | SS | | 18 N | BNRR NORTH TO ND 46 | 25.0 | Thin Overlay | 5064 | 4098 | 966 | 0 | 0 |
| | 8305 | SS | | 18 N | W JCT 200 N TO N HATTON | 9.4 | Thin Overlay | 1899 | 1537 | 362 | 0 | 0 |
| | 8306 | SS | | 18 N | N HATTON N TO E JCT 15 | 5.7 | Mill/OI 2" Max | 1280 | 1036 | 244 | 0 | 0 |
| 19017 | 8307 | IM | | 29 N | HUNTER SEP TO NEAR BLANCHARD | 12.2 | Median X-Overs, Ramp Conn | 1266 | 1139 | 127 | 0 | 0 |
| 18988 | 8308 | IM | P | 29 N | HUNTER SEP TO NEAR BLANCHARD | 12.2 | PCC Pave | 30712 | 27641 | 3071 | 0 | 0 |
| | 8309 | SS | P | 32 N | W JCT 13 N TO LISBON (BNRR) | 14.6 | Mill/OI>2<Or=3", Structur Repair | 7223 | 5846 | 1377 | 0 | 0 |
| | 8310 | SS | P | 32 N | JACKSON AVE TO SHEYENNE RIVER BRIDGE | 1.0 | ADA Ramp Rev, Mill/OI>2<Or=3" | 900 | 728 | 82 | 90 | 0 |
| | 8311 | IM | | 94 E | W WHEATLAND TO E OF CASSELTON | 8.0 | CPR | 1488 | 1339 | 149 | 0 | 0 |
| | 8312 | IM | P | 94 E | I-29 TO 25TH ST. INTERCHANGE | 1.0 | PCC Pave, Ramp Conn, Ramp Revisions, Widening | 5849 | 5264 | 585 | 0 | 0 |
| | 8313 | IM | | 94 W | E CASSELTON E TO NEAR W FARGO | 10.9 | Thin Overlay | 2199 | 1979 | 220 | 0 | 0 |
| Subtotal | | | | | | | | 121688 | 106625 | 14973 | 90 | 0 |
| Urban | | | | | | | | | | | | |
| 21170 | 8104 | NHU | | 10B E | MAIN AVE (UNIV DR TO 2ND ST) | 1.0 | Reconstruction | 9652 | 4470 | 708 | 4474 | 0 |
| 21168 | 8105 | NHU | | 81B N | 10TH ST (4TH AVE N TO 12TH AVE N) | 0.7 | Reconstruction | 6257 | 4071 | 525 | 1661 | 0 |
| 21568 | 8106 | SU | | 992 N | SHEYENNE ST (32ND AVE - 19TH AVE) | 0.0 | Reconstruction | 8000 | 5680 | 0 | 2320 | 0 |
| | 8209 | NH | | 13 E | 1 MI W OF WAHPETON TO ND 210 | 0.7 | CPR | 60 | 49 | 11 | 0 | 0 |
| 21564 | 8210 | SU | | 984 E | 64TH AVE S (38TH ST SW - 36TH ST SW) | 0.0 | Struct/Incid, Construction | 12416 | 9933 | 0 | 2483 | 0 |
| 21569 | 8211 | SU | | | SHEYENNE ST (32ND AVE - 40TH AVE S) | 0.0 | Reconstruction | 5439 | 4351 | 0 | 1088 | 0 |
| | 8314 | NHU | | 10 E | MAIN AV (UNIVERSITY TO 25TH ST) | 1.0 | Reconstruction | 15412 | 8370 | 1226 | 5816 | 0 |
| | 8315 | SU | | 984 E | 52ND AV S (45TH ST-SHEYENNE ST) | 0.0 | Reconstruction | 15936 | 8749 | 0 | 7187 | 0 |
| | 8316 | SU | | 984 N | CITYWIDE CAPITAL BUS PURCHASE | 0.0 | TR Cap Purchase | 1250 | 1000 | 0 | 250 | 0 |
| | 8317 | SU | | 991 E | 4TH AV S (4TH ST S - 6TH ST S) | 0.0 | Reconstruction | 776 | 628 | 0 | 148 | 0 |
| Subtotal | | | | | | | | 75198 | 47301 | 2470 | 25427 | 0 |
| Bridge | | | | | | | | | | | | |
| | 8121 | IM | | 29 N | 6 NORTH OF ND 13 | 0.0 | Structur Repair | 270 | 243 | 27 | 0 | 0 |
| 20298 | 8108 | IM | | 29 N | 6 NORTH OF ND 46 | 0.0 | Structur Repair, Struct/Incid | 104 | 94 | 10 | 0 | 0 |

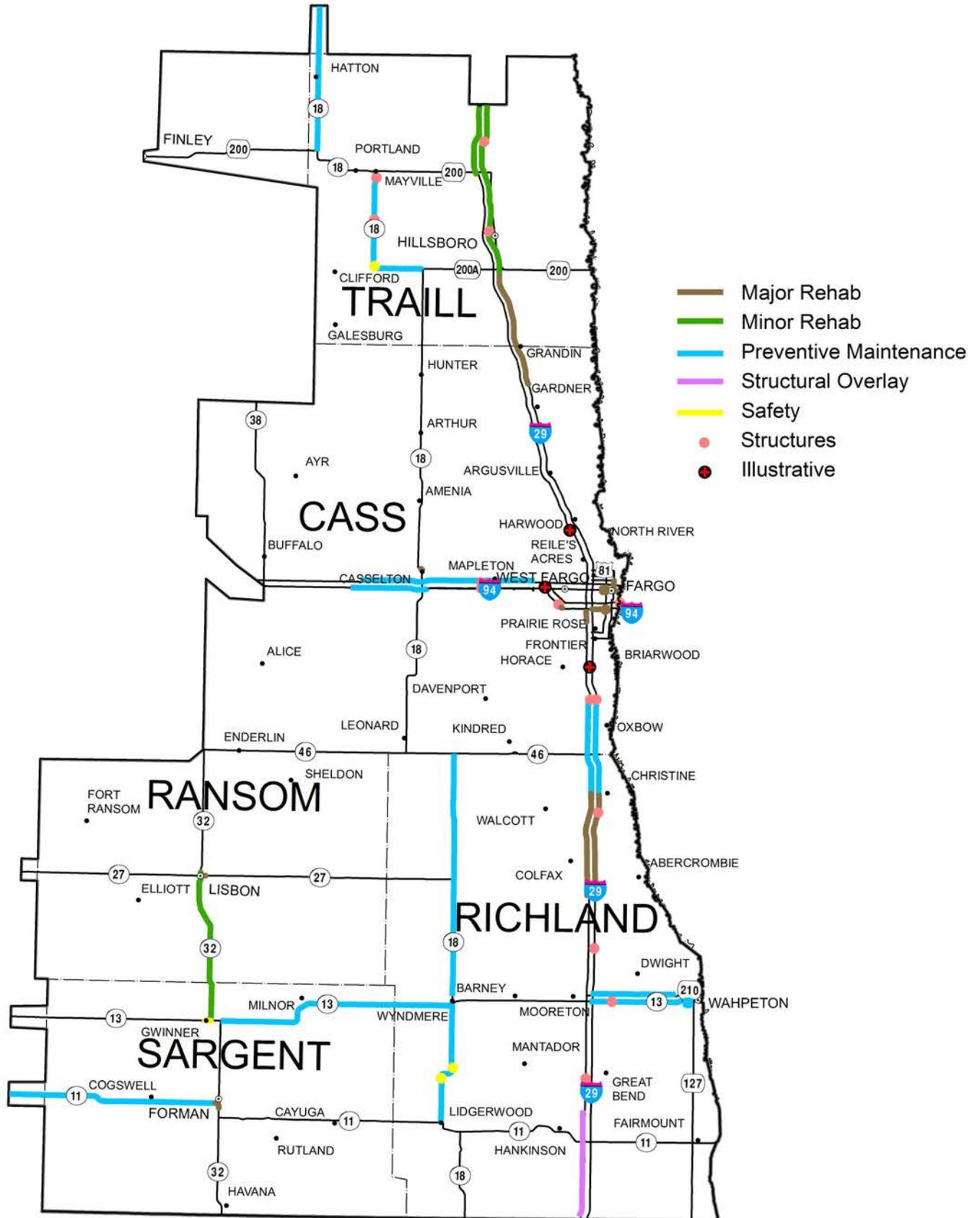
Map Keys 8104, 8105 & 8314 are Workzone Safety and Mobility Significant Projects

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

(In Thousands)

| PCN | Map | Fund | Pend | Hwy | Dir | Location | Length | Work Type | Total | Fed | State | Local | Other |
|---------------------|--------|--------|------|-----|-----|--------------------------------------|--------|---|---------------|---------------|--------------|--------------|-------------|
| Key | Source | CMC | | | | | | | Cost | Fund | Fund | Fund | Fund |
| Bridge | | | | | | | | | | | | | |
| 20299 | 8109 | IM | | 29 | S | 6 NORTH OF ND 46 | 0.0 | Structur Repair, Struct/Incid | 104 | 94 | 10 | 0 | 0 |
| | 8212 | SS | | 18 | N | 5 SOUTH MAYVILLE | 0.0 | Struct Replace | 337 | 270 | 67 | 0 | 0 |
| | 8213 | BRS | | 18 | N | 1 SOUTH OF MAYVILLE | 0.0 | Struct Replace | 2000 | 1619 | 381 | 0 | 0 |
| | 8214 | IM | | 29 | N | 4 NORTH OF 200 SOUTH | 0.0 | Deck Overlay, Struct/Incid | 379 | 341 | 38 | 0 | 0 |
| | 8215 | IM | | 94 | W | 6 EAST OF ND 18 | 0.0 | Struct Replace | 2340 | 2106 | 234 | 0 | 0 |
| 20662 | 8318 | SBR | | 13 | E | 2 EAST OF I-29 | 0.0 | Struct Replace | 1286 | 1029 | 257 | 0 | 0 |
| | 8324 | IM | | 29 | N | 6 SOUTH OF ND 46 | 0.0 | Structure Paint | 186 | 151 | 35 | 0 | 0 |
| | 8319 | IM | | 29 | N | 3 NORTH OF ND 200 | 0.0 | Struct Replace | 2691 | 2422 | 269 | 0 | 0 |
| | 8320 | IM | | 94 | E | 6 EAST OF ND 18 | 0.0 | Struct Replace | 2433 | 2190 | 243 | 0 | 0 |
| Subtotal | | | | | | | | | 12130 | 10559 | 1571 | 0 | 0 |
| ND Street | | | | | | | | | | | | | |
| 20809 | 8110 | SS | | 11 | E | FORMAN-W OF 5TH ST TO S OF WURTH AVE | 0.8 | Aggr Base, Hot Bit Pave, Lighting | 617 | 499 | 56 | 62 | 0 |
| 20812 | 8111 | SS | | 13 | E | GWINNER - 130TH AVE SE TO INDUSTRIAL | 0.7 | Lighting | 355 | 287 | 32 | 36 | 0 |
| 21208 | 8216 | SS | | 27 | E | LISBON - 5TH AV (MAIN ST-RIVERSIDE) | 0.3 | Aggr Base, Hot Bit Pave, Bikeway/Walkway | 1927 | 1559 | 175 | 193 | 0 |
| Subtotal | | | | | | | | | 2899 | 2345 | 263 | 291 | 0 |
| Safety | | | | | | | | | | | | | |
| 21682 | 8112 | HES | | 18 | N | CURVES 5 MI N OF LIDGERWOOD | 0.0 | Intersect Imp, Signing | 658 | 592 | 66 | 0 | 0 |
| 21683 | 8113 | HES | | 18 | N | CURVE 10 MI S OF MAYVILLE | 0.0 | Intersect Imp | 346 | 311 | 35 | 0 | 0 |
| 21328 | 8114 | HLC | | | | RICHLAND COUNTY ROAD PROJECTS | 0.0 | Rumble Stripes, Pave Mark, Signing, Lighting | 257 | 231 | 0 | 26 | 0 |
| 21329 | 8115 | HLC | | | | CASS COUNTY SAFETY PROJECTS | 0.0 | Signing, Lighting | 198 | 178 | 0 | 20 | 0 |
| 21330 | 8116 | HLC | | | | SARGENT COUNTY SAFETY PROJECTS | 0.0 | Rumble Stripes, Pave Mark, Signing, Lighting | 548 | 493 | 0 | 55 | 0 |
| | 8223 | HESHLS | | | | FARGO DIST VAR STATE HIGHWAYS | 0.0 | Lighting, Signing, Pave Mark | 500 | 450 | 50 | 0 | 0 |
| Subtotal | | | | | | | | | 2507 | 2255 | 151 | 101 | 0 |
| Illustrative | | | | | | | | | | | | | |
| | 8325 | NA | | 29 | N | FM METRO AREA DIVERSION,I-29 S OF FM | 0.0 | Struct/Incid, Grade Raise, PCC Pave, Drainage Impr., Median | 0 | 0 | 0 | 0 | 0 |
| 20181 | 8326 | NA | | 29 | N | FM METRO AREA DIVERSION,I-29 N OF FM | 1.4 | Struct/Incid, Grade Raise, PCC Pave, Drainage Impr., Median | 0 | 0 | 0 | 0 | 0 |
| | 8327 | NA | | 94 | E | FM METRO AREA DIVERSION,I-94 W OF FM | 0.0 | Struct/Incid, Grade Raise, PCC Pave, Drainage Impr., Median | 0 | 0 | 0 | 0 | 0 |
| Subtotal | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| Transit | | | | | | | | | | | | | |
| | 8117 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Cap Purchase | 293 | 234 | 0 | 59 | 0 |
| | 8118 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Planning | 59 | 47 | 0 | 12 | 0 |
| | 8119 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Op Assist | 2948 | 1474 | 737 | 737 | 0 |
| | 8120 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Prev Maint | 1171 | 937 | 0 | 234 | 0 |
| | 8220 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Prev Maint | 1189 | 951 | 0 | 238 | 0 |
| | 8221 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Op Assist | 2992 | 1496 | 748 | 748 | 0 |
| | 8222 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Cap Purchase | 297 | 238 | 0 | 59 | 0 |
| | 8321 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Prev Maint | 1213 | 970 | 0 | 243 | 0 |
| | 8322 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Cap Purchase | 304 | 243 | 0 | 61 | 0 |
| | 8323 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Op Assist | 3052 | 1526 | 763 | 763 | 0 |
| Subtotal | | | | | | | | | 13518 | 8116 | 2248 | 3154 | 0 |
| Total | | | | | | | | | 227940 | 177201 | 21676 | 29063 | 0 |
| Grand Total | | | | | | | | | 300633 | 234353 | 27444 | 37376 | 1460 |

2017-2020 Construction Program - Fargo District



Notice of Disclaimer

The North Dakota Department of Transportation (NDDOT) makes this map available on an "as is" basis as a public service. Under no circumstances does NDDOT warrant or certify the information to be free of errors or deficiencies of any kind. NDDOT specifically disclaims all warranties, express or implied, including but not limited to the warranties of merchantability and fitness for a particular purpose.

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|--------------------------|---------|------------|------|-------------|------------------------------------|--------|----------------------|--------------|--------------|-------------|-------------|------------|
| Fiscal Year: 2017 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| | 9001 | SS | | | STATEWIDE PAVEMENT MARKING | 0.0 | Pave Mark | 6000 | 4856 | 1144 | 0 | 0 |
| | 9002 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | MPO Planning | 2813 | 1535 | 0 | 384 | 894 |
| | 9003 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Fish Wild | 168 | 136 | 32 | 0 | 0 |
| | 9004 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Corps Eng | 162 | 131 | 31 | 0 | 0 |
| | 9005 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Hwy Patrol Ovrtr | 62 | 50 | 12 | 0 | 0 |
| | 9006 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Parks & Rec | 1263 | 1010 | 0 | 253 | 0 |
| | 9007 | STPNHHE | | | VAR LOC - STATEWIDE - INDIVIDUAL | 0.0 | Prelim Engineer | 2000 | 1619 | 381 | 0 | 0 |
| | 9008 | IM | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Prelim Engineer | 1111 | 1000 | 111 | 0 | 0 |
| | 9009 | STP | | | VAR LOC-STATEWIDE-NON-INTERSTATE | 0.0 | Prelim Engineer | 2162 | 1750 | 412 | 0 | 0 |
| | 9010 | SS | | | VAR LOC - STATEWIDE - NON-NHS | 0.0 | Seal Coats | 2780 | 2250 | 530 | 0 | 0 |
| | 9011 | NH | | | VAR LOC - STATEWIDE - NHS | 0.0 | Seal Coats | 2780 | 2250 | 530 | 0 | 0 |
| | 9012 | IM | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Seal Coats | 556 | 500 | 56 | 0 | 0 |
| | 9013 | RSS | | | INDIVIDUAL PROJECTS - STATEWIDE | 0.0 | Crossing Impr | 2612 | 2350 | 131 | 131 | 0 |
| | 9014 | RPS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Protect Devices | 2612 | 2350 | 131 | 131 | 0 |
| | 9015 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Training | 100 | 100 | 0 | 0 | 0 |
| | 9016 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | OJT | 90 | 90 | 0 | 0 | 0 |
| | 9017 | NH | | | ND 511 ALERT | 0.0 | ITS | 185 | 150 | 35 | 0 | 0 |
| 21580 | 9018 | IMSS | | | ROAD WEATHER (DMS & ESS) | 0.0 | ITS | 1236 | 1000 | 236 | 0 | 0 |
| | 9019 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Utilities | 62 | 50 | 12 | 0 | 0 |
| | 9020 | SS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Wetlands/Tree | 188 | 150 | 38 | 0 | 0 |
| | 9021 | SIMSS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Preventive Mtce | 833 | 750 | 83 | 0 | 0 |
| | 9022 | STP | | | RIGHT OF WAY - NON-INTERSTATE | 0.0 | Right Of Way | 938 | 750 | 188 | 0 | 0 |
| | 9023 | IM | | | RIGHT OF WAY - INTERSTATE | 0.0 | Right Of Way | 244 | 220 | 24 | 0 | 0 |
| | 9024 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SPR Univ Study | 5000 | 4000 | 1000 | 0 | 0 |
| | 9025 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 |
| 21645 | 9026 | NH | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | ADA Ramp Rev | 250 | 202 | 48 | 0 | 0 |
| | 9027 | STP | | | HIGHWAY INNOVATION FUNDING | 0.0 | Innovation | 3089 | 2500 | 589 | 0 | 0 |
| | 9028 | SS | | | BILLBOARD CONTROL PROGRAM | 0.0 | Billboard Contr | 150 | 121 | 29 | 0 | 0 |
| | 9029 | NH | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Weigh In Motion, ATR | 1000 | 809 | 191 | 0 | 0 |
| | | | | | | | Subtotal | 40926 | 32999 | 6054 | 979 | 894 |
| Urban | | | | | | | | | | | | |
| | 9030 | SU | | | VARIOUS INDIVIDUAL URBAN LOCATIONS | 0.0 | Prelim Engineer | 2250 | 1800 | 0 | 450 | 0 |
| | 9031 | SU | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Right Of Way | 100 | 80 | 0 | 20 | 0 |
| | | | | | | | Subtotal | 2350 | 1880 | 0 | 470 | 0 |
| Bridge | | | | | | | | | | | | |
| | 9032 | BRU | | | BRIDGE PREVENTIVE MTCE - STATEWIDE | 0.0 | Structure Items | 309 | 250 | 59 | 0 | 0 |
| | 9033 | BR | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Bridge Inspect | 563 | 450 | 113 | 0 | 0 |
| | | | | | | | Subtotal | 872 | 700 | 172 | 0 | 0 |
| County | | | | | | | | | | | | |
| | 9036 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 |
| | 9037 | BR | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Bridges | 7278 | 5890 | 0 | 1388 | 0 |
| | 9038 | SC | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Roadways | 17178 | 13902 | 0 | 3276 | 0 |
| | | | | | | | Subtotal | 24936 | 20112 | 80 | 4744 | 0 |

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

| | | | | | | | | (In Thousands) | | | | | |
|-------------------------------|-----|------|--------|-----|-----|-------------------------------|--------|----------------------------|--------------|--------------|-------------|-------------|------------|
| PCN | Map | Fund | Pend | Hwy | Dir | Location | Length | Work Type | Total | Fed | State | Local | Other |
| | | Key | Sourc | CMC | | | | | Cost | Fund | Fund | Fund | Fund |
| Federal Lands Highways | | | | | | | | | | | | | |
| | | 9039 | FHO | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | Access Program | 1100 | 890 | 0 | 210 | 0 |
| | | | | | | | | Subtotal | 1100 | 890 | 0 | 210 | 0 |
| Emergency Relief | | | | | | | | | | | | | |
| | | 9040 | SER | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Grade Raise | 1000 | 1000 | 0 | 0 | 0 |
| | | | | | | | | Subtotal | 1000 | 1000 | 0 | 0 | 0 |
| Safe Routes to School | | | | | | | | | | | | | |
| 21337 | | 9053 | SRT | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | State Planning | 500 | 500 | 0 | 0 | 0 |
| | | 9054 | SRT | | | SRTS ADMINSTRATION | 0.0 | SRTS | 100 | 100 | 0 | 0 | 0 |
| | | | | | | | | Subtotal | 600 | 600 | 0 | 0 | 0 |
| Missile Roads | | | | | | | | | | | | | |
| | | 9041 | ROM | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Missile Roads | 4000 | 4000 | 0 | 0 | 0 |
| | | | | | | | | Subtotal | 4000 | 4000 | 0 | 0 | 0 |
| Safety | | | | | | | | | | | | | |
| 21462 | | 9042 | SHEHES | | | DISTRICTWIDE | 0.0 | Signing | 750 | 675 | 75 | 0 | 0 |
| | | 9043 | HES | | | RETROREFLECTIVITY | | | | | | | |
| | | | | | | STATEWIDE CRASH REPORT | 0.0 | Safety | 250 | 225 | 25 | 0 | 0 |
| | | | | | | EVALUATION | | | | | | | |
| 21106 | | 9044 | HES | | | CURVE DELINEATION-WESTERN | 0.0 | Signing | 500 | 450 | 50 | 0 | 0 |
| | | | | | | DISTRICTS | | | | | | | |
| | | 9045 | HES | | | HIGHWAY SAFETY IMPROVEMENTS | 0.0 | Safety | 126 | 113 | 13 | 0 | 0 |
| | | 9047 | HES | | | SHSP PLANNING AND | 0.0 | Safety | 50 | 45 | 5 | 0 | 0 |
| | | | | | | IMPLEMENTATION | | | | | | | |
| | | 9048 | HES | | | SMALL SCALE IMPROVEMENTS | 0.0 | Safety | 111 | 100 | 11 | 0 | 0 |
| | | | | | | | | Subtotal | 1787 | 1608 | 179 | 0 | 0 |
| Transit | | | | | | | | | | | | | |
| | | 9049 | TCAP | | | STATEWIDE TRANSIT-RTAP | 0.0 | TR Training | 99 | 99 | 0 | 0 | 0 |
| | | 9050 | TRUR | | | STATEWIDE TRANSIT - 5339 | 0.0 | TR Capital | 2780 | 2224 | 0 | 556 | 0 |
| | | 9051 | TRUR | | | STATEWIDE TRANSIT - 5311 | 0.0 | TR Op Assist, TR Admin, TR | 6619 | 5295 | 0 | 1324 | 0 |
| | | | | | | Cap Purchase, TR Training | | | | | | | |
| | | 9052 | TRUR | | | STATEWIDE TRANSIT - 5310 | 0.0 | TR Capital | 474 | 379 | 0 | 95 | 0 |
| | | 9055 | TRUR | | | STATEWIDE TRANSIT - 5339 | 0.0 | TR Capital | 1055 | 844 | 0 | 211 | 0 |
| | | | | | | | | Subtotal | 11027 | 8841 | 0 | 2186 | 0 |
| | | | | | | | | Total | 88598 | 72630 | 6485 | 8589 | 894 |

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | | |
|-------------------------------|---------|------------|------|-------------|--------------|--------|--------------------------------------|------------|----------------------|------------|------------|------------|-----|-----|
| Fiscal Year: 2018-2020 | | | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | | |
| | | | | | 9101 STP | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SPR Univ Study | 5000 | 4000 | 1000 | 0 | 0 |
| | | | | | 9102 STP | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | MPO Planning | 2873 | 1568 | 0 | 392 | 913 |
| | | | | | 9103 SS | | STATEWIDE PAVEMENT MARKING | 0.0 | Pave Mark | 6000 | 4856 | 1144 | 0 | 0 |
| | | | | | 9104 SIMSS | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Preventive Mtce | 833 | 750 | 83 | 0 | 0 |
| | | | | | 9105 RSS | | INDIVIDUAL PROJECTS - STATEWIDE | 0.0 | Crossing Impr | 2612 | 2350 | 131 | 131 | 0 |
| | | | | | 9106 RPS | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Protect Devices | 2612 | 2350 | 131 | 131 | 0 |
| | | | | | 9107 IM | | RIGHT OF WAY - INTERSTATE | 0.0 | Right Of Way | 244 | 220 | 24 | 0 | 0 |
| | | | | | 9108 STP | | RIGHT OF WAY - NON-INTERSTATE | 0.0 | Right Of Way | 938 | 750 | 188 | 0 | 0 |
| | | | | | 9109 STP | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Utilities | 62 | 50 | 12 | 0 | 0 |
| | | | | | 9110 STP | | HIGHWAY INNOVATION FUNDING | 0.0 | Innovation | 3089 | 2500 | 589 | 0 | 0 |
| 21645 | | | | | 9111 NH | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | ADA Ramp Rev | 250 | 202 | 48 | 0 | 0 |
| | | | | | 9112 STP | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 |
| | | | | | 9113 STP | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Training | 20 | 20 | 0 | 0 | 0 |
| | | | | | 9114 STP | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Fish Wild | 173 | 140 | 33 | 0 | 0 |
| | | | | | 9115 STP | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | OJT | 90 | 90 | 0 | 0 | 0 |
| | | | | | 9116 NH | | VAR LOC - STATEWIDE - NHS | 0.0 | Seal Coats | 2780 | 2250 | 530 | 0 | 0 |
| | | | | | 9117 IM | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Seal Coats | 556 | 500 | 56 | 0 | 0 |
| | | | | | 9118 SS | | VAR LOC - STATEWIDE - NON-NHS | 0.0 | Seal Coats | 2780 | 2250 | 530 | 0 | 0 |
| | | | | | 9119 IM | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Prelim Engineer | 1111 | 1000 | 111 | 0 | 0 |
| | | | | | 9120 STP | | VAR LOC - STATEWIDE - NON-INTERSTATE | 0.0 | Prelim Engineer | 2162 | 1750 | 412 | 0 | 0 |
| | | | | | 9121 STPNHHE | | VAR LOC - STATEWIDE - INDIVIDUAL | 0.0 | Prelim Engineer | 2000 | 1619 | 381 | 0 | 0 |
| | | | | | 9122 STP | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Parks & Rec | 1263 | 1010 | 0 | 253 | 0 |
| | | | | | 9123 NH | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Weigh In Motion, ATR | 1000 | 809 | 191 | 0 | 0 |
| | | | | | 9124 IMSS | | ROAD WEATHER (DMS & ESS) | 0.0 | ITS | 1236 | 1000 | 236 | 0 | 0 |
| | | | | | 9125 NH | | ND 511 ALERT | 0.0 | ITS | 185 | 150 | 35 | 0 | 0 |
| | | | | | 9126 STP | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Hwy Patrol Ovr | 62 | 50 | 12 | 0 | 0 |
| | | | | | 9127 STP | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Corps Eng | 169 | 137 | 32 | 0 | 0 |
| | | | | | 9128 SS | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Wetlands/Tree | 188 | 150 | 38 | 0 | 0 |
| | | | | | 9201 SS | | STATEWIDE PAVEMENT MARKING | 0.0 | Pave Mark | 6000 | 4856 | 1144 | 0 | 0 |
| | | | | | 9202 STP | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 |
| | | | | | 9203 RPS | | INDIVIDUAL PROJECTS - STATEWIDE | 0.0 | Crossing Impr | 2612 | 2350 | 131 | 131 | 0 |
| | | | | | 9204 STP | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Hwy Patrol Ovr | 62 | 50 | 12 | 0 | 0 |
| | | | | | 9205 STP | | HIGHWAY INNOVATION FUNDING | 0.0 | Innovation | 3089 | 2500 | 589 | 0 | 0 |
| | | | | | 9206 IMSS | | ROAD WEATHER (DMS & ESS) | 0.0 | ITS | 1236 | 1000 | 236 | 0 | 0 |
| | | | | | 9207 NH | | ND 511 ALERT | 0.0 | ITS | 185 | 150 | 35 | 0 | 0 |
| | | | | | 9208 STP | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | MPO Planning | 2934 | 1601 | 0 | 400 | 933 |
| | | | | | 9209 STP | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | OJT | 90 | 90 | 0 | 0 | 0 |
| | | | | | 9210 STP | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Parks & Rec | 1263 | 1010 | 0 | 253 | 0 |
| | | | | | 9211 IM | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Prelim Engineer | 1111 | 1000 | 111 | 0 | 0 |
| | | | | | 9212 STP | | VAR LOC - STATEWIDE - NON-INTERSTATE | 0.0 | Prelim Engineer | 2162 | 1750 | 412 | 0 | 0 |
| | | | | | 9213 STPNHHE | | VAR LOC - STATEWIDE - INDIVIDUAL | 0.0 | Prelim Engineer | 2000 | 1619 | 381 | 0 | 0 |
| | | | | | 9214 SIMSS | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Preventive Mtce | 833 | 750 | 83 | 0 | 0 |
| | | | | | 9215 RPS | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Protect Devices | 2612 | 2350 | 131 | 131 | 0 |
| | | | | | 9216 STP | | RIGHT OF WAY - NON-INTERSTATE | 0.0 | Right Of Way | 938 | 750 | 188 | 0 | 0 |

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

(In Thousands)

| PCN | Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total | Fed | State | Local | Other |
|-----------------|---------|------|------|---------|------------------------------------|--------|----------------------|---------------|--------------|--------------|-------------|-------------|
| Key | Sourc | CMC | | | | | | Cost | Fund | Fund | Fund | Fund |
| Rural | | | | | | | | | | | | |
| 9217 | IM | | | | RIGHT OF WAY - INTERSTATE | 0.0 | Right Of Way | 244 | 220 | 24 | 0 | 0 |
| 9218 | SS | | | | BILLBOARD CONTROL PROGRAM | 0.0 | Billboard Contr | 150 | 121 | 29 | 0 | 0 |
| 9219 | NH | | | | VAR LOC - STATEWIDE - NHS | 0.0 | Seal Coats | 2780 | 2250 | 530 | 0 | 0 |
| 9220 | IM | | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Seal Coats | 556 | 500 | 56 | 0 | 0 |
| 9221 | SS | | | | VAR LOC - STATEWIDE - NON-NHS | 0.0 | Seal Coats | 2780 | 2250 | 530 | 0 | 0 |
| 9222 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SPR Univ Study | 5000 | 4000 | 1000 | 0 | 0 |
| 9223 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Training | 100 | 100 | 0 | 0 | 0 |
| 9224 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Corps Eng | 175 | 142 | 33 | 0 | 0 |
| 9225 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Utilities | 62 | 50 | 12 | 0 | 0 |
| 9226 | SS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Wetlands/Tree | 188 | 150 | 38 | 0 | 0 |
| 9227 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Fish Wild | 175 | 142 | 33 | 0 | 0 |
| 9228 | SS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | ADA Ramp Rev | 250 | 202 | 48 | 0 | 0 |
| 9229 | NH | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Weigh In Motion, ATR | 1000 | 809 | 191 | 0 | 0 |
| 9301 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 |
| 9302 | NH | | | | VAR LOC - STATEWIDE - NHS | 0.0 | Seal Coats | 2780 | 2250 | 530 | 0 | 0 |
| 9303 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Utilities | 62 | 50 | 12 | 0 | 0 |
| 9304 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Corps Eng | 183 | 148 | 35 | 0 | 0 |
| 9305 | IMSS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Preventive Mtce | 833 | 750 | 83 | 0 | 0 |
| 9306 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SPR Univ Study | 5000 | 4000 | 1000 | 0 | 0 |
| 9307 | SS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Wetlands/Tree | 188 | 150 | 38 | 0 | 0 |
| 9308 | RPS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Protect Devices | 2612 | 2350 | 131 | 131 | 0 |
| 9309 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | MPO Planning | 3001 | 1638 | 0 | 409 | 954 |
| 9310 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Training | 20 | 20 | 0 | 0 | 0 |
| 9311 | IM | | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Seal Coats | 556 | 500 | 56 | 0 | 0 |
| 9312 | SS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | ADA Ramp Rev | 250 | 202 | 48 | 0 | 0 |
| 9313 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Fish Wild | 180 | 146 | 34 | 0 | 0 |
| 9314 | RPS | | | | INDIVIDUAL PROJECTS - STATEWIDE | 0.0 | Crossing Impr | 2612 | 2350 | 131 | 131 | 0 |
| 9315 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | OJT | 90 | 90 | 0 | 0 | 0 |
| 9316 | IM | | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Prelim Engineer | 1111 | 1000 | 111 | 0 | 0 |
| 9317 | STP | | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Prelim Engineer | 2162 | 1750 | 412 | 0 | 0 |
| 9318 | STPNHHE | | | | LOC-STATEWIDE-NON-INTERSTATE | 0.0 | Prelim Engineer | 2000 | 1619 | 381 | 0 | 0 |
| 9319 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Hwy Patrol Overt | 62 | 50 | 12 | 0 | 0 |
| 9320 | NH | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Weigh In Motion, ATR | 1000 | 809 | 191 | 0 | 0 |
| 9321 | STP | | | | HIGHWAY INNVOATION FUNDING | 0.0 | Innovation | 3089 | 2500 | 589 | 0 | 0 |
| 9322 | NH | | | | ND 511 ALERT | 0.0 | ITS | 185 | 150 | 35 | 0 | 0 |
| 9323 | IMSS | | | | ROAD WEATHER (DMS & ESS) | 0.0 | ITS | 1236 | 1000 | 236 | 0 | 0 |
| 9324 | SS | | | | VAR LOC - STATEWIDE - NON-NHS | 0.0 | Seal Coats | 2780 | 2250 | 530 | 0 | 0 |
| 9325 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Parks & Rec | 1263 | 1010 | 0 | 253 | 0 |
| 9326 | IM | | | | RIGHT OF WAY - INTERSTATE | 0.0 | Right Of Way | 244 | 220 | 24 | 0 | 0 |
| 9327 | STP | | | | RIGHT OF WAY - NON-INTERSTATE | 0.0 | Right Of Way | 938 | 750 | 188 | 0 | 0 |
| Subtotal | | | | | | | | 116752 | 93995 | 16971 | 2986 | 2800 |
| Urban | | | | | | | | | | | | |
| 9129 | SU | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Right Of Way | 100 | 80 | 0 | 20 | 0 |
| 9130 | SU | | | | VARIOUS INDIVIDUAL URBAN LOCATIONS | 0.0 | Prelim Engineer | 2250 | 1800 | 0 | 450 | 0 |
| 9230 | SU | | | | VARIOUS INDIVIDUAL URBAN LOCATIONS | 0.0 | Prelim Engineer | 2250 | 1800 | 0 | 450 | 0 |
| 9231 | SU | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Right Of Way | 100 | 80 | 0 | 20 | 0 |

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | |
|------------------------------------|---------|------------|------|-------------|------------------------------------|--------|-----------------|-----------------|--------------|--------------|------------|--------------|----------|
| Urban | | | | | | | | | | | | | |
| | 9328 | SU | | | VARIOUS INDIVIDUAL URBAN LOCATIONS | 0.0 | Prelim Engineer | 2250 | 1800 | 0 | 450 | 0 | |
| | 9329 | SU | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Right Of Way | 100 | 80 | 0 | 20 | 0 | |
| | | | | | | | | Subtotal | 7050 | 5640 | 0 | 1410 | 0 |
| Bridge | | | | | | | | | | | | | |
| | 9131 | BR | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Bridge Inspect | 563 | 450 | 113 | 0 | 0 | |
| | 9132 | BRU | | | BRIDGE PREVENTIVE MTCE - STATEWIDE | 0.0 | Structure Items | 309 | 250 | 59 | 0 | 0 | |
| | 9232 | BR | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Bridge Inspect | 563 | 450 | 113 | 0 | 0 | |
| | 9233 | BRU | | | BRIDGE PREVENTIVE MTCE - STATEWIDE | 0.0 | Structure Items | 309 | 250 | 59 | 0 | 0 | |
| | 9330 | BR | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Bridge Inspect | 563 | 450 | 113 | 0 | 0 | |
| | 9331 | BRU | | | BRIDGE PREVENTIVE MTCE - STATEWIDE | 0.0 | Structure Items | 309 | 250 | 59 | 0 | 0 | |
| | | | | | | | | Subtotal | 2616 | 2100 | 516 | 0 | 0 |
| Transportation Alternatives | | | | | | | | | | | | | |
| | 9133 | TAU | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Dir Task Force | 1181 | 956 | 0 | 225 | 0 | |
| | 9134 | TAC | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Dir Task Force | 870 | 704 | 0 | 166 | 0 | |
| | 9234 | TAU | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Dir Task Force | 1181 | 956 | 0 | 225 | 0 | |
| | 9235 | TAC | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Dir Task Force | 870 | 704 | 0 | 166 | 0 | |
| | 9332 | TAU | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Dir Task Force | 1181 | 956 | 0 | 225 | 0 | |
| | 9333 | TAC | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Dir Task Force | 870 | 704 | 0 | 166 | 0 | |
| | | | | | | | | Subtotal | 6153 | 4980 | 0 | 1173 | 0 |
| County | | | | | | | | | | | | | |
| | 9135 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 | |
| | 9136 | SC | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Roadways | 18032 | 14593 | 0 | 3439 | 0 | |
| | 9137 | BR | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Bridges | 7278 | 5890 | 0 | 1388 | 0 | |
| | 9236 | BR | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Bridges | 7278 | 5890 | 0 | 1388 | 0 | |
| | 9237 | SC | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Roadways | 18602 | 15055 | 0 | 3547 | 0 | |
| | 9238 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 | |
| | 9334 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 | |
| | 9335 | BR | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Bridges | 7278 | 5890 | 0 | 1388 | 0 | |
| | 9336 | SC | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Roadways | 19560 | 15830 | 0 | 3730 | 0 | |
| | | | | | | | | Subtotal | 79468 | 64108 | 240 | 15120 | 0 |
| Federal Lands Highways | | | | | | | | | | | | | |
| | 9138 | FHO | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | Access Program | 1100 | 890 | 0 | 210 | 0 | |
| | 9239 | FHO | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | Access Program | 1100 | 890 | 0 | 210 | 0 | |
| | 9337 | FHO | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | Access Program | 1100 | 890 | 0 | 210 | 0 | |
| | | | | | | | | Subtotal | 3300 | 2670 | 0 | 630 | 0 |
| Emergency Relief | | | | | | | | | | | | | |
| | 9139 | SER | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Grade Raise | 1000 | 1000 | 0 | 0 | 0 | |
| | 9240 | SER | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Grade Raise | 1000 | 1000 | 0 | 0 | 0 | |
| | 9338 | SER | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Grade Raise | 1000 | 1000 | 0 | 0 | 0 | |
| | | | | | | | | Subtotal | 3000 | 3000 | 0 | 0 | 0 |
| Missile Roads | | | | | | | | | | | | | |
| | 9140 | ROM | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Missile Roads | 4000 | 4000 | 0 | 0 | 0 | |
| | 9241 | ROM | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Missile Roads | 4000 | 4000 | 0 | 0 | 0 | |
| | 9339 | ROM | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Missile Roads | 4000 | 4000 | 0 | 0 | 0 | |
| | | | | | | | | Subtotal | 12000 | 12000 | 0 | 0 | 0 |

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|--------------------|---------|------------|------|-------------|-------------------------------------|--------|--|---------------|---------------|--------------|--------------|-------------|
| Safety | | | | | | | | | | | | |
| | 9141 | HES | | | SHSP PLANNING AND IMPLEMENTATION | 0.0 | Safety | 50 | 45 | 5 | 0 | 0 |
| 21107 | 9142 | HES | | | CURVE DELINEATION-EASTERN DISTRICTS | 0.0 | Signing | 500 | 450 | 50 | 0 | 0 |
| | 9143 | HES | | | STATEWIDE CRASH REPORT EVALUATION | 0.0 | Safety | 250 | 225 | 25 | 0 | 0 |
| | 9145 | HES | | | SMALL SCALE IMPROVEMENTS | 0.0 | Safety | 111 | 100 | 11 | 0 | 0 |
| | 9146 | HES | | | HIGHWAY SAFETY IMPROVEMENTS | 0.0 | Safety | 126 | 113 | 13 | 0 | 0 |
| | 9242 | HES | | | HIGHWAY SAFETY IMPROVEMENTS | 0.0 | Safety | 126 | 113 | 13 | 0 | 0 |
| | 9243 | HES | | | STATEWIDE CRASH REPORT EVALUATION | 0.0 | Safety | 250 | 225 | 25 | 0 | 0 |
| | 9244 | HES | | | SMALL SCALE IMPROVEMENTS | 0.0 | Safety | 111 | 100 | 11 | 0 | 0 |
| | 9245 | HES | | | SHSP PLANNING AND IMPLEMENTATION | 0.0 | Safety | 50 | 45 | 5 | 0 | 0 |
| | 9340 | HES | | | STATEWIDE CRASH REPORT EVALUATION | 0.0 | Safety | 250 | 225 | 25 | 0 | 0 |
| | 9341 | HES | | | SHSP PLANNING AND IMPLEMENTATION | 0.0 | Safety | 50 | 45 | 5 | 0 | 0 |
| | 9342 | HES | | | HIGHWAY SAFETY IMPROVEMENTS | 0.0 | Safety | 126 | 113 | 13 | 0 | 0 |
| | 9343 | HES | | | SMALL SCALE IMPROVEMENTS | 0.0 | Safety | 111 | 100 | 11 | 0 | 0 |
| Subtotal | | | | | | | | 2111 | 1899 | 212 | 0 | 0 |
| Transit | | | | | | | | | | | | |
| | 9147 | TRUR | | | STATEWIDE TRANSIT - 5339 | 0.0 | TR Capital | 2835 | 2268 | 0 | 567 | 0 |
| | 9148 | TRUR | | | STATEWIDE TRANSIT - 5310 | 0.0 | TR Capital | 484 | 387 | 0 | 97 | 0 |
| | 9149 | TRUR | | | STATEWIDE TRANSIT - 5311 | 0.0 | TR Op Assist, TR Admin, TR Cap Purchase, TR Training | 6751 | 5401 | 0 | 1350 | 0 |
| | 9150 | TCAP | | | STATEWIDE TRANSIT-RTAP | 0.0 | TR Training | 101 | 101 | 0 | 0 | 0 |
| | 9249 | TCAP | | | STATEWIDE TRANSIT-RTAP | 0.0 | TR Training | 104 | 104 | 0 | 0 | 0 |
| | 9250 | TRUR | | | STATEWIDE TRANSIT - 5311 | 0.0 | TR Op Assist, TR Admin, TR Cap Purchase, TR Training | 6886 | 5509 | 0 | 1377 | 0 |
| | 9251 | TRUR | | | STATEWIDE TRANSIT - 5310 | 0.0 | TR Capital | 493 | 394 | 0 | 99 | 0 |
| | 9252 | TRUR | | | STATEWIDE TRANSIT - 5339 | 0.0 | TR Capital | 2892 | 2314 | 0 | 578 | 0 |
| | 9345 | TRUR | | | STATEWIDE TRANSIT - 5311 | 0.0 | TR Op Assist, TR Admin, TR Cap Purchase, TR Training | 7024 | 5619 | 0 | 1405 | 0 |
| | 9346 | TRUR | | | STATEWIDE TRANSIT - 5339 | 0.0 | TR Capital | 2950 | 2360 | 0 | 590 | 0 |
| | 9347 | TCAP | | | STATEWIDE TRANSIT-RTAP | 0.0 | TR Training | 106 | 106 | 0 | 0 | 0 |
| | 9348 | TRUR | | | STATEWIDE TRANSIT - 5310 | 0.0 | TR Capital | 503 | 402 | 0 | 101 | 0 |
| Subtotal | | | | | | | | 31129 | 24965 | 0 | 6164 | 0 |
| Total | | | | | | | | 263579 | 215357 | 17939 | 27483 | 2800 |
| Grand Total | | | | | | | | 352177 | 287987 | 24424 | 36072 | 3694 |

PROGRAMS

State Funding Programs

The 64th Legislative Assembly of North Dakota appropriated one-time funding for state highway construction and maintenance. Senate Bill No. 2103 provided \$450 million, House Bill No. 1012 provided \$503.1 million, and Senate Bill No. 2015 provided \$18.0 million. Legislative measures are in place to provide additional funding if certain events occur. Together the bills provided \$971.1 million to the NDDOT for the 2015-2017 biennium for projects in the state affected by oil production. The projects are identified with a “SOIB” funding source.

Federal Funding Programs

With North Dakota’s obligation limitation distribution unknown for fiscal year 2017 or beyond, the funding level for planning purposes was based on projected apportionment for 2017-2020. It was based on \$257 million for 2017, \$263 million for 2018, \$269 million for 2019 and \$275 million for 2020. The NDDOT also programs additional projects known as “Pending”. These projects replace any projects that do not remain in the fiscal year planned or if additional obligation limitation is received. Carryover apportionments from previous years are available to handle any obligation limitation that may be received above those that are planned.

Federal aid highway funds are apportioned to the state from several sources. The core formula program structure as provided by “Fixing America’s Surface Transportation” (FAST) Act is:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings Program
- Metropolitan Planning Program
- National Highway Freight Program (NHFP)

Following is a short summary of each of the core formula programs as well as other pertinent programs continued by FAST Act.

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

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

The tables in the Funding tab provide a summary of expected federal funding by program areas and amounts of matching funds needed in each area. These tables show that the projected available funds in each category are sufficient to fund the proposed program.

National Highway Performance Program (NHPP)

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

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

The FAST Act continues NHPP which was established under MAP-21. The NHS is composed of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes:

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

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

Surface Transportation Block Grant Program (STBGP)

The FAST Act converts the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBGP) acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how the Federal Highway Administration (FHWA) has historically administered it. The STBGP promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

The STP, now the STBGP, incorporated the funding from the pre-MAP-21 Highway Bridge Program (HBP) for bridge infrastructure not on the NHS.

Per the FAST Act, a percentage (51% in 2016 with a 1% increase in each fiscal year of the FAST Act thereafter) of the STBGP apportionment (after mandatory set-asides) is to be obligated in the following areas in proportion to their relative shares of the State's population:

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

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

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

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

Highway Safety Improvement Program (HSIP)

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

Projects may provide improvements at identified high accident locations, minimize the potential for accidents, or are part of a system-wide improvement of substandard geometric properties related to safety, as long as they are consistent with the State SHSP.

Railway-Highway Crossings Program

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

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

Metropolitan Planning Program

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

Other Programs

Transportation Alternatives (TA)

The FAST Act eliminated the Transportation Alternatives Program (TAP) established by MAP-21 and replaced it with a set-aside of the Surface Transportation Block Grant Program (STBGP) funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

The TAP previously replaced the funding from pre-MAP-21 programs including Transportation Enhancements (TE), Recreational Trails Program (RTP), and Safe Routes to School (SRTS), wrapping them into a single funding source.

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

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including—
 - inventory, control, or removal of outdoor advertising;
 - historic preservation and rehabilitation of historic transportation facilities;
 - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The RTP under 23 USC 206.
- The SRTS Program under §1404 of SAFETEA-LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Workforce development, training, and education activities that are in accordance with 23 USC 504(e).

Both cities and counties receive a percentage of the set-aside of the STBGP funding for TA, after approximately \$1 million is set aside for the RTP. The RTP is used to provide for the continuation of recreational trails projects and it is administered by the North Dakota Department of Park and Recreation. The state has the option to opt out of the RTP program each year, based on the Governor's direction.

Selection of Projects

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

Eligible Project Sponsors

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

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

Highway Bridge Program (HBP)

The HBP was removed as a formula program in MAP-21, as it was rolled into the core formulas of the NHPP and STP, now the STBGP in the FAST Act. But since North Dakota may still have apportionment balance remaining in HBP, the apportionment continues to be available under the applicable rules of the pre-MAP-21 HBP. HBP funds are dedicated to reconstructing or rehabilitating existing bridges that meet certain sufficiency ratings. Generally, a bridge with a sufficiency rating ≤ 50 is eligible for replacement. Bridges rated between 50 and 80 are generally eligible for rehabilitation but not replacement. BR funds can also be used for preventive maintenance activities on bridges. Construction can occur on projects not eligible for BR funds but the funding must come from other federal apportionment sources (NHPP, STBGP, CMAQ, etc.)

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

Emergency Relief (ER) Program

The FAST Act continues the Emergency Relief (ER) provides funds for emergency repairs and permanent repairs on Federal-aid highways that have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause. This is normally due to a result of flooding caused by heavy rains or large spring run-off. Once the Governor declares a disaster area, and FHWA accepts the State's proposal, special funds are made available for the repair or

restoration of these roads. Emergency repair work which is performed to restore essential traffic, minimize the extent of damage, or protect the remaining facilities and is accomplished in the first 180 days after the occurrence of the disaster, may be reimbursed at 100 percent Federal share. Permanent repairs generally are reimbursed at 80.93 percent Federal share.

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

Discretionary Program

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

Federal Lands and Tribal Transportation Program

The FAST Act continues to acknowledge the importance of access to federal and tribal lands. The Federal Lands and Tribal Transportation Program consists of three programs to create unification and acknowledge the importance of access to federal and tribal lands. The *Federal Lands Transportation Program (FLTP)* is for projects that improve access within the Federal estate, such as national forests and national recreation areas, on infrastructure owned by the Federal government. The Federal land management agency (FLMA) partners will administer the program. The *Federal Lands Access Program* is for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to Federal lands. Representatives from FHWA, NDDOT (LG Division), and local government, in consultation with applicable FLMAs, will administer the program. The *Tribal Transportation Program (TTP)* provides access to basic community services to enhance the quality of life on Indian Reservations. The Bureau of Indian Affairs (BIA) or FHWA- Central Federal Lands (CFL) will administer the program along with the local tribal partners.

Urban and County Federal Funding

Urban Streets and Highways

In urban areas, roads that primarily serve traffic generating outside of the urban area have been designated as the Regional System. The Regional System generally consists of streets and highways on the state system in and through urban areas. Other functionally classified streets are referred to as urban roads. The federal fund apportionment for urban streets and highways is divided between the Urban Roads and Urban Regional systems. Each year, NDDOT Local Government (LG) Division coordinates with the cities above 5,000 in population (including those that have a Metropolitan Planning Organization (MPO)) to prepare and submit requests for urban roads, and bridge replacement projects for the next four construction years. NDDOT requests urban regional system projects for the next five construction years.

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

1. Bismarck-Mandan Metro Area, 221 N. 5th St., PO Box 5503, Bismarck, ND 58506-5503, Telephone (701) 355-1840, Email: mpo@bismarcknd.gov
Website: <http://www.bismarcknd.gov/>
2. Fargo-Moorhead-West Fargo Metro Area, One 2nd St N., Suite #232, Fargo, ND 58102, Telephone (701) 232-3242, Email: metroco@fmmetrocog.org
Website: <http://www.fmmetrocog.org>
3. Grand Forks-East Grand Forks Metro Area, 255 N. 4th St., Grand Forks, ND 58206, Telephone (701) 746-2660, Email: info@theforksmpo.org
Website: <http://www.theforksmpo.org>

County Roads and Bridges

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

The NDDOT shares the federal highway funds with the 53 counties. MAP-21 does not specifically identify funding for county roads, but the NDDOT has chosen to provide funds for their roads using the percentages outlined in MAP-21 for areas with populations less than 5000. The counties can use these funds for any project they select as long as it is on their federal aid system of roads. The match on these projects is up to 80.93 percent federal with the remainder being county funds.

NDDOT distributes these funds to the 53 counties based on the following formula:

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

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

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

Public Transit Programs

The NDDOT administers federal transit grant funds to rural, non-urbanized areas and state-aid funding for the entire state, and ensures that transit projects meet federal and state regulations and requirements.

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

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

Federal Transit Grants

The Federal Transit Administration (FTA) annually apportions federal funding which includes grant monies allotted under sections 5303, 5304, 5307, 5339, 5310, and 5311. The grant funding is administered as follows:

Section 5303 AND 5304 – Statewide Planning and Metropolitan Planning

Section 5304 is a companion program to the Section 5303 program and provides an annual apportionment of federal transit planning funds to North Dakota for a variety of statewide planning activities. The state can use these funds for a variety of transit related purposes such as planning, technical studies and assistance, demonstrations, management training and cooperative research. Currently, these funds are combined with the Section 5303 funds and disbursed to the urbanized areas in the state for metropolitan planning activities. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Section 5304 funds shifted to the metropolitan areas are rolled into the Consolidated Planning Grant. The combining of FTA and FHWA planning funds allows flexibility in transportation, urban street and highway planning activities. Budget tracking and cost billing are also greatly simplified. Section 5304 and Section 5303 funds are distributed to the three MPOs by means of a distribution formula developed by the MPOs. The MPOs and their respective cities each develop an annual proposed work program that details how each urbanized area will utilize its planning apportionment. The three urbanized areas in North Dakota are: Bismarck/Mandan, Fargo/West Fargo, and Grand Forks/East Grand Forks.

Two of North Dakota's urbanized areas (Fargo-West Fargo, and Grand Forks/East Grand Forks) are located at the North Dakota state line with Minnesota and have neighboring state line cities of Moorhead, Minnesota and East Grand Forks, Minnesota respectively. Minnesota planning funds allocated annually to these two Minnesota cities by FTA and FHWA are also pooled into the CPG to facilitate administration of these funds to these state line urbanized areas. The NDDOT is the lead agency and administers the combined CPG funds for both state line urbanized areas.

Section 5307 Urbanized Area Formula Program

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

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

FTA Funded Section 5339 Bus and Bus Facilities for Major Capital Investment

Section 5339 provides federal funds for transit projects in both urban and rural areas of the state to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. These funds are provided for transit needs that exceed the capabilities of the annual formula funding provided under Sections 5307 and 5311. Providers will submit applications for various programs appropriate to the needs of their agency.

FTA Funded Section 5310 – Enhanced Mobility for Seniors and Person with Disabilities

Section 5310 program funds may be used for capital and operating expenses in rural and urban areas to support transportation services to improve the mobility of seniors and persons with disabilities. These funds are generally used to purchase vehicles.

Projects selected for funding under Section 5310 must be derived from a locally developed, coordinated public transit/human services transportation plan. These plans identify the transportation needs of persons with disabilities, seniors and people with low incomes and provide strategies for meeting these needs. Eligible subrecipients are private nonprofit organizations, governmental authorities where no non-profit organizations are available to provide service and intercity carriers, provided all federal qualifications are met.

FTA Funded Sections 5311 Formula Grants for Other than Urbanized Areas

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

FTA Section 5311(b)(3) Rural Transit Assistance Program (RTAP)

The program provides funds for transit related training and technical assistance to the rural transit operators in the state. These RTAP funds can be used for personnel training to improve public transit services in rural areas. These funds are provided at 100%, and therefore, do not require the usual local matching funds.

FTA-RTAP funds will be used to provide local transit projects and personnel a variety of training and technical assistance in the field of public transit. This is made available to all rural transit projects in the state that receive 5311 funding.

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

This transit assistance program provides federal funds directly to Indian Tribes to improve public transportation on Indian Reservations. All four (4) Indian Reservations in North Dakota are eligible for these funds and can apply for them through the FTA Denver Regional Office.

FTA Funded Section 5311(f), Intercity Bus Program

This Intercity program provides federal funds to Intercity operators. The goal of the program is to provide continuous bus transportation across the country. A minimum of 15% of the Section 5311 funding is programmed for the Intercity Program.

Urbanized Transit Programs

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

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

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

Rural Transit Programs

Localities with less than 50,000 in population are defined as rural areas. North Dakota currently has 27 rural transit projects that will receive Section 5311 funding during federal FY 2017 to provide transit services in the rural areas of the state. These projects are identified in the FY 2017 Section 5311 Program of Projects. These same 27 projects are also eligible to receive Sections 5339 and 5310 funding. These funds are administered by the NDDOT based on project needs as determined through an application process.

It is anticipated that the number of rural transit projects receiving federal funding each year will remain relatively constant during the timeframe covered by this STIP document (2017-2020). Also, North Dakota anticipates receiving a relatively constant level of federal funding for transit needs during this same timeframe.

State Aid for Public Transit Programs

North Dakota has a State Aid for Public Transit assistance program. Since this state-aid program involves only state funds (no federal funding) it is included herein for informational purposes

only. 33 public transit projects (both urban and rural) throughout the state receive state funds to support their transit operations.

Transit Program Information

For questions or further information on any of the above transit programs, contact the LG Division by phone at (701) 328-4469 or via email to Stacey Hanson at smhanson@nd.gov.

**2017
Program Summary (In Thousands)**

| | Expenditures ⁽¹⁾ | | | Revenues | | |
|--|-----------------------------|------------------|------------------|------------------|------------------|----------------------------|
| | Total | Federal | State/Other | Total | Federal | State/Other ⁽²⁾ |
| State Highway Construction Program | | | | | | |
| Interstate Maintenance ⁽³⁾ | \$97,682 | \$87,802 | \$9,880 | \$0 | \$0 | \$0 |
| National Highway Performance | \$107,258 | \$86,804 | \$20,454 | \$159,735 | \$136,051 | \$23,684 |
| National Highway Freight ⁽⁴⁾ | \$0 | \$0 | \$0 | \$7,542 | \$6,788 | \$754 |
| Highway Bridge ⁽⁵⁾ | \$12,580 | \$10,213 | \$2,367 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁶⁾ | \$4,113 | \$3,755 | \$358 | \$9,058 | \$8,270 | \$788 |
| Railway-Highway Crossing | \$5,222 | \$4,700 | \$522 | \$4,201 | \$3,781 | \$420 |
| Surface Transportation | \$91,339 | \$73,078 | \$18,261 | \$48,307 | \$38,649 | \$9,658 |
| Total | \$318,194 | \$266,352 | \$51,842 | \$228,843 | \$193,539 | \$35,304 |
| Urban Highway Construction Program | | | | | | |
| National Highway Performance | \$32,081 | \$24,634 | \$7,447 | \$11,309 | \$8,684 | \$2,625 |
| Highway Bridge ⁽⁵⁾ | \$309 | \$250 | \$59 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁶⁾ | \$3,140 | \$2,826 | \$314 | \$3,140 | \$2,826 | \$314 |
| Surface Transportation/CMAQ | \$25,390 | \$15,319 | \$10,071 | \$48,856 | \$29,477 | \$19,379 |
| Total | \$60,920 | \$43,029 | \$17,891 | \$63,305 | \$40,987 | \$22,318 |
| County Highway Construction Program | | | | | | |
| Surface Transportation | \$17,658 | \$14,222 | \$3,436 | \$17,369 | \$13,989 | \$3,380 |
| Highway Safety Improvements ⁽⁶⁾ | \$1,026 | \$1,006 | \$20 | \$1,026 | \$1,006 | \$20 |
| Highway Bridge | \$7,278 | \$5,890 | \$1,388 | \$7,278 | \$5,890 | \$1,388 |
| Total | \$25,962 | \$21,118 | \$4,844 | \$25,673 | \$20,885 | \$4,788 |
| Transportation Alternatives Program | | | | | | |
| State Highways ⁽⁷⁾ | \$1,917 | \$1,551 | \$366 | \$0 | \$0 | \$0 |
| Urban Areas | \$2,832 | \$1,100 | \$1,732 | \$2,402 | \$933 | \$1,469 |
| County Areas | \$1,483 | \$680 | \$803 | \$1,500 | \$688 | \$812 |
| Total | \$6,232 | \$3,331 | \$2,901 | \$3,902 | \$1,621 | \$2,281 |
| Emergency Relief | \$14,373 | \$14,373 | \$0 | \$14,264 | \$13,373 | \$891 |
| Federal Lands Highways | \$1,100 | \$890 | \$210 | \$1,100 | \$890 | \$210 |
| Safe Routes to School | \$600 | \$600 | \$0 | \$600 | \$600 | \$0 |
| ROM Missile Roads | \$4,000 | \$4,000 | \$0 | \$4,000 | \$4,000 | \$0 |
| SOIB | \$166,131 | \$639 | \$165,492 | \$166,131 | \$639 | \$165,492 |
| Illustrative | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transit | \$21,818 | \$13,727 | \$8,091 | \$21,818 | \$13,727 | \$8,091 |
| Total | \$619,330 | \$368,059 | \$251,271 | \$529,635 | \$290,261 | \$239,375 |
| Maintenance & Operations | \$126,567 | \$0 | \$126,567 | \$126,567 | \$0 | \$126,567 |
| Grand Total | \$745,897 | \$368,059 | \$377,838 | \$656,202 | \$290,261 | \$365,942 |

(1) Contains pending projects - (\$72.2 Million Total, \$60.5 Million Federal), if additional funding/revenues would be available. Some of the projects shown may be funded with 2016 Obligational Limitation.

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

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

(4) This revenue will be used on an eligible project, generally on the Interstate or Nation Highway systems.

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

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

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

**2018
Program Summary (In Thousands)**

| | Expenditures ⁽¹⁾ | | | Revenues | | |
|--|-----------------------------|------------------|------------------|------------------|------------------|----------------------------|
| | Total | Federal | State/Other | Total | Federal | State/Other ⁽²⁾ |
| State Highway Construction Program | | | | | | |
| Interstate Maintenance ⁽³⁾ | \$88,891 | \$79,890 | \$9,001 | \$0 | \$0 | \$0 |
| National Highway Performance | \$71,228 | \$58,080 | \$13,148 | \$162,140 | \$138,638 | \$23,502 |
| National Highway Freight ⁽⁴⁾ | \$0 | \$0 | \$0 | \$8,227 | \$7,405 | \$823 |
| Highway Bridge ⁽⁵⁾ | \$8,979 | \$7,923 | \$1,056 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁶⁾ | \$3,654 | \$3,288 | \$366 | \$10,660 | \$9,592 | \$1,068 |
| Railway-Highway Crossing | \$5,222 | \$4,700 | \$522 | \$4,292 | \$3,863 | \$429 |
| Surface Transportation | \$81,130 | \$64,784 | \$16,346 | \$48,678 | \$38,870 | \$9,808 |
| Total | \$259,104 | \$218,665 | \$40,439 | \$233,997 | \$198,368 | \$35,629 |
| Urban Highway Construction Program | | | | | | |
| National Highway Performance | \$32,288 | \$21,688 | \$10,600 | \$13,174 | \$8,849 | \$4,325 |
| Highway Bridge ⁽⁵⁾ | \$309 | \$250 | \$59 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁶⁾ | \$744 | \$670 | \$74 | \$744 | \$670 | \$74 |
| Surface Transportation/CMAQ | \$23,065 | \$16,688 | \$6,377 | \$42,149 | \$30,496 | \$11,653 |
| Total | \$56,406 | \$39,296 | \$17,110 | \$56,068 | \$40,015 | \$16,053 |
| County Highway Construction Program | | | | | | |
| Surface Transportation | \$33,512 | \$27,052 | \$6,460 | \$18,078 | \$14,594 | \$3,485 |
| Highway Safety Improvements ⁽⁶⁾ | \$2,289 | \$2,060 | \$229 | \$2,289 | \$2,060 | \$229 |
| Highway Bridge | \$7,278 | \$5,890 | \$1,388 | \$7,278 | \$5,890 | \$1,388 |
| Total | \$43,079 | \$35,002 | \$8,077 | \$27,645 | \$22,544 | \$5,102 |
| Transportation Alternatives Program | | | | | | |
| State Highways ⁽⁷⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Urban Areas | \$1,181 | \$956 | \$225 | \$1,180 | \$956 | \$225 |
| County Areas | \$870 | \$704 | \$166 | \$870 | \$704 | \$166 |
| Total | \$2,051 | \$1,660 | \$391 | \$2,051 | \$1,660 | \$391 |
| Emergency Relief | \$1,000 | \$1,000 | \$0 | \$0 | \$0 | \$0 |
| Federal Lands Highways | \$1,100 | \$890 | \$210 | \$1,100 | \$890 | \$210 |
| ROM Missile Roads | \$4,000 | \$4,000 | \$0 | \$4,000 | \$4,000 | \$0 |
| SOIB | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Illustrative | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transit | \$21,434 | \$13,194 | \$8,240 | \$21,434 | \$13,194 | \$8,240 |
| Total | \$388,174 | \$313,707 | \$74,467 | \$346,295 | \$280,670 | \$65,625 |
| Maintenance & Operations | \$126,567 | \$0 | \$126,567 | \$126,567 | \$0 | \$126,567 |
| Grand Total | \$514,741 | \$313,707 | \$201,034 | \$472,862 | \$280,670 | \$192,192 |

(1) Contains pending projects - (\$75.0 Million Total, \$66.0 Million Federal), if additional funding/revenues would be available.

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

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

(4) This revenue will be used on an eligible project, generally on the Interstate or Nation Highway systems.

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

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

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

**2019
Program Summary (In Thousands)**

| | Expenditures ⁽¹⁾ | | | Revenues | | |
|--|-----------------------------|------------------|------------------|------------------|------------------|----------------------------|
| | Total | Federal | State/Other | Total | Federal | State/Other ⁽²⁾ |
| State Highway Construction Program | | | | | | |
| Interstate Maintenance ⁽³⁾ | \$49,171 | \$44,142 | \$5,029 | \$0 | \$0 | \$0 |
| National Highway Performance | \$110,916 | \$89,764 | \$21,152 | \$166,219 | \$141,489 | \$24,730 |
| National Highway Freight ⁽⁴⁾ | \$0 | \$0 | \$0 | \$9,256 | \$8,330 | \$926 |
| Highway Bridge ⁽⁵⁾ | \$9,021 | \$7,779 | \$1,242 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁶⁾ | \$2,201 | \$1,981 | \$220 | \$13,023 | \$11,721 | \$1,302 |
| Railway-Highway Crossing | \$5,222 | \$4,700 | \$522 | \$4,384 | \$3,945 | \$438 |
| Surface Transportation | \$61,133 | \$48,600 | \$12,533 | \$49,044 | \$38,989 | \$10,055 |
| Total | \$237,664 | \$196,966 | \$40,698 | \$241,925 | \$204,475 | \$37,450 |
| Urban Highway Construction Program | | | | | | |
| National Highway Performance | \$17,690 | \$14,000 | \$3,690 | \$11,412 | \$9,031 | \$2,380 |
| Highway Bridge ⁽⁵⁾ | \$309 | \$250 | \$59 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁶⁾ | \$123 | \$111 | \$12 | \$123 | \$111 | \$12 |
| Surface Transportation/CMAQ | \$30,508 | \$23,913 | \$6,595 | \$40,153 | \$31,473 | \$8,680 |
| Total | \$48,630 | \$38,274 | \$10,356 | \$51,687 | \$40,615 | \$11,072 |
| County Highway Construction Program | | | | | | |
| Surface Transportation | \$19,082 | \$15,375 | \$3,707 | \$18,827 | \$15,169 | \$3,657 |
| Highway Safety Improvements ⁽⁶⁾ | \$783 | \$704 | \$79 | \$783 | \$704 | \$79 |
| Highway Bridge | \$7,278 | \$5,890 | \$1,388 | \$7,278 | \$5,890 | \$1,388 |
| Total | \$27,143 | \$21,969 | \$5,174 | \$26,888 | \$21,763 | \$5,124 |
| Transportation Alternatives Program | | | | | | |
| State Highways ⁽⁷⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Urban Areas | \$1,181 | \$956 | \$225 | \$1,180 | \$956 | \$225 |
| County Areas | \$870 | \$704 | \$166 | \$870 | \$704 | \$166 |
| Total | \$2,051 | \$1,660 | \$391 | \$2,051 | \$1,660 | \$391 |
| Emergency Relief | \$1,000 | \$1,000 | \$0 | \$0 | \$0 | \$0 |
| Federal Lands Highways | \$1,100 | \$890 | \$210 | \$1,100 | \$890 | \$210 |
| ROM Missile Roads | \$4,000 | \$4,000 | \$0 | \$4,000 | \$4,000 | \$0 |
| Illustrative | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transit | \$21,746 | \$13,397 | \$8,349 | \$21,746 | \$13,397 | \$8,349 |
| Total | \$343,334 | \$278,156 | \$65,178 | \$349,397 | \$286,800 | \$62,597 |
| Maintenance & Operations | \$126,567 | \$0 | \$126,567 | \$126,567 | \$0 | \$126,567 |
| Grand Total | \$469,901 | \$278,156 | \$191,745 | \$475,964 | \$286,800 | \$189,164 |

(1) Contains pending projects - (\$60.0 Million Total, \$51.0 Million Federal), if additional funding/revenues would be available.

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

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

(4) This revenue will be used on an eligible project, generally on the Interstate or Nation Highway systems.

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

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

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

**2020
Program Summary (In Thousands)**

| | Expenditures ⁽¹⁾ | | | Revenues | | |
|--|-----------------------------|------------------|------------------|------------------|------------------|----------------------------|
| | Total | Federal | State/Other | Total | Federal | State/Other ⁽²⁾ |
| State Highway Construction Program | | | | | | |
| Interstate Maintenance ⁽³⁾ | \$56,306 | \$50,564 | \$5,742 | \$0 | \$0 | \$0 |
| National Highway Performance | \$121,238 | \$98,118 | \$23,120 | \$169,650 | \$144,433 | \$25,217 |
| National Highway Freight ⁽⁴⁾ | \$0 | \$0 | \$0 | \$10,284 | \$9,256 | \$1,028 |
| Highway Bridge ⁽⁵⁾ | \$10,239 | \$8,778 | \$1,461 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁶⁾ | \$2,036 | \$1,832 | \$204 | \$14,214 | \$12,789 | \$1,424 |
| Railway-Highway Crossing | \$5,222 | \$4,700 | \$522 | \$4,475 | \$4,028 | \$447 |
| Surface Transportation | \$102,760 | \$82,256 | \$20,504 | \$49,026 | \$39,243 | \$9,782 |
| Total | \$297,801 | \$246,248 | \$51,553 | \$247,649 | \$209,749 | \$37,900 |
| Urban Highway Construction Program | | | | | | |
| National Highway Performance | \$25,861 | \$16,728 | \$9,133 | \$14,252 | \$9,219 | \$5,033 |
| Highway Bridge ⁽⁵⁾ | \$309 | \$250 | \$59 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁶⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Surface Transportation/CMAQ | \$36,005 | \$24,309 | \$11,696 | \$48,276 | \$32,594 | \$15,682 |
| Total | \$62,175 | \$41,287 | \$20,888 | \$62,528 | \$41,813 | \$20,715 |
| County Highway Construction Program | | | | | | |
| Surface Transportation | \$20,040 | \$16,150 | \$3,890 | \$19,646 | \$15,832 | \$3,813 |
| Highway Safety Improvements ⁽⁶⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Highway Bridge | \$7,278 | \$5,890 | \$1,388 | \$7,278 | \$5,890 | \$1,388 |
| Total | \$27,318 | \$22,040 | \$5,278 | \$26,924 | \$21,722 | \$5,201 |
| Transportation Alternatives Program | | | | | | |
| State Highways ⁽⁷⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Urban Areas | \$1,181 | \$956 | \$225 | \$1,180 | \$956 | \$225 |
| County Areas | \$870 | \$704 | \$166 | \$870 | \$704 | \$166 |
| Total | \$2,051 | \$1,660 | \$391 | \$2,051 | \$1,660 | \$391 |
| Emergency Relief | \$1,000 | \$1,000 | \$0 | \$0 | \$0 | \$0 |
| Federal Lands Highways | \$1,100 | \$890 | \$210 | \$1,100 | \$890 | \$210 |
| ROM Missile Roads | \$4,000 | \$4,000 | \$0 | \$4,000 | \$4,000 | \$0 |
| Illustrative | \$11,704 | \$0 | \$11,704 | \$0 | \$0 | \$0 |
| Transit | \$22,147 | \$13,665 | \$8,482 | \$22,147 | \$13,665 | \$8,482 |
| Total | \$429,296 | \$330,790 | \$98,506 | \$366,398 | \$293,499 | \$72,899 |
| Maintenance & Operations | \$126,567 | \$0 | \$126,567 | \$126,567 | \$0 | \$126,567 |
| Grand Total | \$555,863 | \$330,790 | \$225,073 | \$492,965 | \$293,499 | \$199,466 |

(1) Contains pending projects - (\$110.1 Million Total, \$92.9 Million Federal), if additional funding/revenues would be available.

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

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

(4) This revenue will be used on an eligible project, generally on the Interstate or Nation Highway systems.

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

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

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

IN ADDITION,

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

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

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

IN ADDITION,

NDDOT certifies that:

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

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



NDDOT Director

Wayne Stenehjem

Attorney General

10/17/16

Date

10/13/2016

Date

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



U.S. Department
of Transportation

Federal Highway Administration
[North Dakota Division](#)
4503 Coleman St, Ste 205
Bismarck, ND 58503
701.250.4204 – Phone
701.250.4395 – Fax

Federal Transit Administration
[Region 8](#)
1961 Stout St, Ste 13-301
Denver, CO 80294-3007
303.362.2400 – Phone
303.362.2424 – Fax

November 3, 2016

Mr. Grant Levi, Director
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

Dear Mr. Levi:

Subject: Statewide Planning Finding and State Transportation Improvement Program (STIP)
Approval

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are in receipt of your letter dated October 14, 2016. We, hereby, find that the North Dakota Department of Transportation (NDDOT) and Metropolitan Planning Organization (MPO) planning processes in North Dakota are substantially in compliance with the relevant statutes and regulations¹ governing these activities, and we approve the 2017-2020 STIP.

We are required to evaluate the planning process as part of the STIP approval. Twenty-three (23) CFR 450.220(b) instructs the two Administrations to issue a “joint finding on the extent to which the STIP is based on a statewide planning process that meets, or substantially meets, the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, and subparts A, B, and C of this part.”

The formal planning finding for the 2017-2020 STIP is enclosed. The planning finding this year was a more extensive look at all of the planning elements, including the statewide and metropolitan planning activities, the Statewide Transportation Improvement Plan, performance-based planning, and public involvement activities. The more in-depth look at the programs comes with an increased national emphasis on the planning finding requirement.

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

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

Based on the reviews and participation in the statewide and MPO planning activities, the FTA and the FHWA have identified two areas which need immediate attention. The FHWA and the FTA strongly recommend the NDDOT continue to take steps to address issues associated with the obligations and expenditures of the Consolidated Planning Grant. In addition, the MPOs need to resume sending key documents, such as the UPWP and the TIPs, directly to the Federal agencies rather than presenting them for review and comment through Technical Committee or Policy Board packets.

There are three additional recommendations identifying planning elements the NDDOT needs to complete within deadlines required by the FAST Act, and one regarding the completion of a workshop to address the finding in the 2015 MPO Financial Review. The enclosed planning finding provides additional details.

If you have questions or need additional information, please contact Mr. Darin Allan, FTA, at 303-362-2386, or Ms. Stephanie Hickman, FHWA, at 701-221-9462.

Sincerely,

 Digitally signed by WENDALL L MEYER
DN: c=US, o=U.S. Government, ou=FHWA FHWA/ND, ou=DOT FHWA/ND, cn=WENDALL L MEYER
Date: 2016.11.01 10:03:02 -0500

Wendall L. Meyer
Division Administrator
FHWA ND Division

DAVID L BECKHOUSE
Digitally signed by DAVID L BECKHOUSE
DN: c=US, o=U.S. Government, ou=FTA FHWA/LakewoodCO, ou=DOT FHWA/LakewoodCO, cn=DAVID L BECKHOUSE
Date: 2016.11.01 08:44:40 -0600

David L. Beckhouse
Deputy Regional Administrator
FTA Region 8

Enclosure: STIP Federal Planning Finding

- Ecc: Steve Salwei, Director of Transportation Programs, NDDOT w/enclosure
- Jane Berger, Programming Division, NDDOT w/enclosure
- Paul Benning, Local Government Engineer, NDDOT w/enclosure
- Darin Allan, FTA w/enclosure
- Ranae Tunison, FTA w/enclosure
- Kris Reisenberg, FHWA-MN w/enclosure
- Bobbi Retzlaff, MnDOT w/enclosure

Federal Planning Finding

North Dakota 2017-2020 STIP

Summary

Per 23 CFR 450.220, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required to determine whether or not the statewide planning process meets or substantially meets the requirements of 23 USC Sections 134 and 135, 49 USC Sections 5303 and 5304, and subparts A, B, and C of 23 CFR 450 and 23 CFR 420. This joint planning finding is done in conjunction with the review and approval of the Statewide Transportation Improvement Plan (STIP). In North Dakota, the STIP is adopted at least biennially, and covers four years of Federal-aid projects and projects requiring Federal actions regardless of Federal funding source. Also, regionally significant projects, regardless of Federal, state or local funding source, must be included in the STIP for information purposes.

The FHWA North Dakota Division office and the FTA Region 8 office have been involved in the statewide and metropolitan planning activities throughout the last year. Below is a brief summary of the activities in each area. Following the summary of activities and observations, this report will list any commendations for the programs, or recommendations for improvement that would result in “stepping up” the program. There are no corrective actions associated with this planning finding. There are two “strongly recommended” actions.

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

Issues and Regulations Changes affecting the 2017-2020 Federal Planning Finding New Transportation Authorization

The “Fixing America’s Surface Transportation” Act (FAST Act) was signed into law on December 4, 2015. This authorization made several changes in freight requirements, as well as some changes to planning requirements that impact the state DOT, and the MPOs. For some of the changes, there is a phase-in period, and these timeframes will be highlighted in the documentation below. In addition, there are some new requirements that the state DOT must complete in order to be in compliance with the FAST Act. If the NDDOT is proceeding with implementation of those requirements, but has not completed them, there will be no corrective action identified. Instead, there will be a recommendation for completion.

New Regulations

On May 27, 2016, the FHWA and the FTA issued new Statewide and Metropolitan Planning regulations, codified in 23 CFR Parts 450 and 771, and in 49 CFR Part 613. As a result of the publication of the new regulations, the NDDOT and the MPOs will need to update several planning activities, including performance-based planning and programming. As with the new requirements of the FAST Act, where the MPOs and NDDOT are making reasonable progress toward implementing changes, there will be no corrective action, but there will be a recommendation.

Statewide Planning Process

Plans

On June 16, 2015 the Freight Plan was determined to substantially meet the content requirements of MAP-21 Section 1118 by FHWA. Since the adoption of the State Freight Plan (SFP), the FAST Act has required the plan include information on specific bottlenecks, and specific freight related projects. The SFP may reference the STIP, and the STIP may list freight-specific projects, where appropriate. The state DOTs have until December 4, 2017 to complete the update of the State Freight Plans in order to avoid issues with expenditure of the National Highway Freight Program (NHFP) funding included in the FAST Act.

The NDDOT has continued work on additional plans, including the State Rail Plan, and feasibility studies for highway-rail crossings. The Planning and Asset Management Division has continued to coordinate the updates of the Statewide Long Range Transportation (LRTP) and the Asset Management (TAMP) Plans so the NDDOT is prepared to address the final performance measures required by the Moving Ahead for Progress in the 21st Century (MAP-21), and the FAST Act, once they are released. The NDDOT has begun working on the update of the LRTP, "TransAction III," to make sure it is compliant with the FAST Act. The TAMP is expected to be updated starting in 2017.

The NDDOT Local Government Division continues to receive a number of requests from smaller communities to complete long-range planning efforts. The communities of Watford City and Valley City were also approved for long-range transportation plans. The Watford City Future Land Use Plan is underway and the Valley City RFP is scheduled to be released for response and award late this summer. The Dickinson transit study is currently awaiting final contract agreement. The City of Alexander is currently working with the NDDOT to finalize a scope of work for the Alexander Land Use and Transportation Plan. Additional requests were received, but due to a lack of resources, both local and state, it has been difficult for the Local Government Division to respond to all of the requests received each year.

For the North Dakota counties, the NDDOT is supporting a four-county study to assist the counties to prioritize their roadway systems to coordinate with the state highway system and the county major collector systems. The planning effort will provide support for the counties to determine where best to put their local funding.

In addition, the NDDOT is supporting a “Western Technical Representative” using the SP&R funding. This representative provides planning assistance to the counties in the oil-producing areas of the state. Their role is to help the counties plan out solutions to the traffic issues in their boundaries, and to assist the counties to identify and share data to ensure priority projects are programmed.

STIP Development

The 2016-2019 STIP was approved in December 2015. This was the third year that the STIP formally addressed “Projects of Division Interest (PODI).” These are projects selected jointly by the FHWA and the NDDOT and are generally complex projects or projects that may pose a significant risk to the agencies. A listing of these projects is maintained separately from the STIP since specific projects may be added or completed throughout the year. The report is available to the public upon request.

The NDDOT began development of the 2017-2020 STIP in March 2016. In April and May, the NDDOT Programming Division staff met with all four Native American Tribes with reservations in North Dakota. These meetings discussed projects the Tribes may have planned, as well as those the NDDOT has planned for the state routes in these areas. The NDDOT also discussed the Local Roads Safety Plans (LRSP) the NDDOT had completed with the Tribes in 2015.

The NDDOT cooperatively developed the LRSPs with the 4 Tribes, the 53 counties, 1 National Park, and the 12 largest urban areas in the state; the MPOs were not included. These LRSPs have prioritized safety projects within Tribal reservation boundaries. The NDDOT has set aside sufficient Highway Safety Improvement Program funding to cover priority projects from the Tribal and local community LRSPs each year. The funding allows the Tribes or local public agencies (LPAs) to select a project from the LRSP and have it funded under the HSIP for that year, under most circumstances.

The FTA has expressed concerns regarding the amount of detail provided on transit projects. It has been difficult to reconcile the project listing with their required detail. Please ensure transit amendments to the STIP meet the requirements of 23 CFR §450.218(i).

State Planning and Research (SP&R) Work Program

The Statewide Planning and Research (SPR) Part I work program for 2016 was approved in December 2015. The NDDOT submitted their annual summary report for the 2015 work program within 60 days of the close of the program year. The activities completed were consistent with the 2015 SPR work program.

The NDDOT Local Government Division continues to receive multiple requests for planning assistance for small communities throughout North Dakota. With limited staff resources and SPR funding, the NDDOT has not been able to fully fund all requests, or to provide staff to work with these communities.

Meetings and Public Involvement

In general, the public involvement process during the State Planning process has been used effectively. NDDOT has a current plan for consultation with non-metropolitan local officials, dated February 24, 2016. This year, the NDDOT created a single document clearly outlining how public involvement would be handled for all statewide plans. In accordance with the planning regulations at 23 CFR 450.210(b) (the regulations in effect in February 2016), the NDDOT included a separate chapter dealing solely with consultation with non-metropolitan local officials. By creating a single document dealing with public involvement processes, the public and elected officials have complete information on when and how they can become involved in the statewide planning process. This new document was approved by the NDDOT on February 2016. This is a step in the direction of supporting Ladders of Opportunity, and specifically identifies how the public can engage in the discussing of how transportation connects people to opportunity.

The NDDOT completed their State Freight Plan last year. With the passage of the FAST Act, the NDDOT is in the process of updating the Freight Plan. In addition, the NDDOT has begun working on identification of Critical Rural Freight Corridors and Critical Urban Freight Corridors, as required by the FAST Act. These two sets of corridors will be incorporated into the Multi-modal Freight Network adopted by the FHWA. The update of the State Freight Plan is to be completed by December 4, 2017.

Review Activities

FHWA and NDDOT engaged in a joint Program Assessment and Risk Assessment of the Planning and Programming areas in November 2015. The two agencies identified three main areas of potential risk including: data collection; local public agencies; and metropolitan planning. The data collection item has been on the risk list for several rounds of these assessments. Currently, the flexibility of the NDDOT's current data collection system is limited. However, due to state budget constraints, and limited IT resources, changes to the system have not been possible. The NDDOT continues to look for options to upgrade or replace their current system. In the meantime, the NDDOT has accepted the risk associated with their data collection system.

The other issue that has been a carryover is the timely expenditure of Consolidated Planning Grant funds by the MPOs. During this last year, the NDDOT was informed that the FY 2014 planning grant was considered an "inactive project," and had to be closed or expenditures had to be started. Since none of the three MPOs was ready to begin spending on that grant, the NDDOT opted to deobligate those funds, and obligate the FY 2015 funds to avoid losing obligation authority. Deobligating those funds allowed time for at least one of the MPOs to begin using a newer grant. Currently, the NDDOT is carefully

monitoring the use of the grants, and two of the MPOs are expending the FY 15 planning grant, and one is using the funds from the FY 16 planning grant.

In 2014-2015, the FHWA conducted an MPO Financial Review, including how the NDDOT provided oversight of the financial submittals from the MPOs. As a result of that review, there were several recommendations for the NDDOT, including documentation of their Consolidated Planning Grant (CPG) administrative processes. In June 2016, the NDDOT submitted their action plan which was approved by the FHWA. The activities that remain will be closed out upon approval of the revised Local Government Manual, which is expected in the fall of 2016.

Performance Management

The NDDOT has begun working on performance management activities for both the DOT and the MPOs. In March, the NDDOT and MPOs participated in a Safety Target Setting Workshop with representatives from the FHWA and the National Highway Traffic Safety Administration (NHTSA). Based on the information from that session, the NDDOT is beginning to work on a “trial run” for HSIP and reporting activities.

The session also sparked several questions from the MPOs on coordination of targets for performance measures other than safety. The NDDOT is working with the MPOs to establish processes for coordination.

As part of the performance management and risk processes, the NDDOT has begun working on risk management guidelines. These guidelines will be used to make more informed decisions and address existing or potential risks. The risk management plan will complement the TAMP and LRTP.

Coordination with MPOs

The NDDOT continues to take action to improve communications and coordination with the MPOs, an issue that was first identified in the 2013-2016 planning finding and has carried over in the following years. The NDDOT continues to meet with the MPOs on a semi-annual basis at the MPO Directors meetings. Representatives from other NDDOT Divisions, such as Planning and Asset Management, often attend to ensure the MPOs receive the most recent information about statewide planning activities.

Along with NDDOT, FTA and FHWA participated in regular meetings of the North Dakota MPO Directors during 2016. The meetings covered concerns about the FAST Act and MAP-21 requirements, opportunities for training, and schedules for documents. The last MPO Directors meeting was held in March 2016.

The NDDOT has also met individually with the MPOs regarding specific areas of concern. They have been worked with them on funding availability concerns, planning project eligibility, and updating the Local Government Manual, among other issues. The annual MPO Mid-year meetings are coordinated by

the NDDOT and include discussions on the MPO progress on the UPWP, scheduling and transit plans. For the most part, communications between the NDDOT and the MPOs have improved significantly since this issue was originally identified as a concern in the 2013 planning finding.

Metropolitan Planning Process

Plans

All three MPOs are working on elements for their long-range transportation plans or Metropolitan Transportation Plans (MTP), such as bicycle/pedestrian plans, that will be incorporated into their next plan updates. In addition, the MPOs have identified activities for the next plan update in their UPWPs. Most of those activities are focused on data collection and model validation. The MTP updates are due in 2019 and 2020.

TIPs

The 2017-2020 TIPs at each MPO were adopted this fall. The TIPs are incorporated into the STIP by reference. However, any Federally-funded projects are also shown in the STIP to facilitate the public review of all Federal-aid projects in a single document.

The self-certification statement is included in both the TIP and the UPWP. MPOs complete full documentation supporting the self-certification statement at least triennially. The MPOs are currently updating the supporting documentation and anticipate completion by December 31, 2016. The updated documentation includes the new language in the final Planning Rule, published on May 27, 2016. In addition, the MPOs have incorporated specific statements or policies regarding compliance with the Americans with Disabilities Act. The MPOs are required to have Program Access Plans in place. Since the MPOs do not own any infrastructure, they have referenced their MPO policies and ADA Transition Plans of their member communities. Copies of the documentation are maintained in the individual MPO offices and are available to the public upon request. Courtesy copies of the approved self-certification documentation are provided to the Federal oversight agencies.

In addition to these issues, FHWA and FTA have noted that some of the MPOs have begun providing copies of review documents, such as the TIPs and UPWPs, only through their Technical Advisory Committee packets. The Federal agencies need to have the documents provided directly to them, not through a TAC packet. The FHWA and FTA also need to have a minimum 30 day review and comment period on each such document, prior to their federal approval. This is noted as a “strongly recommended” action to avoid being identified next year as a corrective action.

Unified Planning Work Programs (UPWP)

UPWPs for the 2015-2016 biennium were approved in the Fall of 2014. Each MPO has included activities for the next Metropolitan Transportation Plan update. The MPOs are currently developing their 2017-2018 UPWPs for review and approval.

An issue that came up in regard to the MPO Financial Review, and also in the use of the CPG funding is the availability of local match for the planning activities. The MPOs often are unable to fully program CPG funding due to a lack of local match. In addition, some planning activities that are programmed may be dropped when a member community withdraws its portion of the funding. The local match continues to be an issue and needs to be addressed by each MPO Policy Board in order to ensure proper and complete expenditure of obligated CPG funding.

Future UPWP activities may include Ladders of Opportunity, the Planning Emphasis Areas which FHWA and FTA will be releasing, and additional focus on activities supporting the Americans with Disabilities Act compliance.

Meetings and Public Involvement

The MPOs have been very active with planning studies over the last year. Public meetings have been held regularly, in addition to steering committee meetings and stakeholder meetings for each planning project. On some of the more controversial studies, the MPOs have worked with the NDDOT to address concerns, in one case extending the comment period on the study.

The MPOs have begun updating their Public Participation Plans. Update activities were included in the 2015-2016 UPWP for all three MPOs.

MPO Operations

Within the last year, two of the MPOs have begun having coordination issues among member communities. Rather than cooperatively deciding what was best for the planning area, the situation among the members has become one of pitting one against another. To address this situation, the FHWA North Dakota Division office has begun conducting refresher sessions of "MPO 101" for each of the MPOs. The sessions are intended to remind, or in some cases inform the Policy Boards of the intent of the MPOs and the duties of the Policy Boards. The emphasis of the presentation is on building a solid, cooperatively developed long-range plan and implementable TIP.

The FHWA Division office has also directed the Grand Forks-East Grand Forks MPO to develop a "communications plan" to help the member communities to resolve disputes about the implementation of the MTP or the TIP. The development of the Communications Plan has included representatives from each of the member communities and counties, as well as the state DOTs and their associated District offices. The plan was adopted by the MPO in August 2016.

All three MPOs have had a number of questions regarding the financial aspects of the metropolitan planning program. Many of these questions were a result of the deobligation of the FY 14 planning grant. FHWA-ND has created an overview of the Federal-aid Highway Program (FAHP) and how the metropolitan planning grants are handled within the FAHP. The Division office is working with all three MPOs to schedule this overview session with the Policy Boards. In addition, the NDDOT brought the NHI Course “Highway Program Financing” to Bismarck, and one MPO sent a staff member to the two-day course.

As a result of the MPO Financial Review conducted in 2014 – 2015 (see Review Activities below), the FHWA-ND Division identified the need for all MPOs and the NDDOT to receive training on eligibility of activities under the metropolitan planning program. The review also revealed issues regarding documentation and internal process controls. The NDDOT and the FHWA-ND Division are working with the FHWA Office of Planning and the FHWA Resource Center to develop a workshop on the administration of planning grants. This workshop will address administrative and documentation requirements for the metropolitan planning grants. It is expected to be held in November 2016.

Review Activities

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

At the request of Fargo-Moorhead Metro COG, the FHWA and FTA conducted a mock certification review of the MPO in July 2015. The MPO Policy Board wants to be prepared for the possible designation of the MPO as a TMA after the next census. The review was very extensive, covering all planning requirements for TMAs. The final report was completed in April 2016. The FHWA and FTA found the MPO substantially meets the requirements of all the planning regulations affecting MPOs serving TMAs. The MPO identified several actions they will complete to be better positioned to move to TMA status if they receive designation after the next decennial census.

As noted earlier, this year the FHWA has emphasized the development of ADA Transition Plans and ADA Program Access Plans for MPOs and state DOTs. While the FHWA has not yet conducted a review of the MPO ADA Program Access Plans, they have worked extensively with the MPOs to help them understand their current practices, and to help them address some of the issues associated with the Program Access Plans. Until specific information is available to the MPOs, they will include references to their access policies and activities in their self-certification documentation. It should be noted that the NDDOT ADA Transition Plan has been completed and accepted by the FHWA.

Commendations and Recommendations

Definitions

Corrective Actions:

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

Recommendations:

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

Commendations:

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

Resolutions of Previous Recommendations

The MPOs continue to have issues associated with fully programming the CPG. Local match has been cited as the primary reason for not being able to program all of the CPG funds. The NDDOT is now in a situation where one year of CPG funding was not programmed in order to avoid inactive projects and invalid obligations of Federal funds. The NDDOT continues to work with the MPOs to resolve the CPG issue. Two of the MPOs continue to have carryover exceeding one year’s worth of allocation. This “strongly recommended” issue has not yet been resolved. The FHWA Division office will continue to work with the NDDOT to resolve this issue. The NDDOT should continue to monitor Federal directives on performance-based planning and assist the MPOs and small communities to implement the requirements, as appropriate. Since the final rules on planning and performance management have not been released, this recommendation will be carried over to FY 2017.

The final planning rules were released on May 27, 2016. Since some of the regulations allow implementation to be phased-in, this recommendation will continue to be monitored this next year. This issue is not fully resolved.

Observations and Recommendations

Corrective Actions:

There are no corrective actions associated with this planning finding.

Strongly Recommended:

The NDDOT should continue to monitor the use of the metropolitan planning funds (CPG), and work with the MPOs to identify ways to ensure full use of the planning funds in a timely manner. The NDDOT may need to revise the distribution formula to allow a more even expenditure of funds among the three MPOs. They also have the option to use excess metropolitan planning funding for statewide planning under the eligibility rules in 23 CFR 420.109.

The MPOs need to begin providing key documents for review directly to the Federal agencies. At present, the TIPs and UPWPs, as examples, are sometimes provided through TAC packets, and the Federal agencies do not have at least 30 days for review. This item has been flagged as a “strongly recommended” action to avoid being identified next year as a corrective action.

Recommendations:

The NDDOT should continue to work toward an update of the State Freight Plan that will comply with the new requirements set out in the FAST Act. The update and FHWA approval of the revised plan will need to be completed on or before December 4, 2017.

The NDDOT should continue working toward identification of the Critical Rural and Critical Urban Freight Corridors in North Dakota. Identification will need to be completed on or before December 4, 2017.

The NDDOT and the MPO staffs should participate in the administration of planning grants workshop in October. In addition, they should plan to participate in the “Statewide and Metropolitan Planning” course through the NHI web-based training course when it becomes available.

The FHWA has emphasized the development of ADA Transition Plans and ADA Program Access Plans for MPOs and state DOTs. It is recommended that each MPO create a specific ADA Program Access plan for their location. This Program Access Plan would identify how the MPO will address ADA issues for their offices and meetings. Since the MPOs do not own any infrastructure, this plan would discuss specific policies and meeting locations the MPO uses to ensure all persons with disabilities have access to the metropolitan planning program. The FHWA will provide additional information on the Program Access Plan document as it becomes available.

Each of the MPOs should schedule sessions with the Policy Boards for the FHWA to present the finance overview and “MPO 101” materials to ensure their members have a better understanding of the metropolitan planning program, if they have not done so within the last two years. The MPOs should aim for sessions before the end of CY 2016.

Commendations:

The NDDOT has begun working toward the coordination of the state's LRTP, the TAMP, and their Risk Management processes. This coordination will be important as we move toward additional performance management activities.

Conclusion

The FHWA and FTA, based on the State DOT and MPO(s) self-certifications of their statewide and metropolitan planning processes, review of self-certification supporting documentation, and our involvement in the State and MPO transportation planning processes, hereby find that the STIP is based on a statewide transportation planning process that substantially meets the requirements of 23 USC Sections 134 and 135, 49 USC Sections 5303 and 5304, and subparts A, B, and C of 23 CFR 450, and 23 CFR 420.



North Dakota Department of Transportation

Grant Levi, P.E.
Director

Jack Dalrymple
Governor

October 11, 2016

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

APPROVAL OF GRAND FORKS-EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Grand Forks-East Grand Forks Metropolitan Planning Organization's (BM MPO) 2017-2020 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

The Fixing America's Surface Transportation (FAST) Act was signed in December 2015 and provided long-term funding for surface transportation infrastructure planning and investment. FAST covers fiscal years 2016-2020 and the NDDOT will continue to closely monitor, provide input, and report on the status of the transportation bill. It will be important to get full federal funding so that these projects can move forward. As always, requested projects will be reviewed closely to ensure their federal aid eligibility.

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


GRANT LEVI, P.E., DIRECTOR

38/mej

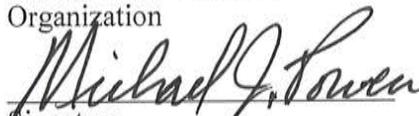
c: Stephanie Hickman, Federal Highway Administration
Ranae Tunison, Federal Transit Administration
Paul Benning, Local Government Engineer
Les Noehre, Grand Forks District Engineer

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION STATEMENT**

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

- 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the FAST (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

GF-EGF MPO
Metropolitan Planning
Organization


Signature

Michael J. Powers
Chair

September 21, 2016
Date

North Dakota Department
of Transportation


Signature

Local Government Engineer
Director

September 30, 2016
Date



North Dakota Department of Transportation

Grant Levi, P.E.
Director

Jack Dalrymple
Governor

October 11, 2016

Mr. Steve Saunders
Executive Director
Bismarck-Mandan Metropolitan Planning Organization
P.O. Box 5503
Bismarck, ND 58506

APPROVAL OF BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Bismarck-Mandan Metropolitan Planning Organization's (BM MPO) 2017-2020 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

The Fixing America's Surface Transportation (FAST) Act was signed in December 2015 and provided long-term funding for surface transportation infrastructure planning and investment. FAST covers fiscal years 2016-2020 and the NDDOT will continue to closely monitor, provide input, and report on the status of the transportation bill. It will be important to get full federal funding so that these projects can move forward. As always, requested projects will be reviewed closely to ensure their federal aid eligibility.

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

A handwritten signature in blue ink that reads "Grant Levi".

GRANT LEVI, P.E., DIRECTOR

38/mej

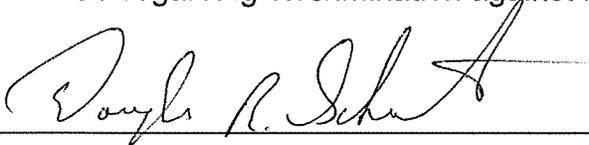
c: Stephanie Hickman, Federal Highway Administration
Ranae Tunison, Federal Transit Administration
Paul Benning, Local Government Engineer
Kevin Levi, Bismarck District Engineer

MPO Self Certification

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

23 United States Code (U.S.C.) 450.336 requires Metropolitan Planning Organizations to regularly certify that their planning process is being carried out in accordance with applicable requirements; also, that the planning process supports the development of a comprehensive Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program that are consistent concerning the following applicable federal regulations:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises (DBE) in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Bismarck-Mandan MPO Policy Board Chair

08/16/16

Date



North Dakota Department of Transportation

Grant Levi, P.E.
Director

Jack Dalrymple
Governor

October 11, 2016

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

APPROVAL OF FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Fargo-Moorhead Metropolitan Council of Government's (Metro COG) 2017-2020 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

The Fixing America's Surface Transportation (FAST) Act was signed in December 2015 and provided long-term funding for surface transportation infrastructure planning and investment. FAST covers fiscal years 2016-2020 and the NDDOT will continue to closely monitor, provide input, and report on the status of the transportation bill. It will be important to get full federal funding so that these projects can move forward. As always, requested projects will be reviewed closely to ensure their federal aid eligibility.

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

A handwritten signature in blue ink that reads "Grant Levi".

GRANT LEVI, P.E., DIRECTOR

38/mej

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

**TRANSPORTATION PLANNING PROCESS SELF
CERTIFICATION STATEMENT**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) hereby certifies that it is carrying out a continuing, cooperative and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Full documentation of Metro Cog's federal certification can be obtained by contacting Metro COG at 701.232.3242, metrococ@fmmetrococ.org, or by visiting in person at One 2nd Street North Suite 232, Fargo, North Dakota 58102.

F-M Metropolitan Council of Governments



Signature

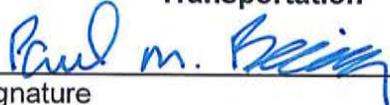
Chair, Metro COG Policy Bd.

Title

7/21/16

Date

**North Dakota Department of
Transportation**



Signature

Local Government Engineer

Title

9-28-16

Date

July 15, 2016

Draft 2017-2020 STIP ready for public comment until August 15, 2016

The North Dakota Department of Transportation (NDDOT) has published a draft of the Statewide Transportation Improvement Program (STIP) and it will be available for comment from July 15, 2016 to August 15, 2016. The STIP is a four-year program of transportation improvements that are funded with federal highway and transit monies. Improvements include projects on the state and county highways, urban streets, roadway safety features, bikeways, as well as busing programs, which will be funded with federal funds.

An electronic copy of the draft STIP is located on the NDDOT's website at www.dot.nd.gov by clicking on "Publications" on the top of the page, then clicking on the "2017-2020 Draft STIP (Statewide Transportation Improvement Program)" link under the Plans and Reports section. Copies are also available for viewing at the district offices, or individual copies may be obtained from Chad M. Orn, NDDOT Programming Division, at 701-328-4587.

Comments on the Draft STIP should be submitted to the appropriate NDDOT contact listed below or by email to dot@nd.gov with "Draft STIP" in the subject line by August 15, 2016.

NDDOT District Offices:

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



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

North Dakota Division

March 3, 2016

4503 Coleman Street, Suite 205
Bismarck, North Dakota 58503
Phone 701-250-4204
Fax 701-250-4395

Mr. Ron His Horse is Thunder
Director, Transportation Planning Program
Standing Rock Nation
Standing Rock Avenue Bldg 1
P.O. Box D
Fort Yates, ND 58538

Dear Mr. His Horse is Thunder:

RE: NDDOT STIP Tribal Planning Meeting

The North Dakota Department of Transportation (NDDOT) is beginning the process of developing the North Dakota Statewide Transportation Improvement Program (STIP) for years 2017-2020. The Federal Highway Administration (FHWA) would like to schedule a planning coordination meeting and to get input on projects that should be included in this STIP.

The FHWA North Dakota Division and the NDDOT would like to plan this meeting between March 9, 2016, and April 8, 2016, if at all possible. Is there a date that would work during that time period? To accommodate your schedule, we would be willing to host a discussion here at our office in Bismarck, or we can make arrangements to travel to your offices.

Please contact Stephanie Hickman, Planning and Program Development Team Leader, at 701-221-9462, or by email at stephanie.hickman@dot.gov, to arrange for a convenient time.

Sincerely yours,


Wendall L. Meyer
Division Administrator

Ecc: Steve Salwei, Director, Office of Transportation Programs, NDDOT
Jane Berger, Programming Division Engineer, NDDOT
Manuel Sanchez, CFLHD



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

North Dakota Division

March 3, 2016

4503 Coleman Street, Suite 205
Bismarck, North Dakota 58503
Phone 701-250-4204
Fax 701-250-4395

Mr. Clarence Green
Transportation Planner
Spirit Lake Sioux Tribe
P.O. Box 359
Fort Totten, ND 58335-0359

Dear Mr. Green:

RE: NDDOT STIP Tribal Planning Meeting

The North Dakota Department of Transportation (NDDOT) is beginning the process of developing the North Dakota Statewide Transportation Improvement Program (STIP) for years 2017-2020. The Federal Highway Administration (FHWA) would like to schedule a planning coordination meeting and to get input on projects that should be included in this STIP.

The FHWA North Dakota Division and the NDDOT would like to plan this meeting between March 9, 2016, and April 8, 2016, if at all possible. Is there a date that would work during that time period? To accommodate your schedule, we would be willing to host a discussion here at our office in Bismarck, or we can make arrangements to travel to your offices.

Please contact Stephanie Hickman, Planning and Program Development Team Leader, at 701-221-9462, or by email at stephanie.hickman@dot.gov, to arrange for a convenient time.

Sincerely yours,

Wendall L. Meyer
Division Administrator

Ecc: Steve Salwei, Director, Office of Transportation Programs, NDDOT
Jane Berger, Programming Division Engineer, NDDOT



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

North Dakota Division

March 3, 2016

4503 Coleman Street, Suite 205
Bismarck, North Dakota 58503
Phone 701-250-4204
Fax 701-250-4395

Mr. Richard Hall
Transportation Director
MHA Nation
404 Frontage Rd
New Town, ND 58763

Dear Mr. Hall:

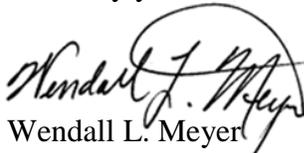
RE: NDDOT STIP Tribal Planning Meeting

The North Dakota Department of Transportation (NDDOT) is beginning the process of developing the North Dakota Statewide Transportation Improvement Program (STIP) for years 2017-2020. The Federal Highway Administration (FHWA) would like to schedule a planning coordination meeting and to get input on projects that should be included in this STIP.

The FHWA North Dakota Division and the NDDOT would like to plan this meeting between March 9, 2016, and April 8, 2016, if at all possible. Is there a date that would work during that time period? To accommodate your schedule, we would be willing to host a discussion here at our office in Bismarck, or we can make arrangements to travel to your offices.

Please contact Stephanie Hickman, Planning and Program Development Team Leader, at 701-221-9462, or by email at stephanie.hickman@dot.gov, to arrange for a convenient time.

Sincerely yours,


Wendall L. Meyer
Division Administrator

Ecc: Steve Salwei, Director, Office of Transportation Programs, NDDOT
Jane Berger, Programming Division Engineer, NDDOT



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

North Dakota Division

March 3, 2016

4503 Coleman Street, Suite 205
Bismarck, North Dakota 58503
Phone 701-250-4204
Fax 701-250-4395

Mr. Ron Trottier, Jr.
Transportation Department
Turtle Mountain Band of Chippewa
PO Box 661
Belcourt, ND 58316

Dear Mr. Trottier:

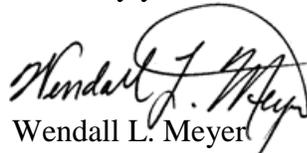
RE: NDDOT STIP Tribal Planning Meeting

The North Dakota Department of Transportation (NDDOT) is beginning the process of developing the North Dakota Statewide Transportation Improvement Program (STIP) for years 2017-2020. The Federal Highway Administration (FHWA) would like to schedule a planning coordination meeting and to get input on projects that should be included in this STIP.

The FHWA North Dakota Division and the NDDOT would like to plan this meeting between March 9, 2016, and April 8, 2016, if at all possible. Is there a date that would work during that time period? To accommodate your schedule, we would be willing to host a discussion here at our office in Bismarck, or we can make arrangements to travel to your offices.

Please contact Stephanie Hickman, Planning and Program Development Team Leader, at 701-221-9462, or by email at stephanie.hickman@dot.gov, to arrange for a convenient time.

Sincerely yours,


Wendall L. Meyer
Division Administrator

Ecc: Steve Salwei, Director, Office of Transportation Programs, NDDOT
Jane Berger, Programming Division Engineer, NDDOT
Nate Thompson, CFLHD